

[REDACTED]

From: Planning Policy
Sent: 07 January 2019 08:01
To: Local Plan
Subject: FW: Response to Bath and North East Somerset Council Local Plan Options Document Consultation Winter 2018

Categories: Green Category

From: Kerry Irvine [REDACTED]
Sent: 06 January 2019 23:42
To: Planning Policy
Cc: Richard Daone
Subject: Response to Bath and North East Somerset Council Local Plan Options Document Consultation Winter 2018

Dear Local Plan Management Team,

Our response to this Consultation is in two parts.

Firstly, we agree with and fully support the Saltford Parish Council response at its meeting on 4th December 2018 to the consultation and would therefore wish this to be taken by Bath and North East Somerset Council as the first part of our response to the Winter 2018 Consultation.

Please find Saltford Parish Council response as an attached document.

Secondly, we object to a Local Plan which did not fully assess and include solutions to the following issues:

Transport

To include appropriate and necessary transport infrastructure changes to reduce motor vehicles use on the A4 before any additional housing is planned for the area that would place more vehicles on the A4 through Saltford or on other pinch points on the A4 route between Bristol and Bath.

To assess and fully consider alternative transport options to relieve the amount of Road traffic on the A4 through Saltford. Heavy road traffic already means that Saltford has an Air Management Areas on the A4. Current transport solutions relies too heavily on the road infrastructure and should now include fully assessed and considered use of the existing transport assets of existing and former railway corridors between Bath and Bristol. Specifically the potential benefit of reopening the GWR station at Saltford and or placing a LRT system on the (former LMS track path) between Bath To Bristol. Upgrading the LMS route for joint use for LRT and leisure.

Education

To identify and allocate a site for a Secondary school in North Keynsham, and Saltford. To take account of children who will live in the new housing being built and proposed for this area, and also the demographic changes to the population of Saltford in the next twenty years. 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 a location is shown where a new secondary school will be sited. It is essential that a school is sited close to population growth and demographic change areas to limit the travel distance between homes and School. It is also important that walking routes to the new school should be provided so that children have a better option that

walking along the A4. Furthermore the siting of a new School (including a Sixth form) is an important consideration in the Local Plan because the large land footprint of the school and its facilities needing an adequate site to be earmarked for this purpose incorporated to any new housing development plans.

Account in the Local Plan for additional living space provided by Property extensions.

Included in the Local Plan housing delivery statistics we would suggest that account is made for the period of the plan of the amount of 1,000 of square meters of habitable space which is brought forward by house extensions in the region. This is evidenced by successful planning applications. One major importance of this extra habitable space is that it is provided without any additional land being required. These extensions produce bigger homes for large and growing families. This additional space is for the major part also quickly brought forward, building works often starting within weeks of approval and often the extensions are undertaken by local builders. Over time these larger houses can be invaluable to meet the needs of larger families or those families where mixed generation might want to live together. The additional rooms that are created can also be a future resource to help provide lodging for the growing numbers of University students and individuals in the region. Besides providing accommodation they would provide an income to house owners. Additional large homes can provide the possibility in the future of division into small homes and or to houses in multiple occupation. These conversation might provide additional affordable housing.

No New Housing under Bristol Airport inbound flight paths.

Bristol Airport are planning a major expansion in the coming years resulting in an increase to the number of flights to the Airport. We would be opposed to any Local Plan that allows housing development under the nuisance of airplane noise on the flight paths in to Bristol Airport. Particularly those flight paths which converge on the south side of Saltford. Currently in the Summer there are times when planes fly over the south part of Saltford every 5 minutes. With the expansion of the airport this number of flights will increase and the level of nuisance.

Adrian Betts and Kerry Irvine



[REDACTED]

From: Richard Daone
Sent: 07 January 2019 09:14
To: Local Plan
Subject: FW: Response to Bath and North East Somerset Council Local Plan Options Document Consultation Winter 2018

Categories: Green Category

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Adrian Betts and Kerry Irvine



**Consultation on the B&NES Local Plan
Options Document (November 2018)**

**COMMENTS
FORM**

**You are strongly encouraged to make your comments on-line via the
Local Plan consultation portal www.bathnes.gov.uk/localplan2016-2036**

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 Options document.

Please complete a separate form for each proposed policy approach/option you are commenting on using the unique reference numbers as set out in Chapters 3 - 8.

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, Lewis House, Manvers Street, Bath BA1 1JG.

Your comments must be received by 7 January 2019

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	PHILIP	First Name	USE AGENT
Surname	MARSDEN	Surname	DETAILS
Job Title <small>(only if applicable)</small>	ASSOCIATE DIRECTOR	Job Title	
Organisation <small>(only if applicable)</small>	CBRE	Organisation	
Email	philip.marsden@cbre.com	Email	
Address	Floors 13+14 Clydon Heights Triangle West Bristol	Address	
Postcode	BS8 1ET	Postcode	
Date	20.12.18	Date	

I would like to be on the Planning Policy Mailing List and receive updates about future consultations on Planning Policy documents including the Local Plan. I am aware that I can unsubscribe at any time.

Please tick

Please note that names and comments will be published

Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on?

Please use the unique reference number by each policy approach/option.

Please make your comments as succinct as possible.

Please see separate letter detailing our full comments

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

Local Plan Consultation
Planning Policy
Bath & North East Somerset Council
Manvers Street
Bath
BA1 1JG

20 December 2018

Dear Sir or Madam,

**Bath and North East Somerset Local Plan 2016-2036
Options Consultation – Winter 2018
Representations on Behalf of J.E. Sheppard and Sons (Sawmills)**

We write on behalf of our client, J.E. Sheppard and Sons (Sawmills), in respect of the public consultation period for the Options stage of the Bath and North East Somerset Local Plan 2016-2036. Our client owns a plot of land measuring approximately 7.1 hectares, located to the south of Greyfield Road in High Littleton. Submissions to the Issues and Options stage of the Local Plan process were made by our client in January 2018.

The Options document sets out that of the 14,500 new homes needed across the Borough, 700 of these will be 'Non-Strategic Growth' sites. This is defined as between 10 and 500 homes. The document then sets out three possible approaches to how the Non-Strategic Growth will be distributed across the Borough.

This is an early but important first stage in the preparation of an emerging Local Plan and our client welcomes this opportunity for making comments.

SS.1 – Focussed approach avoiding the Green Belt

This option seeks to promote the Non-Strategic growth into a small number of key locations outside of the Green Belt. The Options Document explains the benefit of this approach is that it will help facilitate investment in infrastructure. However, focussing development in a small number of key locations could have a significant impact upon existing residents due to increased traffic, and increased pressure on schools, medical facilities and open space. The Joint Spatial Plan (JSP) has a locational strategy (the preferred approach) which seeks to achieve a balanced portfolio (JSP Ch.4 Para10) and which goes on to say that: focusses development at locations well related to existing urban areas, which are served by existing sustainable transport routes. The JSP's approach would not be reflected fully through a focussed approach as presented here.

We consider that this option would place too much pressure on existing services in a small number of settlements, which could have adverse impacts due to the need for more development (i.e. schools, road infrastructure) to support the new homes. Prompt delivery would also be questionable. Additionally, despite SS.1 focussing new development in a small number of locations outside of the green belt, these locations

are still considered sensitive. Allocating three or four locations, each up to 250 homes, could create large new developments in visually sensitive locations.

In light of the above, we consider that Option SS.1 would place additional pressures on a small number of existing settlements, and could create large visually intrusive developments. Accordingly, we do not think this approach should be adopted.

SS.2 – More dispersed approach avoiding the Green Belt

The second option seeks to distribute the housing across a wider range of settlements. The main advantage of this more dispersed approach is that each development will have less of an impact on existing infrastructure and services due to a lower number of homes at each existing settlement.

Furthermore, a larger number of smaller developments can more easily be located in visually non-sensitive areas, such as those that don't have medium and long-range views (due to the topography of the site and surrounding area, existing landscaping, and existing built form). Such areas are more suited to well planned development as they are hidden from view in all but the short-range views, i.e. immediately next to the site. These sites are relatively rare, but by adopting the more dispersed approach under SS.2, it will be easier to accommodate a larger number of smaller developments (that is to say non-strategic in scale) on 'discreet' sites with minimal medium and long-range views.

In light of the above, we consider that Option SS.2 will provide a good level of distribution of new homes across the area, whilst not creating undue pressure on existing services and infrastructure. Additionally, these smaller sites can be more easily accommodated in locations of low visual impact.

SS.3 Combination of locations outside of and within the Green Belt

The third approach within the Options document is to accommodate the required number of new homes on a combination of sites outside of and within the Green Belt. This approach will lead to a level of development within the Green Belt, which should only occur in exceptional circumstances.

Although the dispersed approach will distribute any adverse impacts over a wider geographical area, it will lead to harm caused to the most sensitive locations, that being the Green Belt. Therefore our client does not consider this would be a suitable approach.

DM.1 – Emerging policy approach for carbon reduction

In respect of reducing carbon emissions within new developments, we support the overall intention of this, but policy requirements must not place onerous obligations on house builders that could render a proposal unviable. Any policy wording will need to take into account the viability of a proposed development.

DM.5 – Approaches for facilitating the delivery of self-build plots

In respect of self-build plots, we consider that these should be integrated into larger, strategic sites (such as North Keynsham and Whitchurch), and self-build-only schemes should be promoted. Plots within 'standard' housing schemes may not be possible due to the established business models of volume house builders.

Conclusion

In light of the above, we conclude that the most appropriate spatial strategy for distributing new non-strategic homes is 'SS.2 – *More dispersed approach avoiding the Green Belt*'. SS.1 and SS.3 will lead to increased pressure on existing services and infrastructure, or adverse impacts upon sensitive areas, i.e. the Green Belt. SS.2 will lead to a suitable balance between providing the necessary number of new homes, whilst not creating undue pressure on existing services and infrastructure.

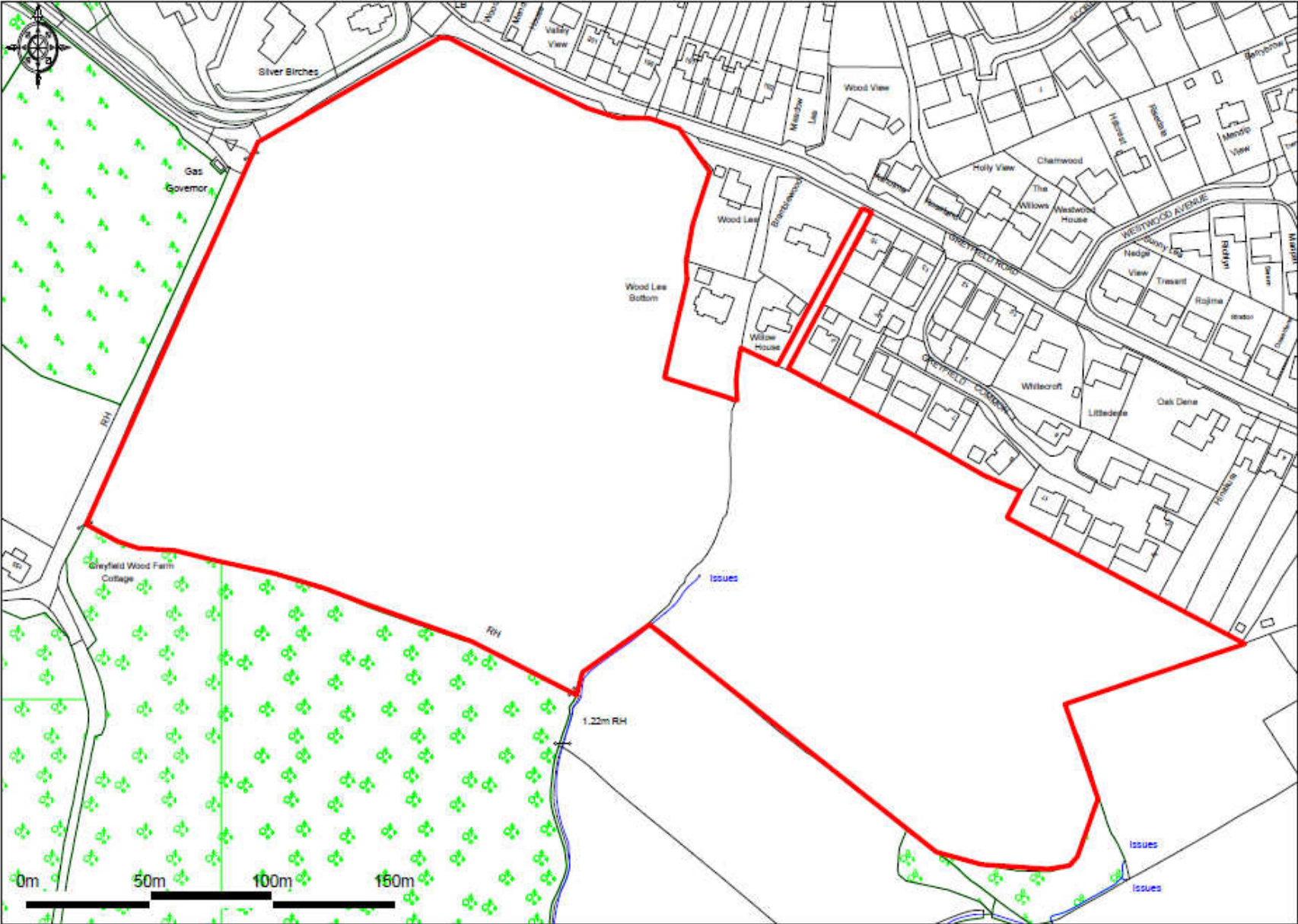
We would be grateful if the above comments could be taken into consideration as part of the consultation process. Additionally, we request to be kept up to date in respect of the next steps of the Local Plan process.

Yours faithfully,



**PHILIP MARSDEN
ASSOCIATE DIRECTOR
FOR AND ON BEHALF OF CBRE LTD.**

Drawing Ref: BANES/HL/SLP



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Technical Note

Title	Land at High Littleton		
Prepared by	D Tingay	Checked by	Reviewed by
Date	December 2018		Version

1. Introduction

- 1.1. This short technical note has been drafted to set out the preliminary transport implications for a proposed residential development of up to 170 units at land off Greyfield Road, High Littleton, Bath & North East Somerset.
- 1.2. The proposed development masterplan is included as an Appendix.

2. Existing Site and Local Highway

- 2.1. Greyfield Road is lit and subject to a 30mph speed limit. There is a continuous footway on the northern side. The site frontage onto Greyfield Road is hedgerow.
- 2.2. To the west of the site, a former road provides a pedestrian and cycle link to Clutton to the west. To the north, Greyfield Road becomes The Gug before joining Scumbrum Lane to the north.
- 2.3. To the east, Greyfield Road has intermittent footways on the southern side, and joins A39 High Street some 400m to the east at a priority junction. The photograph below is taken from the eastern end of the site frontage, looking east.



- 2.4. The A39 links Bath to Wells and beyond. The majority of the route is two-lane carriageway, although traffic calming chicanes are located to the north of the Greyfield Road junction within High Littleton itself.
- 2.5. Some 90m to the south of the Greyfield Road/A39 junction a zebra crossing provides a safe crossing point.

Traffic Conditions

- 2.6. The site was visited on 24th September in the morning peak hour to observe traffic conditions.
- 2.7. Flows on Greyfield Road were very low, and flows on the A39 were low enough to allow pedestrians to cross at any point easily, and students were witnessed crossing to access the school bus service on the eastern footway at the junction with Greyfield Road.
- 2.8. It was refuse collection day, and the refuse lorry was observed stopped in the priority sections of the A39 within the village, blocking traffic in both directions.

3. Local Facilities

- 3.1. High Littleton contains a post office, with shop and off-licence, primary school, hairdressers, another general stores/off licence, fish and chip shop/licensed restaurant and a pub.

Public Transport

- 3.2. There are bus stops on the A39 to the south of the Greyfield Road junction. Both stops have shelters, timetables and real time information displays.
- 3.3. The bus stops are served by the 83, 178 and 179 services

Table 3.1 Existing Bus Services in Local Area – Frequency in Each Direction						
Service	Route	Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	
83	Farmborough – High Littleton – Paulton – Midsomer Norton (School service)	1 AM outbound, 1 PM inbound services	-	-	-	-
178	Radstock – Midsomer Norton – Paulton – Keynsham – Bristol	60 mins	-	60 mins	-	-
179	Thicket Mead – Bath	6 jnys		-	-	-



3.4. The 178 service to Bristol takes approximately an hour to the City Centre, with the first bus leaving at 05:49, arriving in Bristol at 06:38. The last bus from Bristol departs at 18:35 and arrives in High Littleton at 19:25.

4. Proposed Access

4.1. The proposed access is on Greyfield Road, roughly mid-way along the site frontage, although the access can be moved, and is shown on drawing 0939-001. The layout shows a footway along the site frontage, and it is possible that homes fronting onto Greyfield Road could have direct access with private drives.

4.2. The footway to the east continues as far as the development land meets the highway boundary, where a dropped kerb and tactile paving would be created to allow pedestrians to cross. It is not possible to provide a continuous footway without narrowing the vehicular carriageway because of a kink in highway boundary where there is no verge. The photograph below is taken from the southern footway looking west towards the site, with kink in the highway boundary in front.



5. Trip Generation

5.1. TRICS is an industry standard database of traffic counts of various land uses throughout the country, and is used to estimate traffic flows for both existing and proposed developments.

- 5.2. For the proposed site, privately owned houses was selected, and Greater London and sites in Eire were deselected. The counts were further filtered by only selecting sites in neighbourhood centres, with a sub-category of villages.
- 5.3. We have assumed that the site would contain around 170 dwellings (figure may go down, depending on density, attenuation ponds etc).
- 5.4. The TRICS output is appended to this note, but summarised below.

Table 5.1 Trips – Village classification			
	Arrivals	Departures	Two-Way
AM (08:00-09:00)	23	46	69
PM (17:00-18:00)	34	21	56

- 5.5. The table above shows that the development would generate 69 movements in the morning peak hour and 56 in the evening, which average at around one vehicle every minute. However, from experience, the above trip rates appeared a little low. Therefore the TRICS run was modified to include suburban areas and edge of towns. This provided higher trips as follows:

Table 5.2 Trips – Suburban/Out of Town Classification			
	Arrivals	Departures	Two-Way
AM (08:00-09:00)	23	65	87
PM (17:00-18:00)	59	29	89

- 5.6. The revised flow calculation averages at 1.5 cars every minute, or one car every 40 seconds, two way in the peak hours.
- 5.7. Whilst the flow would be perceptible on Greyfield Road, once distributed onto the wider highway network, would present negligible impact.
- 5.8. No junction counts have been undertaken, but it is not anticipated that the flow generated by the development would result in capacity issues at the junction of Greyfield Road and the A39

6. Parking Provision

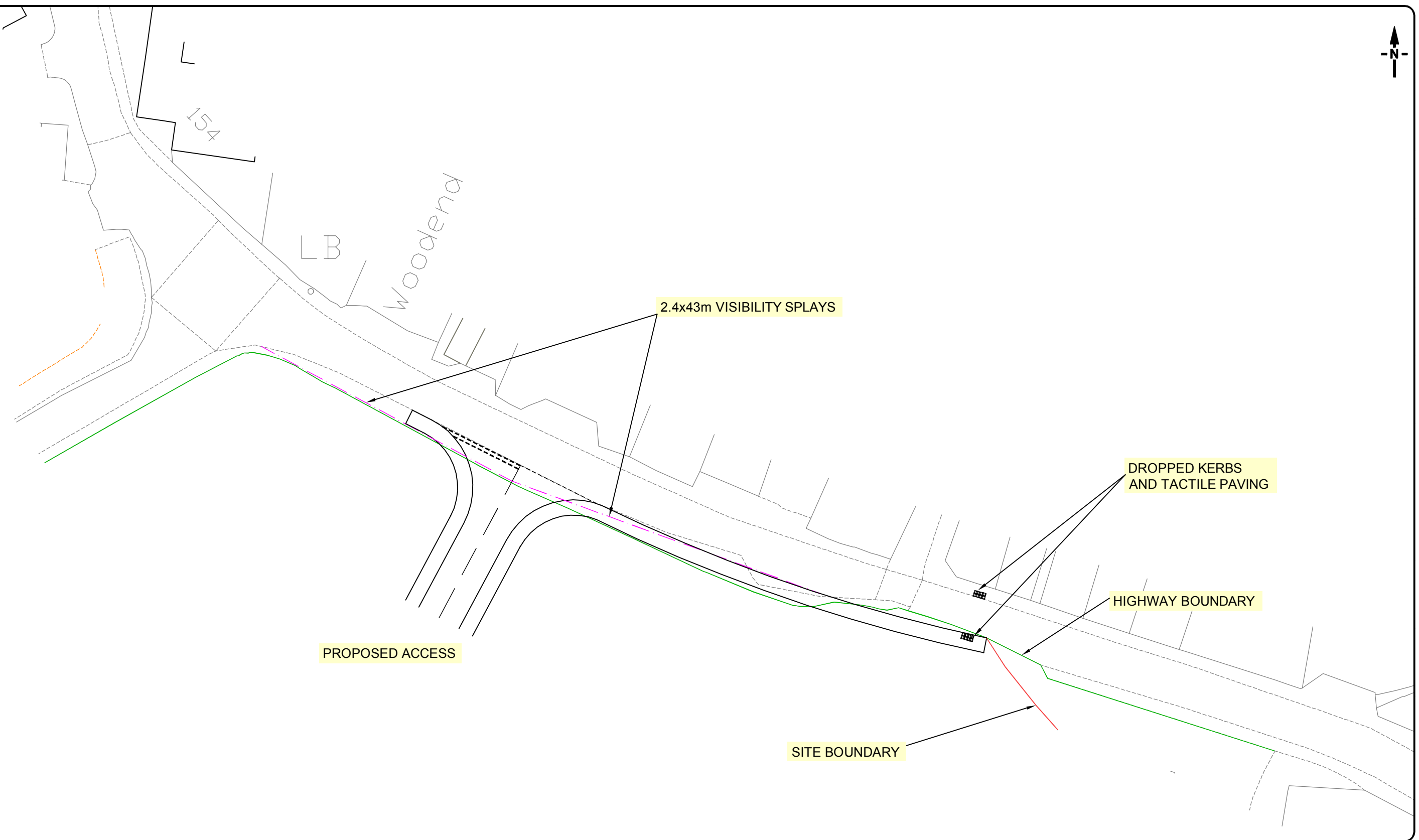
- 6.1. Parking standards are set out in B&NES Placemaking Plan, and for residential units the minimum standard for cars is 1 space per one-bed dwelling, 2 spaces per two to three-bed dwelling and 3 spaces per four-bed dwelling and above. Visitor parking is required at 0.2 spaces per dwelling.
- 6.2. Secure covered cycle parking is required at 2 spaces per dwelling, and can be accommodated in garages if the internal dimensions are 6m by 3m or more.

7. Conclusions

- 7.1. The proposed development would generate around 90 trips in the peak hours. Whilst no traffic surveys were undertaken, it is considered that with the likely level of generated traffic, there would be no traffic capacity problems at the Greyfield Road/A39 junction.
- 7.2. High Littleton has a range of local facilities, and a bus link to a secondary school, and bus service to Bristol suitable for commuters.

PROPOSED ACCESS

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KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

HIGH LITTLETON PROPOSED ACCESS

1:500 @ A3
0939-001

DEVELOPMENT MASTERPLAN



Legend

- Application boundary - 7.1ha
- Primary road network
- Secondary road network
- Proposed Footpaths
- Higher density development
- Lower density development
- Proposed tree species
- Existing tree species
- SUDS Feature
- Green infrastructure
- W Woodland
- P POS / Play
- A Play

Urban Intervention

- A Primary vehicular access
- B Primary route
- C Pedestrian/cycle access

Landscape Intervention

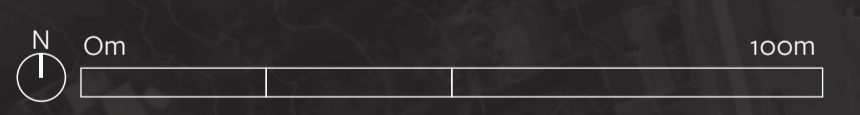
- A Woodland
- B Village Green
- C Attenuation feature
- D Swale

Designation

Application Boundary: 7.1 ha
 Net Developable Area: 4.24 ha
 Public Open Space: 2.69 ha
 Attenuation features: 0.17 ha

Accommodation Schedule

30 dph = 127 Dwellings
 35 dph = 148 Dwellings
 40 dph = 170 Dwellings



Land off of Greyfield Road, High Littleton
 Framework Plan
 180910 L 02 01 1:1000 / A1 DH / Nov 2018

CliftonEmerydesign

Studio 54, 133 Cumberland Rd, Bristol BS1 6LX
 T: 01392 368866 W: www.cliftonemerydesign.co.uk E: mail@cliftonemerydesign.co.uk

Drawing Status: Preliminary
 CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY POLYLED DIMENSIONS ARE TO BE WORKED FROM. THIS DRAWING IS COPYRIGHT

TRICS OUTPUT

Calculation Reference: AUDIT-739001-181128-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
04	EAST ANGLIA SF SUFFOLK	1 days
09	NORTH TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 33 to 57 (units:)
 Range Selected by User: 20 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3
--	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	3
---------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	38	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
2	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	33	
	<i>Survey date: FRIDAY</i>	<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
3	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	57	
	<i>Survey date: THURSDAY</i>	<i>19/10/17</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	43	0.078	13.281	3	43	0.227	38.516	3	43	0.305	51.797
08:00 - 09:00	3	43	0.133	22.578	3	43	0.273	46.484	3	43	0.406	69.062
09:00 - 10:00	3	43	0.109	18.594	3	43	0.164	27.891	3	43	0.273	46.485
10:00 - 11:00	3	43	0.195	33.203	3	43	0.219	37.188	3	43	0.414	70.391
11:00 - 12:00	3	43	0.133	22.578	3	43	0.180	30.547	3	43	0.313	53.125
12:00 - 13:00	3	43	0.188	31.875	3	43	0.188	31.875	3	43	0.376	63.750
13:00 - 14:00	3	43	0.141	23.906	3	43	0.156	26.563	3	43	0.297	50.468
14:00 - 15:00	3	43	0.203	34.531	3	43	0.141	23.906	3	43	0.344	58.437
15:00 - 16:00	3	43	0.141	23.906	3	43	0.156	26.563	3	43	0.297	50.468
16:00 - 17:00	3	43	0.281	47.813	3	43	0.125	21.250	3	43	0.406	69.062
17:00 - 18:00	3	43	0.203	34.531	3	43	0.125	21.250	3	43	0.328	55.781
18:00 - 19:00	3	43	0.156	26.563	3	43	0.063	10.625	3	43	0.218	37.187
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.961	333.357			2.016	342.656			3.977	676.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	33 - 57 (units:)
Survey date date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	43	0.000	0.000	3	43	0.016	2.656	3	43	0.016	2.656
08:00 - 09:00	3	43	0.008	1.328	3	43	0.023	3.984	3	43	0.031	5.312
09:00 - 10:00	3	43	0.000	0.000	3	43	0.023	3.984	3	43	0.023	3.984
10:00 - 11:00	3	43	0.016	2.656	3	43	0.000	0.000	3	43	0.016	2.656
11:00 - 12:00	3	43	0.000	0.000	3	43	0.016	2.656	3	43	0.016	2.656
12:00 - 13:00	3	43	0.008	1.328	3	43	0.000	0.000	3	43	0.008	1.328
13:00 - 14:00	3	43	0.000	0.000	3	43	0.008	1.328	3	43	0.008	1.328
14:00 - 15:00	3	43	0.016	2.656	3	43	0.000	0.000	3	43	0.016	2.656
15:00 - 16:00	3	43	0.016	2.656	3	43	0.008	1.328	3	43	0.024	3.984
16:00 - 17:00	3	43	0.031	5.313	3	43	0.000	0.000	3	43	0.031	5.312
17:00 - 18:00	3	43	0.008	1.328	3	43	0.016	2.656	3	43	0.024	3.984
18:00 - 19:00	3	43	0.016	2.656	3	43	0.000	0.000	3	43	0.016	2.656
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.119	19.920			0.110	18.592			0.229	38.512

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	KC KENT	5 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	4 days
	AR ARMAGH	1 days
	DO DOWN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 6 to 805 (units:)
Range Selected by User: 6 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	15 days
Tuesday	11 days
Wednesday	16 days
Thursday	13 days
Friday	9 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	64 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	33
Edge of Town	26
Neighbourhood Centre (PPS6 Local Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	57
Village	3
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	62 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	13 days
5,001 to 10,000	11 days
10,001 to 15,000	14 days
15,001 to 20,000	11 days
20,001 to 25,000	7 days
25,001 to 50,000	6 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	8 days
50,001 to 75,000	9 days
75,001 to 100,000	15 days
100,001 to 125,000	3 days
125,001 to 250,000	13 days
250,001 to 500,000	7 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	42 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	58 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	64 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.		ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>			
2	AN-03-A-06 GLENMOUNT ROAD NEWTOWNABBEY	SEMI-DET.		ANTRIM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 <i>Survey date: THURSDAY 10/06/10</i>			
3	AN-03-A-07 CASTLE WAY ANTRIM	SEMI DETACHED/TERRACED HOUSING		ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 <i>Survey date: TUESDAY 20/12/11</i>			
4	AN-03-A-08 BALLINDERRY ROAD LISBURN	HOUSES & FLATS		ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 204 <i>Survey date: TUESDAY 29/10/13</i>			
5	AN-03-A-09 SLOEFIELD DRIVE CARRICKFERGUS	DETACHED & SEMI-DETACHED		ANTRIM
	Edge of Town No Sub Category Total Number of dwellings: 151 <i>Survey date: WEDNESDAY 12/10/16</i>			
6	AR-03-A-01 BIRCHDALE MANOR LURGAN	MIXED HOUSES		ARMAGH
	Edge of Town Residential Zone Total Number of dwellings: 153 <i>Survey date: TUESDAY 15/06/10</i>			
7	CA-03-A-04	DETACHED		CAMBRI DGESHI RE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			
8	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			
9	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED		CHESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			

LIST OF SITES relevant to selection parameters (Cont.)

10	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES		CHESHIRE	
11	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>	BUNGALOWS		DORSET	<i>Survey Type: MANUAL</i>
12	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>	SEMI DETACHED		DURHAM	<i>Survey Type: MANUAL</i>
13	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>	MIXED HOUSES		DURHAM	<i>Survey Type: MANUAL</i>
14	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total Number of dwellings: 79 <i>Survey date: WEDNESDAY 23/10/13</i>	DETACHED/SEMI DETACHED		DOWN	<i>Survey Type: MANUAL</i>
15	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>	TERRACED HOUSES		DEVON	<i>Survey Type: MANUAL</i>
16	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>	HOUSES & BUNGALOWS		DEVON	<i>Survey Type: MANUAL</i>
17	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>	TERRACED & SEMI DETACHED		DEVON	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN	PRIVATE HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>		<i>Survey Type: MANUAL</i>
19	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
20	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		<i>Survey Type: MANUAL</i>
21	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI -DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i>		<i>Survey Type: MANUAL</i>
22	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK	MIXED HOUSES	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 <i>Survey date: WEDNESDAY 29/05/13</i>		<i>Survey Type: MANUAL</i>
23	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH	DETACHED/SEMI	GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>		<i>Survey Type: MANUAL</i>
24	HC-03-A-19 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: MONDAY 27/11/17</i>		<i>Survey Type: MANUAL</i>
25	HI -03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI -DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

26	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
			<i>Survey Type: MANUAL</i>
27	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		
			<i>Survey Type: MANUAL</i>
28	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>		
			<i>Survey Type: MANUAL</i>
29	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>		
			<i>Survey Type: MANUAL</i>
30	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>		
			<i>Survey Type: MANUAL</i>
31	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>		
			<i>Survey Type: MANUAL</i>
32	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>		
			<i>Survey Type: MANUAL</i>
33	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 <i>Survey date: MONDAY 12/05/14</i>		
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

34	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>			
35	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>			
36	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>			
37	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>			
38	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>			
39	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>			
40	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS		NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>			
41	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>			

LIST OF SITES relevant to selection parameters (Cont.)

42	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
	<i>Survey Type: MANUAL</i>		
43	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE PERTH GORNHILL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 <i>Survey date: WEDNESDAY 11/05/11</i>		
	<i>Survey Type: MANUAL</i>		
44	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>		
	<i>Survey Type: MANUAL</i>		
45	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		
	<i>Survey Type: MANUAL</i>		
46	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		
	<i>Survey Type: MANUAL</i>		
47	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		
	<i>Survey Type: MANUAL</i>		
48	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
49	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
	<i>Survey Type: MANUAL</i>		
50	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

51	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>	DETACHED & SEMI	SOMERSET	<i>Survey Type: MANUAL</i>
52	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED & SEMI -DETACHED	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
53	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	<i>Survey Type: MANUAL</i>
54	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>	SEMI -DETACHED	TYNE & WEAR	<i>Survey Type: MANUAL</i>
55	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total Number of dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
56	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 <i>Survey date: FRIDAY 21/10/11</i>	TERRACED/SEMI /DET.	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
57	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>	BUNGALOWS	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
58	WL-03-A-02 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>	SEMI DETACHED	WILTSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

59	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD			
	COVENTRY			
	EARLSDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		39	
	Survey date: MONDAY		21/11/16	Survey Type: MANUAL
60	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
61	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
62	WS-03-A-06	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		805	
	Survey date: THURSDAY		02/03/17	Survey Type: MANUAL
63	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		57	
	Survey date: THURSDAY		19/10/17	Survey Type: MANUAL
64	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	64	89	0.075	12.717	64	89	0.276	46.939	64	89	0.351	59.656
08:00 - 09:00	64	89	0.132	22.525	64	89	0.381	64.815	64	89	0.513	87.340
09:00 - 10:00	64	89	0.146	24.834	64	89	0.181	30.713	64	89	0.327	55.547
10:00 - 11:00	64	89	0.129	21.895	64	89	0.154	26.124	64	89	0.283	48.019
11:00 - 12:00	64	89	0.138	23.514	64	89	0.156	26.454	64	89	0.294	49.968
12:00 - 13:00	64	89	0.164	27.893	64	89	0.151	25.704	64	89	0.315	53.597
13:00 - 14:00	64	89	0.164	27.923	64	89	0.170	28.913	64	89	0.334	56.836
14:00 - 15:00	64	89	0.165	28.073	64	89	0.183	31.103	64	89	0.348	59.176
15:00 - 16:00	64	89	0.251	42.740	64	89	0.174	29.603	64	89	0.425	72.343
16:00 - 17:00	64	89	0.280	47.539	64	89	0.172	29.243	64	89	0.452	76.782
17:00 - 18:00	64	89	0.350	59.476	64	89	0.173	29.333	64	89	0.523	88.809
18:00 - 19:00	64	89	0.282	47.869	64	89	0.180	30.623	64	89	0.462	78.492
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.276	386.998			2.351	399.567			4.627	786.565

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	64
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	64	89	0.005	0.780	64	89	0.011	1.800	64	89	0.016	2.580
08:00 - 09:00	64	89	0.002	0.390	64	89	0.012	1.980	64	89	0.014	2.370
09:00 - 10:00	64	89	0.001	0.120	64	89	0.004	0.600	64	89	0.005	0.720
10:00 - 11:00	64	89	0.002	0.390	64	89	0.005	0.780	64	89	0.007	1.170
11:00 - 12:00	64	89	0.002	0.390	64	89	0.003	0.480	64	89	0.005	0.870
12:00 - 13:00	64	89	0.004	0.630	64	89	0.004	0.630	64	89	0.008	1.260
13:00 - 14:00	64	89	0.004	0.600	64	89	0.003	0.510	64	89	0.007	1.110
14:00 - 15:00	64	89	0.003	0.480	64	89	0.003	0.450	64	89	0.006	0.930
15:00 - 16:00	64	89	0.009	1.530	64	89	0.004	0.630	64	89	0.013	2.160
16:00 - 17:00	64	89	0.009	1.470	64	89	0.006	1.020	64	89	0.015	2.490
17:00 - 18:00	64	89	0.012	2.100	64	89	0.007	1.200	64	89	0.019	3.300
18:00 - 19:00	64	89	0.008	1.290	64	89	0.004	0.660	64	89	0.012	1.950
19:00 - 20:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
20:00 - 21:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
21:00 - 22:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.061	10.170			0.066	10.740			0.127	20.910

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	64	89	0.016	2.729	64	89	0.037	6.359	64	89	0.053	9.088
08:00 - 09:00	64	89	0.032	5.399	64	89	0.115	19.465	64	89	0.147	24.864
09:00 - 10:00	64	89	0.040	6.748	64	89	0.046	7.798	64	89	0.086	14.546
10:00 - 11:00	64	89	0.037	6.269	64	89	0.046	7.798	64	89	0.083	14.067
11:00 - 12:00	64	89	0.031	5.339	64	89	0.030	5.159	64	89	0.061	10.498
12:00 - 13:00	64	89	0.040	6.718	64	89	0.035	5.939	64	89	0.075	12.657
13:00 - 14:00	64	89	0.037	6.299	64	89	0.035	5.939	64	89	0.072	12.238
14:00 - 15:00	64	89	0.037	6.299	64	89	0.044	7.558	64	89	0.081	13.857
15:00 - 16:00	64	89	0.107	18.236	64	89	0.054	9.178	64	89	0.161	27.414
16:00 - 17:00	64	89	0.079	13.347	64	89	0.044	7.498	64	89	0.123	20.845
17:00 - 18:00	64	89	0.068	11.487	64	89	0.041	6.898	64	89	0.109	18.385
18:00 - 19:00	64	89	0.046	7.738	64	89	0.038	6.538	64	89	0.084	14.276
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.570	96.608			0.565	96.127			1.135	192.735

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	64	89	0.001	0.240	64	89	0.016	2.759	64	89	0.017	2.999
08:00 - 09:00	64	89	0.001	0.090	64	89	0.022	3.659	64	89	0.023	3.749
09:00 - 10:00	64	89	0.001	0.180	64	89	0.010	1.650	64	89	0.011	1.830
10:00 - 11:00	64	89	0.003	0.480	64	89	0.004	0.750	64	89	0.007	1.230
11:00 - 12:00	64	89	0.002	0.360	64	89	0.004	0.750	64	89	0.006	1.110
12:00 - 13:00	64	89	0.005	0.810	64	89	0.006	1.080	64	89	0.011	1.890
13:00 - 14:00	64	89	0.004	0.690	64	89	0.003	0.510	64	89	0.007	1.200
14:00 - 15:00	64	89	0.006	0.960	64	89	0.003	0.570	64	89	0.009	1.530
15:00 - 16:00	64	89	0.015	2.489	64	89	0.005	0.930	64	89	0.020	3.419
16:00 - 17:00	64	89	0.014	2.309	64	89	0.005	0.870	64	89	0.019	3.179
17:00 - 18:00	64	89	0.015	2.579	64	89	0.002	0.420	64	89	0.017	2.999
18:00 - 19:00	64	89	0.015	2.489	64	89	0.004	0.600	64	89	0.019	3.089
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.082	13.676			0.084	14.548			0.166	28.224

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	64	89	0.115	19.615	64	89	0.445	75.612	64	89	0.560	95.227
08:00 - 09:00	64	89	0.198	33.742	64	89	0.754	128.190	64	89	0.952	161.932
09:00 - 10:00	64	89	0.219	37.191	64	89	0.301	51.138	64	89	0.520	88.329
10:00 - 11:00	64	89	0.204	34.702	64	89	0.260	44.180	64	89	0.464	78.882
11:00 - 12:00	64	89	0.213	36.141	64	89	0.249	42.290	64	89	0.462	78.431
12:00 - 13:00	64	89	0.258	43.910	64	89	0.247	41.960	64	89	0.505	85.870
13:00 - 14:00	64	89	0.264	44.839	64	89	0.268	45.559	64	89	0.532	90.398
14:00 - 15:00	64	89	0.264	44.959	64	89	0.291	49.488	64	89	0.555	94.447
15:00 - 16:00	64	89	0.535	90.939	64	89	0.299	50.898	64	89	0.834	141.837
16:00 - 17:00	64	89	0.524	89.049	64	89	0.299	50.838	64	89	0.823	139.887
17:00 - 18:00	64	89	0.601	102.156	64	89	0.290	49.308	64	89	0.891	151.464
18:00 - 19:00	64	89	0.462	78.492	64	89	0.304	51.738	64	89	0.766	130.230
19:00 - 20:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
20:00 - 21:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
21:00 - 22:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.857	655.735			4.007	681.199			7.864	1336.934

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 170 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	64	89	0.007	1.170	64	89	0.004	0.600	64	89	0.011	1.770
08:00 - 09:00	64	89	0.006	1.020	64	89	0.004	0.690	64	89	0.010	1.710
09:00 - 10:00	64	89	0.007	1.260	64	89	0.005	0.870	64	89	0.012	2.130
10:00 - 11:00	64	89	0.007	1.140	64	89	0.007	1.230	64	89	0.014	2.370
11:00 - 12:00	64	89	0.006	1.080	64	89	0.008	1.290	64	89	0.014	2.370
12:00 - 13:00	64	89	0.006	0.960	64	89	0.006	0.990	64	89	0.012	1.950
13:00 - 14:00	64	89	0.008	1.440	64	89	0.009	1.560	64	89	0.017	3.000
14:00 - 15:00	64	89	0.005	0.840	64	89	0.008	1.410	64	89	0.013	2.250
15:00 - 16:00	64	89	0.006	1.020	64	89	0.006	0.960	64	89	0.012	1.980
16:00 - 17:00	64	89	0.004	0.690	64	89	0.004	0.750	64	89	0.008	1.440
17:00 - 18:00	64	89	0.003	0.540	64	89	0.004	0.690	64	89	0.007	1.230
18:00 - 19:00	64	89	0.002	0.390	64	89	0.003	0.510	64	89	0.005	0.900
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.067	11.550			0.068	11.550			0.135	23.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



- Legend
- Application boundary - 7.1ha
 - Road network
 - Public Right of Way
 - Prominent views
 - Existing mature hedgerow
 - Woodland Edge
 - Existing mature tree
 - Existing Woodland
 - Existing points of access
 - Existing waterway



Land off of Greyfield Road, High Littleton
 Site Considerations
 180910 L 01 01 1:1000 / A1 DH / Nov 2018

CliftonEmerydesign

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Drawing Status: Preliminary
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Planning Policy, Planning Services
Bath and North East Somerset Council
Lewis House
Manvers Street
Bath
BA1 1JG

Email: philip.marsden@cbre.com

20 December 2018

Dear Sir or Madam,

**Bath and North East Somerset Local Plan 2016-2036
Call for Sites Submission**
Land south of Greyfield Road, High Littleton
J E Sheppard and Sons (Sawmills) Ltd.

INTRODUCTION

I write on behalf of my client, J E Sheppard and Sons (Sawmills) Limited, to provide a submission to the Council for the ongoing 'call for sites' process. J E Sheppard and Sons (Sawmills) Limited (*'the Landowner'*) is the freehold owner of the land to the south of Greyfield Road in High Littleton.

This correspondence has been produced as a submission to Bath and North East Somerset ('BANES') Council's ongoing 'Call for Sites' process. The required 'Call for Sites' form has also been completed and forms part of this submission, together with a site location plan, outlining the site in red.

Also accompanying this letter are the following documents:

- A Highways Technical Note, produced by Key Transport;
- A Site Considerations Plan (Ref: 180910 L0101), produced by Clifton Emery Design;
- A Site Context Plan (Ref: 180910 L0102), produced by Clifton Emery Design; and
- A Landscape and Visual Appraisal document, produced by Clifton Emery Design.

THE SITE

The subject site measures approximately 7.1 hectares, and is bounded by Greyfield Road and Greyfield Common to the north, an unnamed track to the west, an area of woodland to the south, and open fields to the east.

The site is open, undeveloped agricultural land used for grazing. The boundary of the site is formed by hedgerows. Several trees are located within the site and eight are covered by Tree Preservation Orders ('TPOs').

The site is not level, and gradually slopes down from the northern boundary of the site at Greyfield Road. The slope is mostly gentle, but there is an isolated steep slope in the southern part of the site where a natural watercourse is also found.

The site is located outside of the defined settlement boundary of High Littleton, but it clearly adjoins the existing settlement. The site is not located within a Conservation Area, and is not located within the Green Belt. The site is currently unallocated within the adopted BANES Local Plan (Core Strategy and Placemaking Plans).

Within the emerging Local Plan 2016-2036 (Options document) no direct references are made in respect of the site.

POTENTIAL ALTERNATIVE USES

We consider the site has a potential alternative use for residential development, given the surrounding established uses.

Given the site measures 7.1ha, and has a developable area of approximately 4ha, we consider that it could comfortably accommodate between 140 and 150 homes, based on a development density of approximately 35 dwellings per hectare.

SITE SUITABILITY

Sustainability

The site is located in an accessible location, located on the edge of the existing large village of High Littleton. Within High Littleton bus stops are located on High Street approximately a five minute walk from the northern edge of the subject site. These stops are served by service numbers 83, 172, 178 and 179 and provide direct links to areas including Bristol City Centre, Bath, Farmborough, Wells, Farrington Gurney, Peasedown St John, and Midsomer Norton.

The site is well serviced by important local services. Within a 10-minute walk of the site there are several small shops, a Post Office, a church, several schools and nurseries, and a public house. There are also several businesses within the village providing employment opportunities.

The site is also located within very close proximity to public open space. Immediately to the west of the site is Greyfield Woods, owned by the Woodland Trust, and measuring approximately 36ha, which is popular with walkers and runners.

In light of the above, we consider that the site is located within a highly sustainable location, being within close proximity of several bus routes, being within short walking distance important local amenities, and being immediately adjacent to public open space. It presents a coherent extension to the settlement.

Neighbouring Uses

The site is currently in use for agricultural uses (grazing). The site is surrounded to the west and south-west by dense woodland, to the south-east and east by open fields, and to the north by existing residential dwellings.

The site is not constrained by any major barriers such as power lines, major roads, and it does not adjoin any heavy industrial sites or major air or noise pollution sources. The adjacent Greyfield Woods is not a designated protected habitat, although it is likely to be home to species of note.

Environmental Issues

The site is entirely located within Flood Zone 1, so is at low risk of flooding. In line with the sequential approach to flood risk, as set out within Chapter 14 of the NPPF, such low risk areas should be considered more suitable than and preferable over areas of high flood risk.

The site is not within a SSSI, but it is within a SSSI Impact Zone. However, due to the distance from the nearest SSSI (Folly Farm, located approximately 3.6km to the north west), only very large and heavily polluting proposals would require consultation with Natural England, such as airports, incinerators, oil exploration etc.

The site is not home to any protected habitats or species. However, the Magic Map system, produced by DEFRA, does designate the site as being within an area where the Lapwing is a priority species for Countryside Stewardship targeting. Additionally, the Magic Map system defines the site as being within a Water Quality Priority Area.

Given the undeveloped nature of the site, we are not aware that any part of the site is contaminated.

Physical Constraints

The site's topography is undulating, with highest part of the site being at Greyfield Road. The site gently slopes down towards the south of the site, and there are small areas in the southern part of the site where the gradient is more pronounced. The Site Considerations plan (Ref: 180910 L 0101) produced by Clifton Emery Design illustrates the existing site topography.

The site currently has an informal vehicle access point from the road running down the western side of the land. However, a formal vehicle access point to the site could be made directly from Greyfield Road, on the northern boundary. The existing highway is level with the northern boundary of the site and so provides an opportunity to create a new, convenient and safe vehicular, cycle and pedestrian access point to the site. Although no pedestrian footway currently exists on the southern side of Greyfield Road alongside the site, one could be incorporated into the development, which would have subsequent positive benefits on pedestrian accessibility in High Littleton.

In respect of landscaping, the site is bordered by existing hedgerows on each side. The main body of the site is open grassland, but there are several mature trees within the site. Eight of the trees are covered by TPOs, but due to their locations, they can be incorporated into the proposed future development of the site. There are no landscaping constraints that would prevent the site from being developed.

The site is not located within a Conservation Area, and there are no buildings or structures on the site which are listed or of any special architectural or historic significance. There are therefore no heritage considerations that would affect redevelopment of the site.

Visual Considerations

Accompanying this submission is a Landscape and Visual Appraisal that has been produced by Clifton Emery Design. The Appraisal sets out a baseline assessment of the site, considering its topography, access, setting, landscaping, and drainage. It then goes on to assess views of the site from strategic locations, both near and far. The assessment shows that due to the topography of the site and the surrounding area, nearby existing buildings, and the existing dense woodland to the west and south-west, the site is not visible from medium and long-range viewpoints. The site is only visible from short distances, i.e. at or close to the site boundary. This is therefore beneficial from a development potential perspective as no adverse visual impacts will be caused in the medium and long-range views. Development at the site will be visible in short range views, but this is standard with all developments.

Indicative Masterplan

Within the Landscape and Visual Appraisal, the document produces an illustrative masterplan showing how the site could accommodate residential development plots (with an approximate indication of numbers), road infrastructure, green infrastructure, open space and flood attenuation measures. The indicative masterplan shows a potential 'high-level' layout of the site and an initial indication of dwelling numbers (146 in total). This is purely indicative, but we consider the maximum capacity of the site would be 170 dwellings.

Highways Considerations

Accompanying this submission is a Highways Technical Note, produced by Key Transport Consultants. The Note summarises the existing highway network, traffic conditions and public transport provision. It then calculates the likely traffic generation from the site based on a maximum development of 170 dwellings. Using the TRICS database, and applying a 'Suburban/Out of Town' classification for robustness, the site is estimated to generate 87 movements in the morning peak hour and 89 movements in the evening peak hour. This equates to one car every 40 seconds in the peak hours. This level of flow would be perceptible on Greyfield Road, but in no way adverse. There would be a negligible impact upon the wider network. It is also not anticipated that there would be any issues in respect of capacity on nearby junctions.

Policy Considerations

The site is currently unallocated within the adopted Local Plan.

Within the West of England Joint Spatial Plan, the Publication Draft Document states that within Bath and North East Somerset, 14,500 new homes should be provided over the plan period to 2036.

This figure has been taken up in the emerging BANES Local Plan 2016-2036 Options Document ('the Options Document').

Within Chapter 3 of the Options document, 14,500 new homes are allocated across a range of components. Approximately 700 new homes will come from 'Non-strategic growth' sites which is defined as sites accommodating between 10 and 500 homes, that will be delivered through the Local Plan process.

Two of the three options for non-strategic growth promote new development in locations outside of the green belt (Options SS.1 and SS.2). The subject site is outside of the green belt so it favours Options SS.1

and SS.2. Submissions have been made on behalf of our client towards the Options document consultation, stating that SS.2 (a more dispersed approach avoiding the Green Belt) is favourable.

In light of the above, we consider that the subject site should be considered as suitable for residential redevelopment.

SITE AVAILABILITY

The Landowner is the sole freehold owner of the site. There are no leaseholders on the site. The site is therefore available in the short term. There are also no buildings on the site so it can be developed quickly.

SUMMARY AND CONCLUSION

In summary, the subject site is highly sustainable and therefore suited to residential development for the following reasons:

- The site is located on the edge of an existing settlement which has well established travel patterns;
- The site is in close proximity to important local services such as shops, schools, medical facilities, and sports and recreation areas;
- High Street in High Littleton has regular bus services which provide direct links to locations including Bristol City Centre, Bath, Farmborough, Wells, Farrington Gurney, Peasedown St John, and Midsomer Norton.

The site is not constrained by any physical or environmental issues, including:

- The site is entirely located within Flood Zone 1, so it is at low risk of flooding;
- The site is located entirely outside of the green belt;
- There are no neighbouring heavy industrial uses causing air or noise pollution;
- The site is not contaminated;
- The site is not physically isolated or cut off by physical barriers;
- The site is not home to any protected habitats or species; and
- The surrounding area's topography and landscaping means that it is located in a 'discreet' location, with no visible views of the site from medium or long-range.

In light of the above, we consider that the land south of Greyfield Road in High Littleton is a suitable and sustainable location for future housing growth and the Council should formally assess it as part of the BANES Local Plan 2016-2036, for residential development.

We would be grateful if we could be informed in respect of the Council's progress of the BANES Local Plan Options Document, and its formal opinion on the suitability of the above site for residential redevelopment.

Yours faithfully



Philip Marsden
Associate Director, Planning

HELAA: Call for Sites 2018

GUIDANCE ON COMPLETING THIS FORM

Sites can be submitted for the HELAA between 12th November 2018 and 7th January 2019. Please return this form, 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) by 7th January 2019.

- 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 General Data Protection Regulations. The purposes for collecting this data are: to assist in plan making and to contact you, if necessary, regarding the answers given on this form. 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? No
b. Previous reference number (if known): Please enter text here.

***Please choose/delete where applicable**

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?

N/A

2. YOUR DETAILS

a. **Name:** Philip Marsden

b. **Company/organisation:** CBRE

c. **Address:** Floors 13 and 14, Clifton Heights, Triangle West, Bristol

d. **Postcode:** BS8 1EJ

e. **Telephone:** 0117 934 5875

f. **Email:** philip.marsden@cbre.com

g. Status (please mark all that apply):

i. Owner (all/part of site)

ii. Land agent

iii. Planning consultant

iv. Developer

v. Amenity/community group

vi. Registered housing provider

vii. Other: Please enter text here.

If acting on behalf of landowner/ developer, please provide client name and address details (including postcode):

J.E. Sheppard and Sons (Sawmills) Limited
Crosslands
Wells Road
Chilcompton
Radstock
BA3 4ET

h. Ownership details (please mark where applicable):

i. Owner of entire site ii. Owner of part of site iii. No ownership of site

i. **If owner/part owner, have you attached a title plan and deeds with this form?** No

***Please choose/delete where applicable**

j.	If you are not the owner of the entire site, please provide details of the (other) owner(s), if known	
	N/A	
k.	Does the owner (or other owner(s)) support your proposals for the site?	Yes

3. SITE DETAILS		
a.	Site Address:	Land south of Greyfield Road, High Littleton
b.	Postcode (where applicable):	
c.	Current Land Use	Agricultural land
d.	Adjacent Land Use(s)	Residential
e.	Relevant Planning History (including reference numbers, if known)	N/A
f.	Please confirm that you have provided a site plan:	Yes

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	Up to 170 dwellings.
Residential – self-build dwellings only	No	Please enter text here.
Other residential, e.g. student accommodation, residential care homes etc (specify)	No	Please enter text here.

***Please choose/delete where applicable**

Office, research & development, light industrial (B1)	No	Please enter text here.
General industrial (B2) / warehousing (B8)	No	Please enter text here.
Sports / leisure (please specify)	No	Please enter text here.
Retail	No	Please enter text here..

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.)?	No	Please see separate covering letter for full commentary
Is the site subject to flooding?	No	Please see separate covering letter for full commentary
Is the site affected by 'bad neighbour' uses (e.g. power lines, railway lines, major highways, heavy industry)?	No	Please see separate covering letter for full commentary
Is there a possibility that the site is contaminated?	No	Please see separate covering letter for full commentary
Can satisfactory vehicular access to the site be achieved?	Yes	Please see separate covering letter for full commentary
Has the Highways Agency been consulted?	No	Please see separate covering letter for full commentary
Is the site subject to any other key constraints?	No	Please see separate covering letter for full commentary
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 checked="" type="checkbox"/>	
iii. Electrical supply <input checked="" type="checkbox"/>	iv. Gas supply <input type="checkbox"/>	
v. Landline telephone <input type="checkbox"/>	vi. Broadband internet <input checked="" type="checkbox"/>	

***Please choose/delete where applicable**

<p>vii. Other (please specify):</p> <p>N/A</p>	<p>viii. Please provide any other relevant information relating to site suitability:</p> <p>Please see separate covering letter for full commentary</p>
--	---

***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)?	No	N/A
Must land off-site be acquired to develop the site?	No	N/A
Are there any current uses which need to be relocated?	No	N/A
Is the site owned by a developer or is the owner willing to sell?	Yes	N/A

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:

Year	1	2	3	4	5	6	7	8	9	10	11-20
Number of units completed in year	50	50	50	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.

No information at this current stage

***Please choose/delete where applicable**

7. SITE ACHIEVABILITY

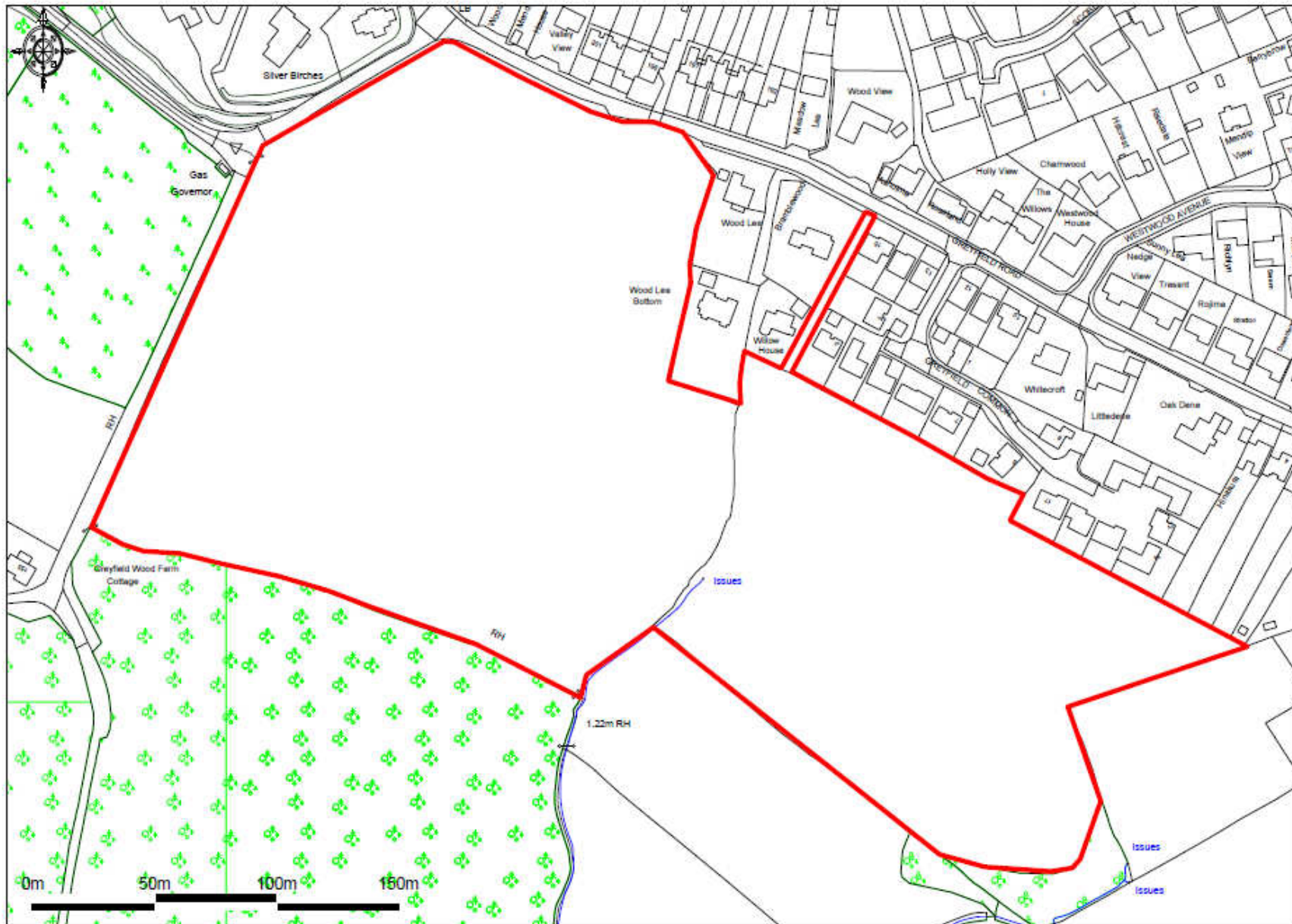
Question	Answer	Comments / Further Details
Are there any known significant abnormal development costs (e.g. contamination remediation, demolition, access etc.)? If yes, please specify.	No	Please see separate covering letter for full commentary
Does the site require significant new infrastructure investment to be suitable for development? If yes, please specify.	No	Please see separate covering letter for full commentary
Are there any issues that may influence the economic viability, delivery rates or timing of the development? If yes, please specify.	No	Please see separate covering letter for full commentary
Has a viability assessment / financial appraisal of the scheme been undertaken?	No	Please see separate covering letter for full commentary
Have any design work studies been undertaken?	Yes	An indicative masterplan has been produced showing possible development plots on the site.

8. ADDITIONAL COMMENTS

Please see separate covering letter for full commentary

***Please choose/delete where applicable**

Drawing Ref: BANES/HL/SLP



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Greyfield Road, **High Littleton**

Landscape and Visual Appraisal

December 2018

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1.0 Introduction

The introduction to this report provides background to the project, identification of the purpose of the report, an explanation of the guidelines followed in undertaking the landscape visual appraisal and a general overview of key findings.

1.1 Background

Clifton Emery design has been commissioned by CBRE for Land at Greyfield Road, High Littleton to produce a Landscape and Visual Appraisal in support of a Call for Sites submission as part of the Local Plan consultation process. The appraisal has been prepared in accordance with guidance set out in 'Guidelines for Landscape Visual Impact Assessment', third edition, published by the Landscape Institute and the Institute of Environmental Management and Assessment (2013). This report, supporting diagrams and plans are intended to form a Landscape and Visual Appraisal of the proposed site and the immediate surrounding landscape. It identifies and appraises the potential landscape and visual impacts of development on the site.

1.2 Purpose of the report

The aim of the report is to establish baseline assessment criteria, environmental conditions, visual receptors and to use this to assess the significance of any potential strategic effects of development on the landscape, consider the site's appropriateness for development and identify mitigation measures and enhancements that could be designed into and form an integral part of the development.

The appraisal provides an objective analysis of the site and identifies what the potential effects of the proposed development might be on the landscape and users of the surrounding area. It identifies the landscape setting and wider context of the site - defining this in terms of landscape and visual character, and identifying key elements that contribute to the composition of that character defining local distinctiveness and 'sense of place'.

The approach ensures iteration between the design of the development and an understanding of specific landscape and visual impact considerations. It is anticipated that identified recommendations to mitigate perceived strategic impacts of development should be followed through into the illustrative masterplan in support of a Call for Sites submission as part of the Local Plan consultation Process

1.3 The site and study area

The site is defined by two separate fields located in the west of High Littleton; with the site lying adjacent to Greyfield Road. The site itself is currently utilised as pasture land for grazing animals.

The site is bound to the north by existing residential development situated on Greyfield Road and Greyfield Common. Presently there is a designated access route to the site off of Greyfield Road; however it is significantly overgrown and unusable in its current state.

The eastern boundary of the site is lined with existing vegetation in the form of mature tree species and hedgerows, acting as a separation between the site and adjoining private agricultural pasture land.

The southern boundary meets Greyfield Wood, an area owned by the Woodland trust and used predominantly as an area for recreational walking for the public. The wood is made up of a mix of ancient woodland and conifer plantation; and a prime area for thriving wildlife.

Existing access is located along the western boundary, which is predominantly made up of existing mature hedgerow. This creates a separation between the site and a secondary vehicular road that bounds the site on the western boundary. This vehicular road doubles as a Public Right of Way, and continues to service Greyfield Wood and accompanying existing dwellings.

The site itself is clear undulation within its landform; however, it has a consistent southerly fall. There is a direct drop in site level from Greyfield Road to the north, with the boundary hedgerow consuming the level change. The southern boundary of the site adjacent to Greyfield Wood currently houses an existing watercourse, and acts as present site attenuation.

The study area is within a 4 km radius of the site. Further examination of the topography and aspect of the area focussed the study on the immediate environs and higher land to the south and west of the site, from the villages of Clutton and Farrington Gurney; However, existing landform and dense woodland inhibit views of the site.

1.4 Guidelines

The appraisal generally follows the structure recommended in the Guidelines for Landscape and Visual Impact Assessment (GLVIA), but stops short of the full process and seeks to establish an overview of the key aspects of landscape and visual impacts at a strategic level that will help inform the emerging framework plan. The appraisal has been designed to then form the basis of the full landscape and visual impact assessments that will be then associated with the Call for Sites process.

The appraisal considers the following issues in relation to the site and the potential development in order that the landscape and visual impacts of the development can be appraised:

A) Planning designations (section 2)- a review of landscape designations

governing the site and its setting are identified. Issues including Tree Preservation Orders (TPOs), Public Rights Of Way (PROWs) and other areas of conservation value are identified;

B) Landscape setting (section 2)– an overview of the existing site context which reviews the location of the site, prevailing land uses, settlement form, scale and geophysical features such as topography, watercourses and vegetation;

C) Site features (section 2) – Site features including topography, drainage, vegetation, access, rights of way and views are identified;

D) Visual appraisal (section 2) – The visual prominence of the potential development is assessed. This is achieved from a desk-based assessment to identify where the site might be visible from in theory. Field work then identifies specific representative viewpoints to the site where they exist. These findings will enable assessment of the relative visibility of different points of the site and appropriateness for development.

E) Landscape and Visual Appraisal Summary (section 2) - The key findings of the baseline appraisal are summarised;

F) Landscape and visual appraisal (section 3) – This considers the degree and significance of impacts of the development on the landscape when viewed from the representative viewpoints;

G) Design Recommendations (Mitigation section 4) – this section identifies how attention to the design of the development could be introduced in order to improve landscape and visual impact where they exist. This section also offers a landscape strategy that provides the structure for the conceptual layout for the proposed development.

1.5 An overview of findings

The appraisal concludes that development of the site for a scheme of up to 170 residential units, public open space and associated infrastructure will have only have a low impact upon the close range landscape and visual character, with no impact on the wider area. This appraisal provides general principles and establishes design guidance to minimise adverse impacts.

The illustrative masterplan reflects the findings and recommendations of this appraisal. As a result the sensitive approach to design that has retained and enhanced the existing green infrastructure of the site will allow the structure of the landscape to remain and absorb the development and help preserve the strong and distinct landscape character of the area. In addition, the proposal creates large areas of public open space and woodland that connects into the surrounding green infrastructure and provides much needed connections to the local area and designated woodland.



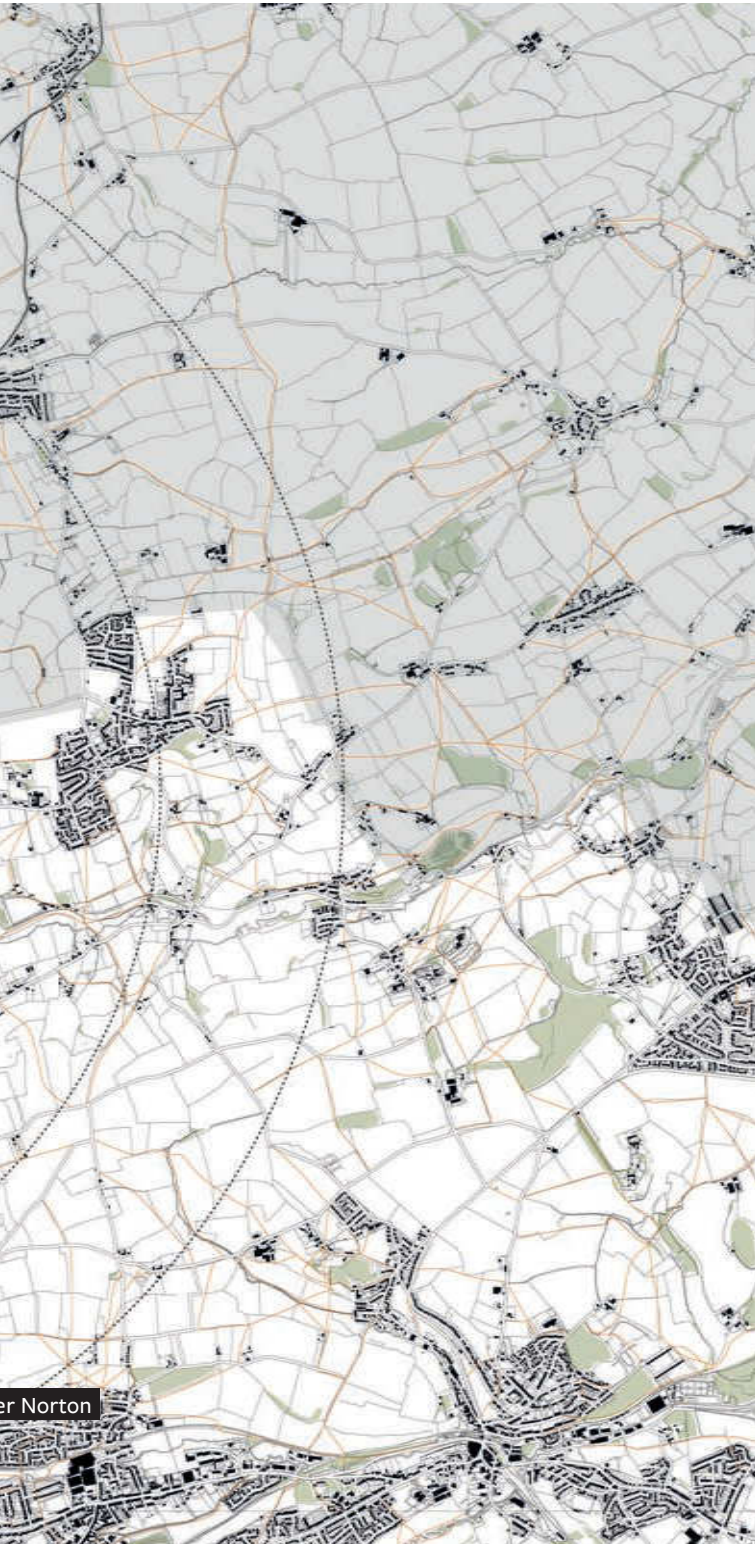


Above: The site in context. Red line highlights site boundary

2.1 Baseline Appraisal : Landscape Designations



The baseline appraisal section of this report describes the key considerations that need to be considered when reviewing the landscape and visual impact of the development. The baseline identifies landscape designations, landscape character considerations, site characteristics and visual analysis issues. It establishes the existing situation against which potential impacts will be judged






Within the study area there are no statutory landscape designations.

Within the study area, there are two different significant non-statutory designations that lie within close proximity of the site.

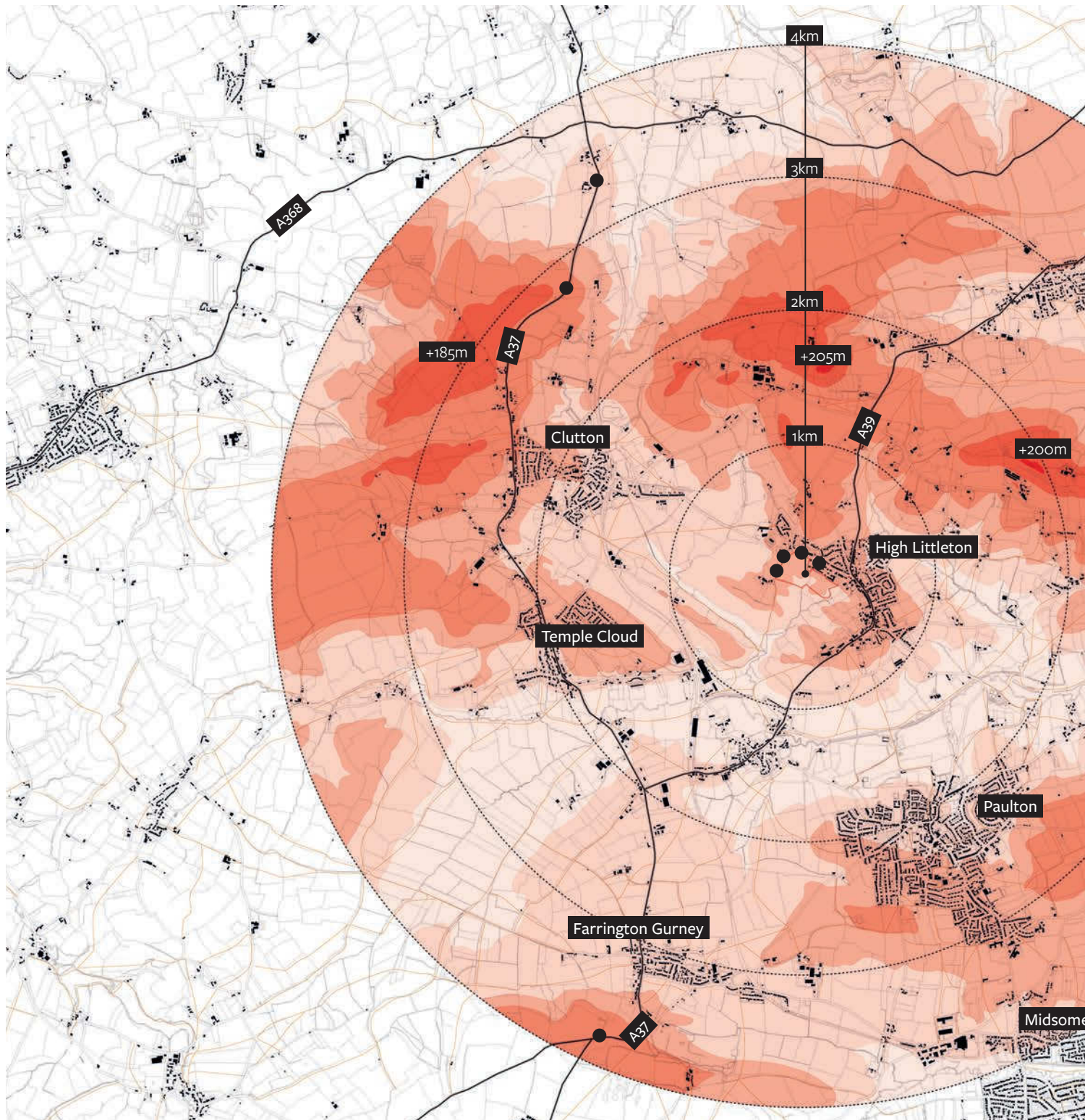
Bounding the site to the south east is Greyfield Wood, which has been highlighted as an area of Priority Habitat (Deciduous Woodland).

In close proximity to the north of the site is an area of designated Green Belt.

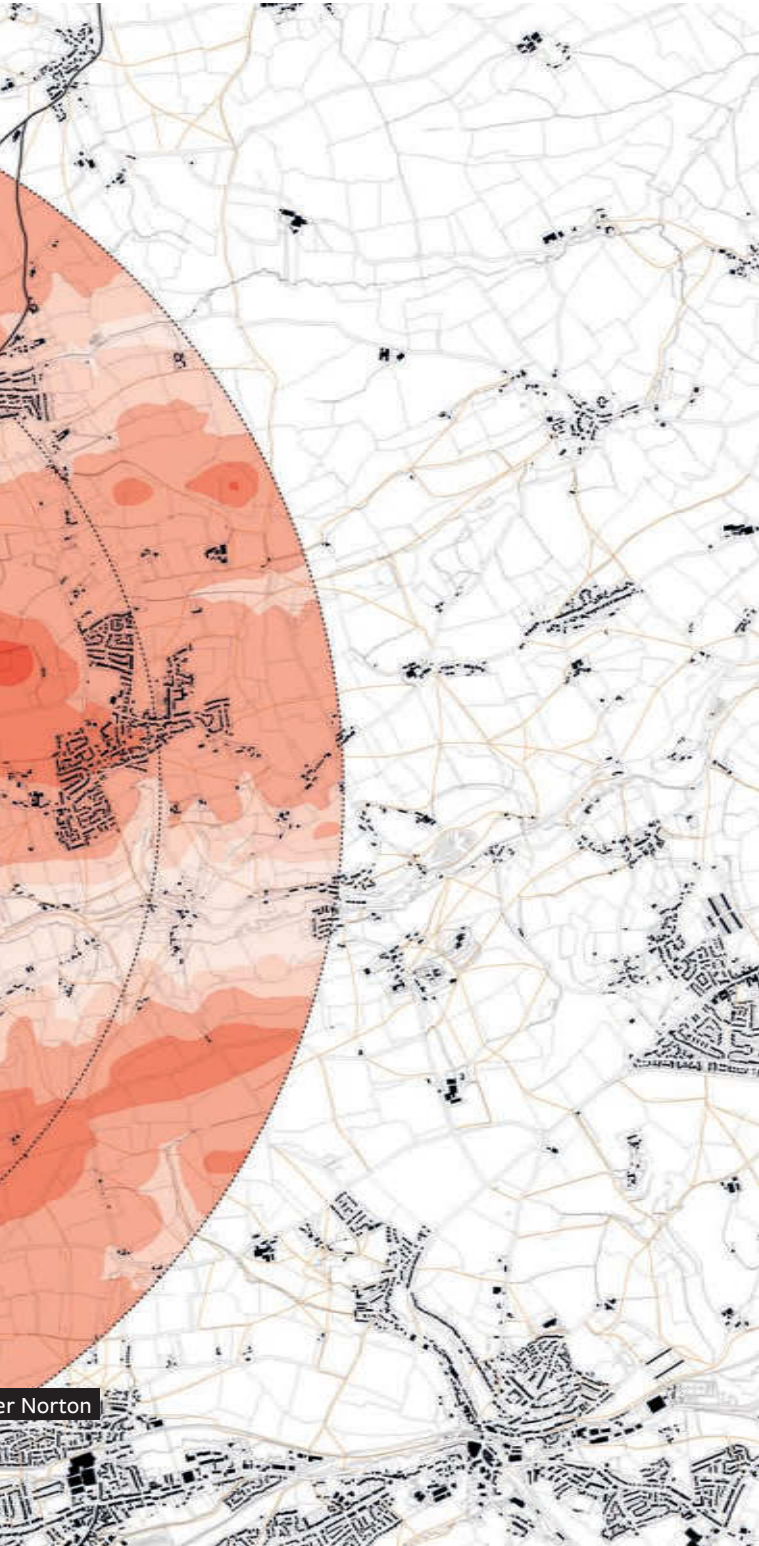
Key

-  Existing Woodland
-  Green Belt Designation
-  Priority Habitat (Greyfield Wood)
-  Road Network
-  Public Right of Way
-  Site

2.2 Baseline Appraisal : Topography



Above: The site in context. Topographical Plan



The work to identify the zone of theoretical visual influence pointed to a number of surrounding viewpoints. The middle to long range viewpoints were highlighted where the surrounding land rises up to a number of distinct hilltops to the north, north-east, north-west and south-east; creating a well rounded visual envelope surrounding the site, reaching highs of 205m to the north.

Although mid-long range viewpoints have been highlighted throughout this process, once further study was undertaken, it was apparent that landform, settlements and existing vegetation mitigate any mid-long range views of the site.

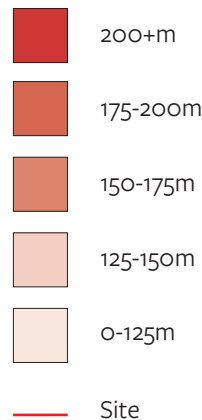
Prominent short range views have been highlighted on particular site boundaries. There are existing residential dwellings and accompanying vehicular access road (Greyfield Road) running along the northern boundary with direct views into the site.

Adjacent to the western boundary is an existing secondary vehicular road, primarily used for individual dwelling access, but also a designated vehicular and pedestrian route (Public Right of Way) for accessing Greyfield Wood (Priority Habitat and Woodland trust site).

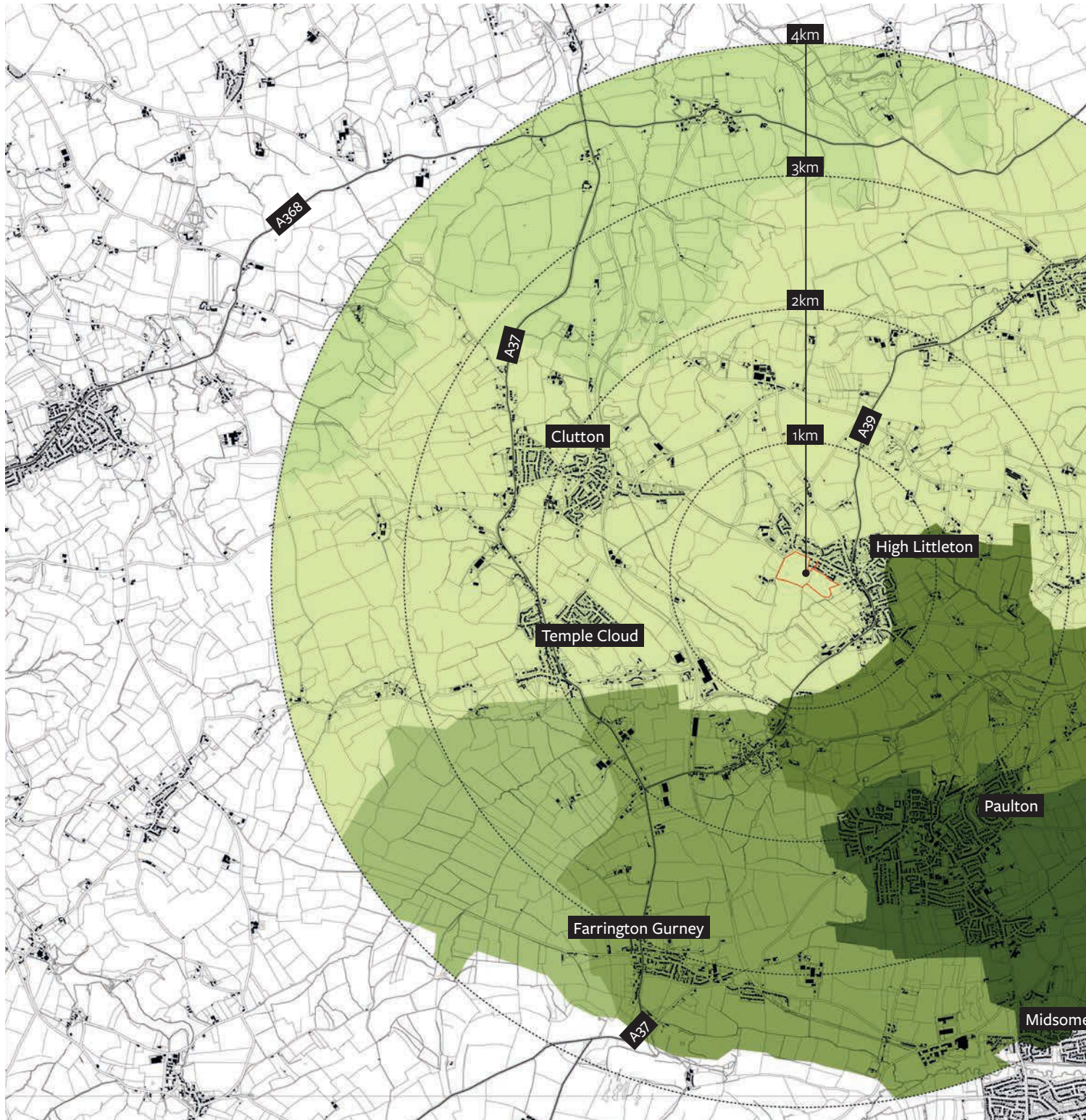
All of the other boundaries to the site lie adjacent to privately owned agricultural land (Primarily pasture land), resulting in no publicly accessible short range views.

Key

● Potential Viewpoints



2.3 Baseline Appraisal : Landscape Character





The site falls within the National Landscape Character Area 118 Bristol, Avon Valleys and Ridges (NE400)








The Bristol, Avon Valleys and Ridges National Character Area (NCA) encompasses the City of Bristol with its historic port, and the surrounding area including the Chew and Yeo valleys, Keynsham, Clevedon, Portishead and parts of the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty (AONB). The area is characterised by alternating ridges and broad valleys, with some steep, wooded slopes and open rolling farmland. It is flanked by the Somerset Levels and Moors to the south, the Cotswolds to the east and the Severn and Avon vales to the west, which largely separates it from the Severn Estuary except for a small stretch of coastline between Clevedon and Portishead. It has a complex geology, being rich in geomorphological features such as the dramatic Avon Gorge, and there are many designated exposures and rich fossil beds. The varied settlement pattern has been influenced by the geology and geomorphology and the expansion of the City of Bristol at its centre. The M5 motorway runs up the western edge and the M4 skirts across the north of Bristol, with Bristol Airport to the south. Although the urban area covering this NCA is significant at over 21 per cent, much of the surrounding rural landscape is farmed.

The study area includes 6 different Landscape Character Types based on the Bath & North East Somerset Council's LCA; with the whole of the site falling under Landscape Character Type - Hinton Blewett and Newton St Loe Plateau Lands.

The key characteristics of this character type are;

- Undulating open valley and plateau landscape
- Well trimmed hedges

Key

-  Paulton Peasdown St John Ridge
-  Cam and Wellow Brook Valleys
-  Farrington Gurney Farmlands
-  Hollow Marsh
-  Chew Valley
-  Hinton Blewett and Newton St Loe Plateau Lands
-  Site

2.4 Baseline Appraisal : Landscape Character Setting



- *Narrow enclosed lanes/green lanes*
- *Rounded hills as at Farmborough Common, Priest Barrow, Nap Hill, The Sleight and Mearns Hill*
- *Tree lined Cam, Newton, Conygre and Corston Brooks*
- *Extensive areas of arable farmland*
- *Newton Park and other historic parks*
- *Small batches and other evidence of past coal mining*
- *Walls within and at edges of villages and hamlets*
- *Villages generally located within valleys*
- *Traditional buildings constructed of Oolitic or Lias Limestone and many houses rendered or painted*
- *Wansdyke - well preserved at Englishcombe*
- *Stantonbury Hill*
- *Priston Mill*
- *Earthworks of Culverhay Castle at Englishcombe*

Above: Photos highlighting the character of the local area

2.5 Baseline Appraisal : Site Character

The site itself exhibits a number of the Bath & North East Somerset Council's LCA; Hinton Blewett and Newton St Loe Plateau Lands characteristics, such as:

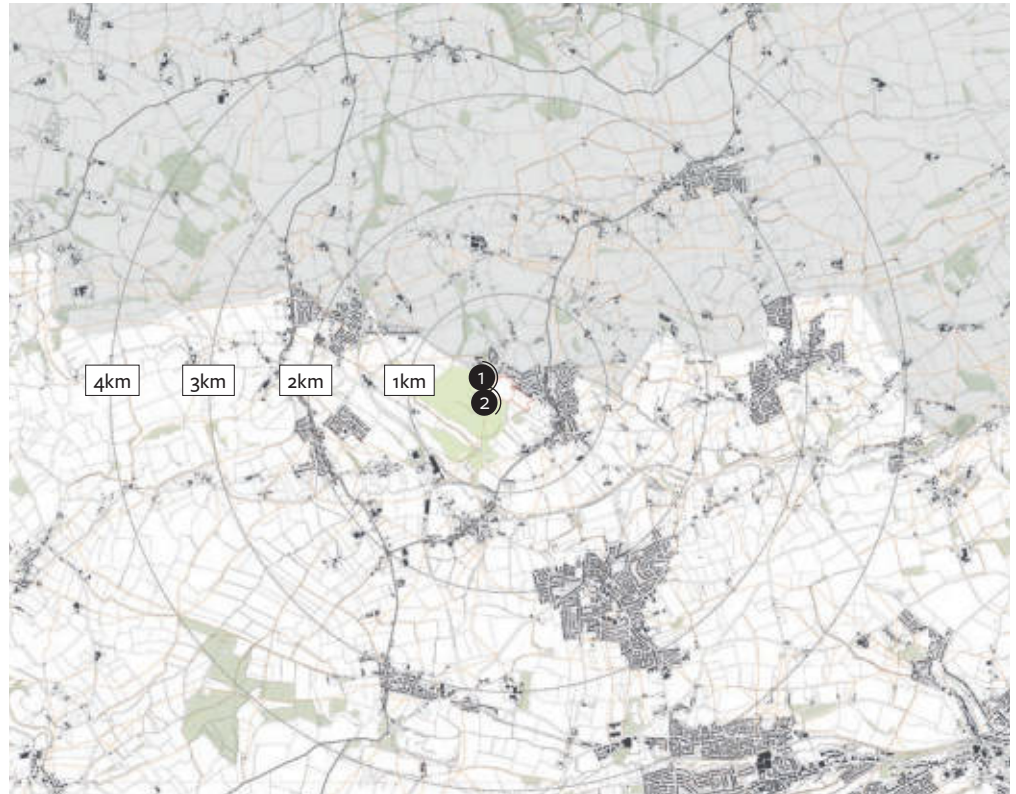
- Varying areas of undulating and plateaued landscape
- Well trimmed and defining boundary and internal hedgerows
- Currently used as pasture farming, but surrounded by areas of mixed pasture and arable farming.



Above: Photos highlighting the landscape character of the site

2.6 Baseline Appraisal : Visual Appraisal

The following section provides a series of representative viewpoints and provides some commentary on the composition of the view and likely visual impacts and offers some potential mitigation.



Photograph 1 : Views east into the site from the Public Right of Way

Baseline

Distance: Short range adjacent to site (<1km - X=363931 Y=158511)
Description: Views south into the site through/over existing mature boundary hedgerows from the existing Public Right of Way.

Existing Contribution to local character : Mature hedgerows bounding the site creating narrow enclosed green lanes.

Visual Impact: High perceptibility to change the composition of view

Impacts and Recommendations

should development be proposed adjacent to the boundary.

Potential Mitigation: Retention and enhancement of existing vegetation, with the potential addition of an enhanced woodland/vegetated buffer to be included adjacent to the existing hedgerow.

Photograph 2 : Views east into the site from the Public Right of Way through an existing site access

Baseline

Distance: Short range adjacent to the site (<1km - X=363901 Y=158448)
Description: Direct views east into the site from the existing Public Right of Way.

Existing Contribution to local character : Mature hedgerows bounding the site creating narrow enclosed green lanes.

Impacts and Recommendations

Visual Impacts: Indefinite/high perceptibility to change the composition of view

Potential Mitigation: Retention and enhancement of existing tree and hedgerow species along the eastern boundary, with the possibility of extending Greyfield Wood North to mitigate all views into the site from the receptor.



Low boundary hedgerow
with potential views onto
proposed development

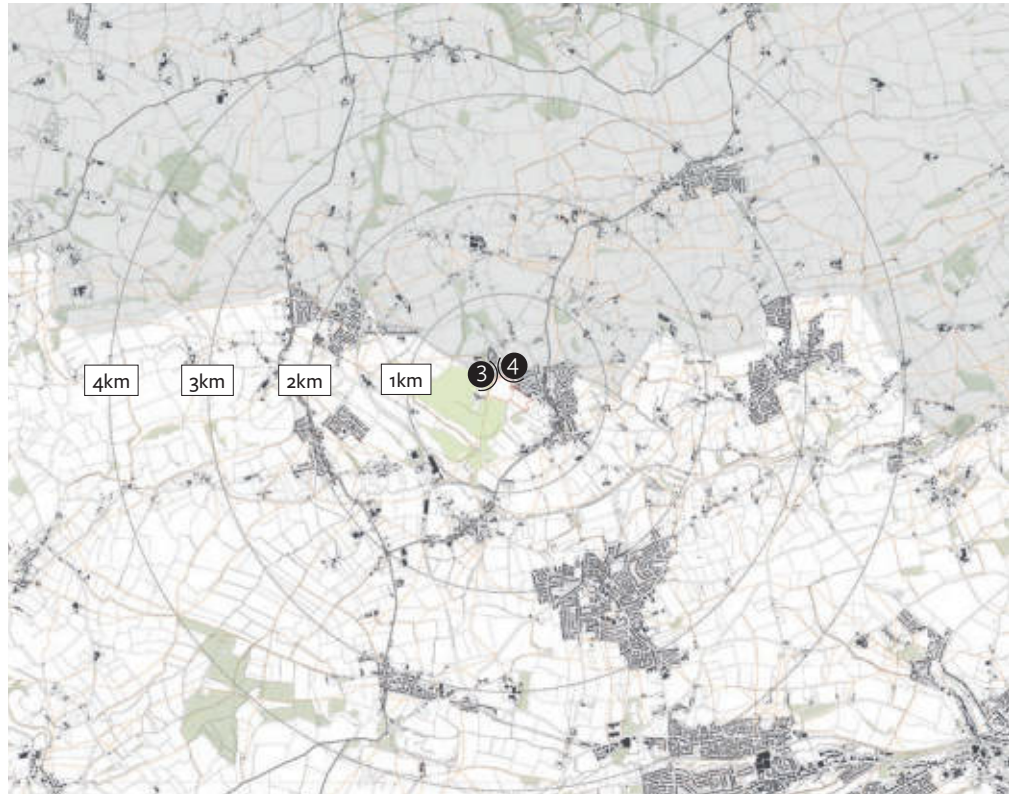
View 1: Views east into the site from designated Public Right of Way



Views into the site through
field access

View 2: Views east into the site from designated Public Right of Way

2.6 Baseline Appraisal : Visual Appraisal



Photograph 3 : View East into the site from vehicular road through existing site access

Baseline

Distance: Short range adjacent to site (<1km - X=363966 Y=158592)
Description: Direct and sensitive views into the site off of a vehicular road looking East, over existing hedgerows and through existing site access.

Existing Contribution to local character: Mature hedgerows bounding the site creating narrow enclosed green lanes.

Impacts and Recommendations

Visual Impacts: **Moderately open views into the site.**

Potential Mitigation: Retention and enhancement in height of existing hedgerows, with the possible option of infilling the gap for existing access with additional vegetation to mitigate moderate views on the receptor, reducing the impact to minimal/non-existent.

Photograph 4 : View south into the site off of Greyfield Road over the existing boundary hedgerow

Baseline

Distance: Short range adjacent to site (<1km - X=364075 Y=158633)
Description: Sensitive and open views directly into the site looking south off of Greyfield Road, looking over the existing mature hedgerow.

Existing Contribution to local character: Clear views on undulating and plateau land with additional mature hedgerows.

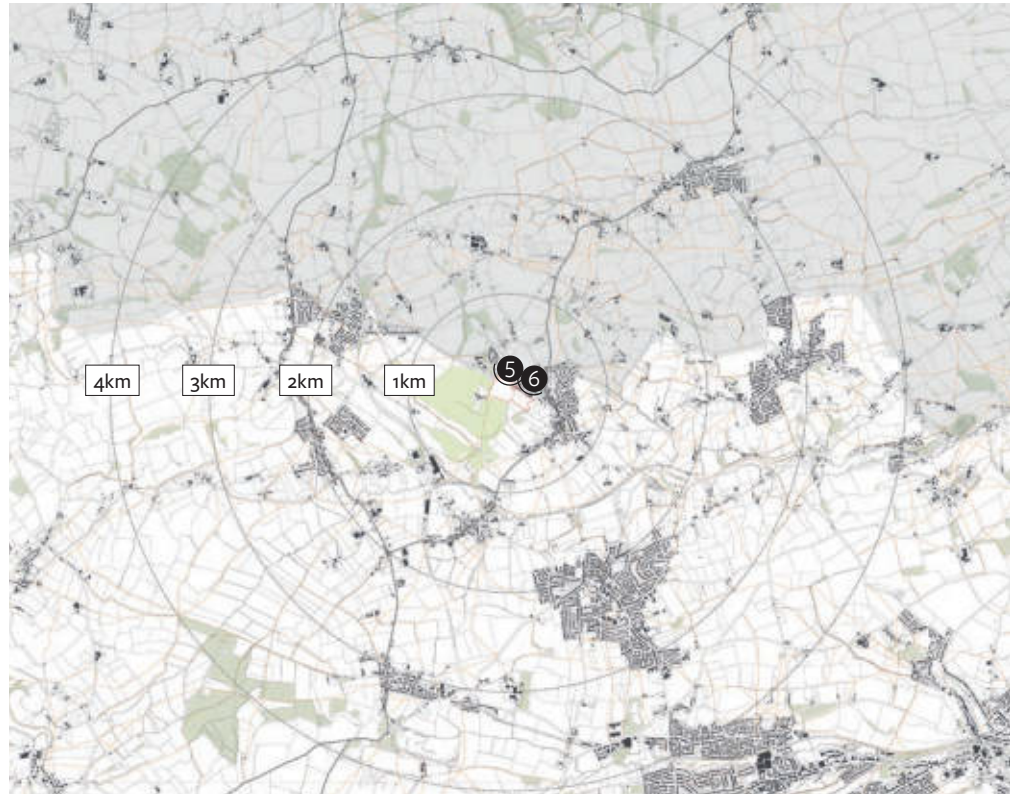
Impacts and Recommendations

Visual Impacts: **Large open views to the site, creating a large impact on the receptor, and high perceptibility to change.**

Potential Mitigation: Retention and enhancement of existing northern boundary hedgerow, allowing the hedgerow to be maintained and a larger height will mitigate any potential views into the site.



2.6 Baseline Appraisal : Visual Appraisal



Photograph 5 : View south into the site off of Greyfield Road through an existing gap in the hedgerow

Baseline

Distance: Short Range adjacent to site (<1km - X=364157 Y=158600)
Description: Highly sensitive open view south directly into the site through a significant gap in the hedgerow off of Greyfield Road.
Existing Contribution to local character : Direct views of undulating and plateau landform, with views of existing boundary hedgerow in the east.
Visual Impacts: Highly perceptible change to composition of view. No

Impacts and Recommendations

vegetation creates direct and unmitigated views onto the site.
Potential Mitigation: Extend the existing hedgerow and fill the gap that currently exists, mitigating any views into the site, taking the impact from a high level to non-existent.

Photograph 6 : View south into site off of Greyfield Road an existing site access point

Baseline

Distance: Short Range adjacent to site (<1km - X=364223 Y=158573)
Description: Open views south from Greyfield Road onto an existing access point to the site.
Existing Contribution to local character : None

Impacts and Recommendations

Visual Impacts: Minimal change to composition of view, due to the area of visible land being unsuitable for development, and likely to be retained as a pedestrian access point.
Potential Mitigation: Planting of native vegetation to in keep with the local character, as per the guidelines set out by Bath & North East Somerset County Council.



2.7 Baseline Appraisal : Summary of Visual Appraisal

The visual analysis of the site over the 6 different viewpoints has highlighted the visibility of the site.

Within the wider context the site has revealed itself to not be visible from any of the mid/long range viewpoints that were highlighted as having potential.

Within the direct context the site has revealed itself to be highly visible from varying surrounding viewpoints on the north and west boundary of the site.

Short Range

From the North:

- Due to Greyfield Road existing at a higher level to the site, there are direct views over the existing boundary hedgerow and onto the southern lower level segment of the site.
- Due to significant gaps within the northern boundary hedgerow adjacent to Greyfield road there are open and direct views into the site, that will have high impact on receptors using Greyfield Road.

From the east:

- The eastern border is bound by privately owned agricultural pasture land with no public accessibility.

From the south:

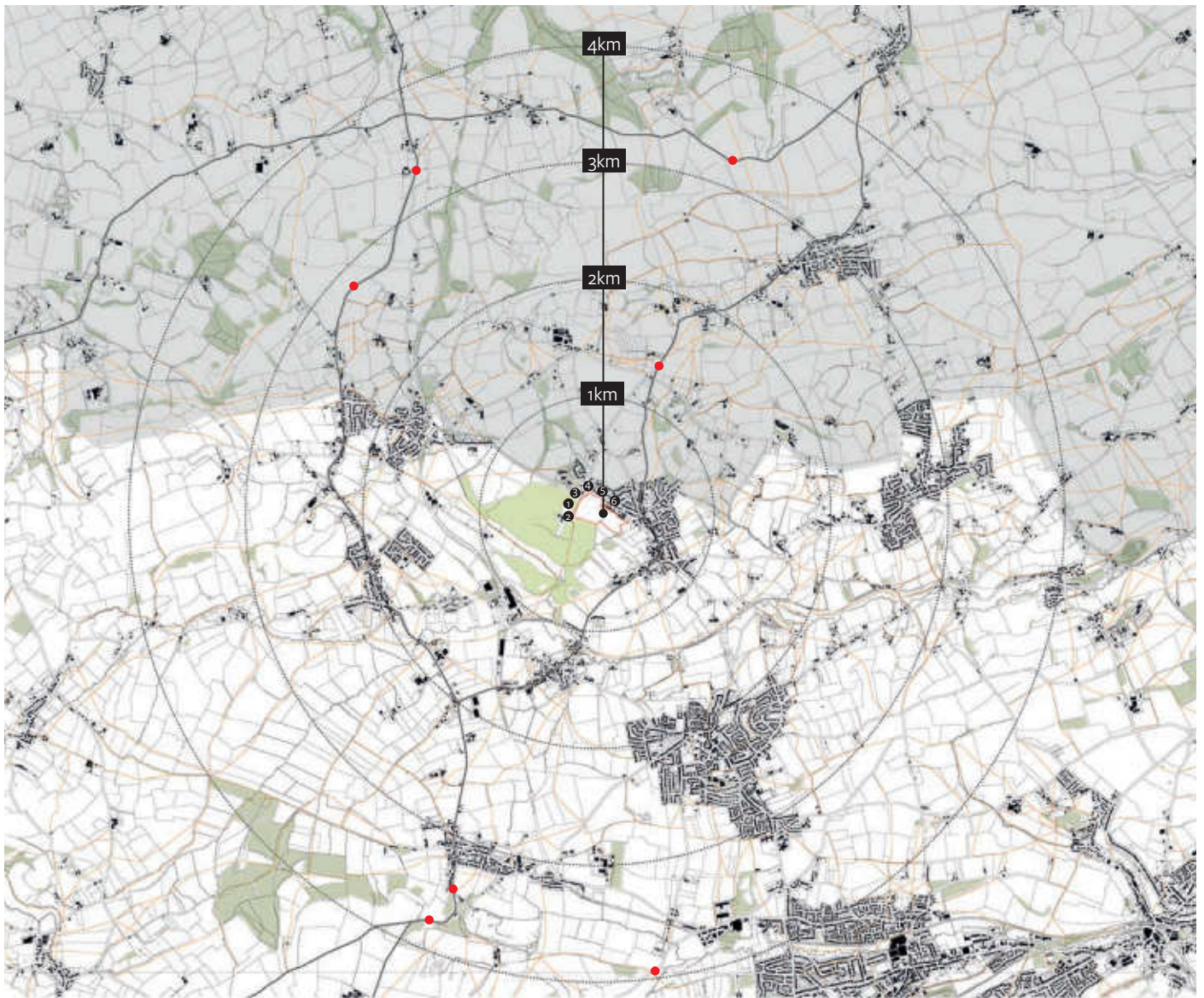
- There are no publicly accessible viewpoints into the site due to Greyfield wood acting as a visual barrier and shielding any direct views
- The south east border of the site is bound by privately owned agricultural pasture land.

From the west:

- Due to low level boundary hedgerow, and substantial development adjacent to the western boundary would have a high impact on receptors utilising the Public Right of Way on the western boundary
- Due to existing access points onto the site on the western boundary, there are significant gaps in the existing hedgerow, allowing clear and direct views to the site.

Mid-Long Range

- A variety of Mid-Long range views have been tested based on the information gathered within the ZTV Mapping (Zone of theoretical visibility) However, when tested there were no views apparent of the site due to mitigating landform, settlement and existing mature vegetation.



- Site
- Green Belt Designation
- Visual barrier : Woodland
- Visual barrier : main roads
- Viewpoints
- Existing Settlement
- Public Right of Way
- Viewpoint (no views visible)

Above: Summary diagram of the Landscape Appraisal in the wider context

3.0 Landscape and Visual Appraisal

The landscape and visual appraisal section of this report considers the landscape and visual effects of the proposed development in relation to the baseline analysis in section 2.

The proposed development

The Call for Sites exercise seeks to promote the site as being suitable for the following development:

- Up to 170 residential units
- Public open space
- Associated infrastructure
- Woodland Extension

Development will predominantly be in the form of two storey houses with associated vehicular access.

Landscape Effects

Development will involve the construction of up to 170 residential units and associated infrastructure on a greenfield site, resulting in a likely rise to landscape and visual impacts.

This document seeks to identify how these effects can be minimised by a number of measures, highlighted in the landscape strategy and how to maximise the benefits to the site.

Existing trees and hedgerows on site are to be retained and enhanced where possible, with further areas of enhancement to marginal habitats including a substantial extension to Greyfield Wood boosting ecological and habitat value.

The scheme will include areas of designated Public Open Space that will create high quality pedestrian links throughout the site and to the wider context of High Littleton. These link will be associated with the proposed woodland extension, creating a large extension to the existing woodland walks that exist within Greyfield Wood.

Attenuation features will be proposed throughout the scheme, adding necessary sustainable drainage features, whilst simultaneously giving aesthetic and ecological benefits to the site.

Landscape proposals include;

- Proposed attenuation features
- Extension and enhancement to the Existing Greyfield Wood
- Retained and enhanced boundary vegetation
- Woodland buffer planting to existing residential dwellings
- Integrated existing and proposed vegetation
- Permeable footpath network and designated woodland walk

These could be designed to reflect the local landscape character by using locally native trees to reinforce boundaries and areas of public open space. In addition, by retaining the existing hedgerows and reinforcing them with new native tree planting, and by incorporating north - south green infrastructure breaks in the scheme, it breaks up the development plots, whilst also reinforcing vegetated links to the residential development on the northern boundary, and Woodland trust site of Greyfield Wood to the south.

Whilst there will be an obvious character and development change to the site, the overall impact on the wider and direct character; the objective is to ensure that any perceived impacts can be minimised to a state of minimal impact.

Visual Effects

Examination of the baseline photographic study suggests that whilst the site can be viewed locally, it occupies a discrete location in the wider landscape. This reduced amount of inward visibility is likely to result in the development of the site having even less of an impact upon longer range views and related receptors due to the specific land form and surrounding topography. Therefore, there are no visual implications for the surrounding wider countryside.

As a result, the effect of development change on the landscape will be contained to a localised area around the site. Visual receptor groups are limited to:

- Residents that overlook the site from Greyfield Road
- Road users of Greyfield Road
- Residents that overlook the site from Greyfield Common
- Users of the designated Public Right of Way on the Western boundary

Residents who have a clear view over the site will experience a change in character to the site. The addition of new planting will soften the appearance of the development.

- Residents and road users of Greyfield road will be mitigated through the inclusion of extensive hedgerow retention and enhancement where necessary. With the development proposal sitting at a lower level than Greyfield Road, it should result in a minimal impact.
- Residents of Greyfield Common will be mitigated through the inclusion of proposed vegetated buffering along the northern boundary of the site, minimising the impact of the receptor.

- Users of the Public Right of Way on the Western boundary will be mitigated through the retention and enhancement of the existing boundary hedgerow, along with the proposed woodland extension. This will mitigate any potential impacts on the receptor, resulting in a minimal to no change.

Summary

The Landscape and Visual appraisal has shown that the site can be developed in a manner that has limited landscape and visual effect on the wider landscape and will not have adverse impacts upon the wider intrinsic landscape character of the local area.

Generally the site is well contained visually and although some parts of the site can be seen from a number of close range viewpoints north and west of the site, this assessment has demonstrated that there are generally minimal views into the site, and potential receptors can be mitigated accordingly. With the addition of high quality green infrastructure throughout the site, along with the existing densely vegetated backdrop, this ensures that the site is seen in context with the woodland behind it and the site will retain its character.

In summary, the landscape and visual effects of the proposal are expected to have a limited localised impact and a neutral effect on the wider landscape. Moreover by retaining and enhancing the existing hedgerows, proposing mature woodland trees an infilling any breaks in the boundary vegetation, the distinct and high quality of the landscape character can be preserved successfully.

4.0 Design Recommendations

This section of the report describes how through mitigation the proposed scheme can address issues identified within the landscape and visual appraisal. It also presents illustrative concept plan and master plans that have been informed by these recommendations.

The illustrative concept plan opposite shows how these recommendations might be incorporated and guide the development layout.

Design recommendations

The site has positive landscape assets and these will assist in further improving the way that the residential development sits within its local context. Opportunities for landscape enhancement should be explored through the evolution of the scheme design and into implementation. They include:

- Keep higher density development in the northern section of the development site, respecting the sensitivity of the landscape character of Greyfield Wood in the south.
- Minimise the impact of access roads and associated infrastructure through the introduction of avenues of tree planting, simultaneously reinforcing north-south green infrastructure links
- Infrastructure must respond to its location on the hillside and contours to minimise cut and fill and ensure that built form sits appropriately in relation the site levels.
- Building heights should not exceed heights that impact on the views of existing residential development of Greyfield Road
- Retention and enhancement of the existing boundary hedgerows and tree planting through maintenance and enhancement planting. Retention of the dense mature hedgerows with frequent mature trees will allow the structure of the landscape to remain and absorb the development and help preserve the strong and distinct woodland character.
- Creating areas of designated public open space in the form of woodland/country park to the south and west of the site to mitigate the impact on prominent short range visual receptors; whilst also retaining and expanding on the woodland character.
- Retention of the existing attenuation features and enhancement into self sustaining wetland habitats.
- Incorporation of ecological hedgerow buffers extensively following the site boundary to mitigate close range views.
- Inclusion of areas of kept village green to incorporate usable public open space and a more formal habit.



Above: Masterplan highlighting design recommendations














- | | | |
|--|--|---|
| <ul style="list-style-type: none"> ① Proposed Site Access ② Woodland Extension ③ Village Green ④ Primary Route | <ul style="list-style-type: none"> ⑤ Pedestrian/Cycle Links ● Proposed Development ● Green Infrastructure ● Attenuation/Wetland habitats | <ul style="list-style-type: none"> ● Proposed Trees ● Existing Trees ■ Retained/Enhanced Hedgerows ■ Pedestrian Links |
|--|--|---|






Above: Framework Masterplan

5.0 Conclusion

Legend

-  Site boundary - 7.1ha
-  Primary road network
-  Secondary road network
-  Proposed Footpaths
-  Higher density development
-  Lower density development
-  Proposed tree species
-  Existing tree species
-  SUDS Feature
-  Green infrastructure
-  Woodland
-  POS / Play
-  Play

Urban Intervention

-  Primary vehicular access
-  Primary route
-  Pedestrian/cycle access

Landscape Intervention

-  Woodland
-  Village Green
-  Attenuation feature
-  Swale

This landscape and visual appraisal has been undertaken in accordance with guidelines for landscape and visual impact assessments. In order to understand the baseline situation with regard to landscape and visual considerations, the work has reviewed relevant landscape designations, appraised the character of the local landscape, understood how site features relate to that landscape: This is supported and illustrated by a photographic visual appraisal of the site within the landscape.

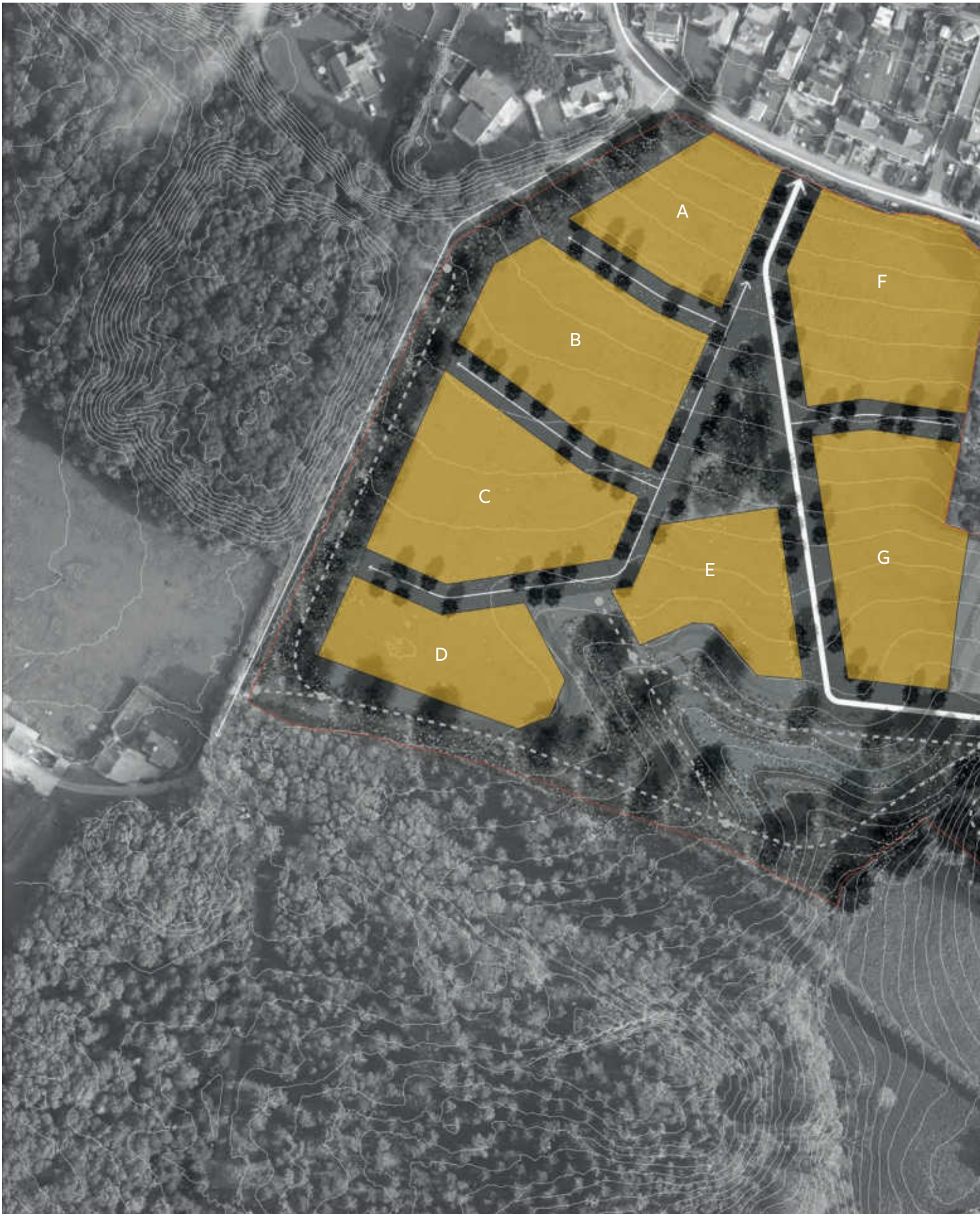
This baseline conditions were then assessed in order to understand the potential landscape and visual impacts that could arise as a result of developing the site. Using this knowledge, an illustrative concept plan and illustrative framework plan have been designed with a series of recommendations to ensure that the proposed development sits comfortably with the local landscape.

The appraisal of the representative viewpoints shows that the site is visually well contained within the wider landscape setting, with no visual prominence in the wider landscape setting. Although there are a number of viewpoints from the south and west, the wider topography and land-form limit views onto the application site.

The appraisal has highlighted that in viewpoints at close range in the north and west where the application site is visible, that it is seen in the context of the existing woodland, and remaining impacts can be successfully mitigated through landscape proposals and design recommendations, preserving and enhancing the local character effectively.

Consequently the appraisal concludes that development of the site for a scheme of up to 170 residential units, public open space and associated infrastructure will have no impact upon the landscape and visual character of the wider area. This appraisal provides general principles and establishes design guidance to minimise adverse impacts.

The illustrative masterplan reflects the findings and recommendations of this appraisal. As a result the sensitive approach to design that has retained and enhanced the existing green infrastructure of the site will allow the structure of the landscape to remain and absorb the development and help preserve the strong and distinct landscape character of the area. In addition, the proposal creates large areas of public open space and woodland that connects into the surrounding green infrastructure and provides much needed connections to the local area and designated woodland.





Framework Areas Plan

Densities and dwelling numbers displayed are indicative and subject to change.

	Area	Density	Dwellings No.
A	0.30ha	45dph	14
B	0.47ha	35dph	16
C	0.49ha	30dph	15
D	0.28ha	25dph	7
E	0.29ha	30dph	9
F	0.47ha	45dph	21
G	0.59ha	35dph	21
H	0.40ha	35dph	14
I	0.34ha	40dph	14
J	0.42ha	35dph	15
Total:			146

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Report number

Status

Date

Revision

Author / checked

180910 R 01 01

Preliminary

2018.10.26

A

DH / DE



Legend

- Application boundary - 7.1ha
- Existing Buildings
- Public Right of Way
- Existing Woodland
- Listed Building
- Building of Importance
- Waterway

- Bus Stop
- Recreation Ground
- Greyfield Wood (Woodland Trust)

- 1** II Listed - The Haynes
- 2** II Listed - The Willows
- 3** II Listed - Cottage Farm
- 4** II Listed - Church Farmhouse
- 5** II Listed - Church of Holy Trinity and associated buildings

- A** Dando's Stores
- B** High Littleton Pre School/ Methodist Church
- C** High Littleton Post Office
- D** The Star Inn
- E** High Littleton C of EVC Primary School

N
0m 200m

Land off of Greyfield Road, High Littleton	-
Site Site Context	DH /
180910 L 01 02	1:2000 / A1 Nov 2018

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Drawing Status: Preliminary

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Paul Rixon

From: Richard Daone
Sent: 04 January 2019 17:19
To: Local Plan
Subject: FW: Proposal to build 160 houses adjoining St Mary's School, Rad 25/Rad26

Categories: Green Category

Please can two areas of text highlighted in yellow (see two emails below) be treated as a rep on Local Plan Options document from Cllr Eleanor Jackson.

Thanks
Richard

From: Eleanor Jackson (Cllr)
Sent: 04 January 2019 17:15
To: Richard Daone; Chris Dando [REDACTED]
Cc: Bob Goodman (Cllr)
Subject: RE: Proposal to build 160 houses adjoining St Mary's School, Rad 25/Rad26

Thank you.

Yes, if you could add ' In line with those who supported the Westfield Parish Council's neighbourhood Plan, I believe strongly that sites should not be developed if there are highways hazards like this one, which would cost a considerable amount to ameliorate (traffic lights, speed tables etc) and too much pressure will be put on resources such as schools and medical facilities. Writhlington is basically a village (with a 1000 year history) and should receive the same consideration as a village in the Chew Valley or the Cotswolds. It is significant that Mendip District Council/Somerset County Council have dropped their plans to develop the fields the other side of the county boundary in Writhlington, and at the White Post with the approval of the Planning Inspector.'

The other point which protestors have well made, is that the new residents would be commuting to Bath and Bristol . Unless the Westfield Industrial Estates, and the smaller ones in Radstock are developed to absorb more jobs, these proposals should be postponed or better still, buried. If one can have 'overdevelopment of the site' in planning terms, one ought, logically to be able also to reject plans because they represent 'over-development of the area,' Also, you need to work more closely with the Development Management Teams. I am horrified that the site on the Bath Old Road which belongs to Bidwells Metals has received planning permission – and Highways failed to point out that the site is unsustainable, with the nearest bus stop at the entrance to Woodborough Road , the 82 , which does not run after 3.15pm and no pavement until you get to Mendip Way.

With best wishes
Eleanor Jackson (Cllr)

From: Richard Daone
Sent: 04 January 2019 16:52
To: Eleanor Jackson (Cllr); Chris Dando [REDACTED]
Cc: Bob Goodman (Cllr)
Subject: RE: Proposal to build 160 houses adjoining St Mary's School, Rad 25/Rad26

Dear Cllr Jackson

Thank you for your email. We will consider the issues raised carefully in preparing the Draft Local Plan, which will propose specific sites for allocation and will be published for consultation later this year. Do you want your comments to be treated as a representation on the Local Plan Options document (in addition to the comments raised by Mr Beck and other Writhlington residents)?

Regards
Richard Daone
Deputy Head of Planning (Policy)
Bath & North East Somerset Council
Email: richard_daone@bathnes.gov.uk
Telephone: 01225 477546 or Mobile: 07977228100

As part of the planning process we collect and publish personal information, please see our corporate privacy notice: www.bathnes.gov.uk/council-privacy-notice.



Royal Town Planning Institute's (RTPI) Award for Excellence in Plan Making Practice 2018 - Finalist

Bath and North East Somerset - *The place to live, work and visit*

From: Eleanor Jackson (Cllr)
Sent: 04 January 2019 15:38
To: Richard Daone; Chris Dando ()
Cc: Bob Goodman (Cllr)
Subject: FW: Proposal to build 160 houses adjoining St Mary's School, Rad 25/Rad26

I would agree with Mr Beck. I know the junction well. It is sub standard and dangerous, and when the estate at Knobsbury Lane was built a great opportunity for improvements was missed There isn't even a proper bus stop for the 414/424 , and the 179 service has just been taken off, making this location unsustainable. The A362 has no pavements after the Fir Tree junction, and the traffic invariably speeds.

Yours sincerely
Eleanor Jackson (Cllr)

From: Stephen Beck [mailto:builderbeck@aol.com]
Sent: 03 January 2019 19:51
To: Sally Davis (Cllr)
Subject: Proposal to build 160 houses adjoining St Mary's School, Rad 25/Rad26

Dear Councilors,

It is of great concern that I write to you on the issue of the proposed housing at Writhlington on land adjacent to St Mary's School (RAD25 & RAD26)

I strongly object to the proposed planning in the area. Writhlington has already exceeded its quota for new houses in the last 18 months and there should be no consideration of further houses in the foreseeable future. The recent development in Writhlington has already overloaded the infrastructure and changed the dynamics of the village.

The land on which the development is being proposed is a green field site and outside the housing development boundary, what's more there are other brown field sites in the Somer Valley area that have not been developed as yet. These would have less of an impact to develop on as the services are readily available.

I am a father of two children who in previous years have both attended St Mary's Primary and Writhlington Secondary school. Both my children walked to school along Green Parlour and Old Road which are only single track lanes. Since the start of the re-development of Radstock I have seen a tenfold or more increase in the traffic using the two roads

as rat runs. At peak times I find it difficult to exit my own driveway on to Green Parlour Road. With the increase of traffic comes the higher risk to the lives of not only 1,500 school children but all individuals and their pets that regularly use these roads and those surrounding.

In my opinion this proposed development would go against BANES Green Infrastructure Policy and respectfully ask that RAD25 & RAD26 are removed from the Local Plan.

Kind regards,

Stephen Beck JP

[REDACTED]

From: jacobiesdad [REDACTED]
Sent: 06 January 2019 19:45
To: [REDACTED] Transport Planning; Local Plan;
comments@jointplanningwofe.org.uk
Subject: Orbital link road
Categories: Green Category

I STRONGLY OBJECT TO THE PLANS. register my objections.

I write to you as a resident who lives within Bristol City Council but will be affected by the BANES/Bristol City Council decisions..

I understand that BANES have proposed a new link road that will link up with the Bath Road with an existing residential road in Whitchurch, to form part of the Orbital highway. The proposed road ends on the boundary between the two councils at Ridgeway Lane and Whitchurch Lane.

If this goes ahead, the increased traffic will spew into Whitchurch Lane.

Whitchurch Lane has a primary school right next to it which my 4 year old attends, the pollution will be horrendous! It has a 20 mile an hour speed restriction, a 7.5 ton weight restriction and traffic calming measures (speed humps). The road is not suitable to receive all this additional traffic from the new road that BANES would like to install. The reasons that all, of the above mentioned, where put in has NOT gone away, therefore are still very much needed. Whitchurch Lane is a residential area with houses on both sides.

In addition, BANES want to build 2500 houses in Whitchurch village. There appears to be plans for houses without any consideration to the impact on the existing infrastructure or facilities of the area, in which I live.

- There is very little employment, people will have to travel out of the area for work, that means using cars as the public transport is limited.
- There are NO shops in the village. Again more car use.
- There is no senior school within walking distance
- No additional doctors surgeries planned. BANES residents are already using Stockwood and Whitchurch Health Centres. These GP's are not coping with the patients that they have already, getting an appointment is already quite difficult!
- The area suggested for housing (and the road that leads to a residential area, is prone to flooding and has an abundance of wildlife on it.

I accept that Bristol needs a true ring road to take it to 2036 and indeed beyond. BUT that road has to be fit for purpose. I accept that people need homes to live in. BUT those homes need to be built primarily on brown field sites and have the roads, jobs, and support systems for the areas to flourish.

The new road and houses, as proposed, will NOT be of benefit to the majority residents in the area and will have a considerable negative impact on them, in very many ways.

Please keep me updated with situation.

Sent from my Samsung Galaxy smartphone.

7th January 2019

Planning Policy, B&NES,
Lewis House, Manvers Street,
BATH BA1 1JG

Dear Sir,

[LINK](http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/local-plan-2016-2036) <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/local-plan-2016-2036>

Dear Sir,

As a resident of Pensford Village I write to object to the above plan.

The Plan is unsound as paragraph 14 in the NPPF clearly states that housing targets should not override constraints within the area. The constraints at Whitchurch Village and Pensford are the Green Belt and Flooding. The Whitchurch Village Neighbourhood Plan has recently been adopted by B&NES and residents (98%) voted both for the retention of the Green Belt and for the Plan itself with an amazing 48% approx. voting turnout. Also the Green Belt should not be revisited for alteration within the current Core Strategy time scale.

Whitchurch Village is being told to take 1.500-2.500 houses taking in hundreds of acres of Green Belt land at present mostly used for agriculture. This is not a sustainable area for such massive development due to –

Very little employment,

No Shops

No senior school and primary already oversubscribed

No doctor surgery

Poor road network already congested and no easy access to motorways.

There is no Transport Plan to define any routes for the massively increased traffic. The new suggested Link Road from Whitchurch Village to Hicksgate/Brislington Road, will not alleviate/improve the congested roads in the area as publicly conceded by Highways Officers. In fact it will make the situation worse especially for us in Pensford, where the A37 is already overloaded by HGVs.

Two lorries cannot to pass each other by our house in Pensford, and we have had the house damaged by a lorry driving on the pavement who did not stop. The council's answer was insert a metal bollard, which was removed four times in twelve months by lorries driving over it. This was replaced by a plastic one so they could drive over it.

This proposed road will also attract even more lorries from the south coast as it will be the shortest HGV route to the motorway system. Placing a Park and Ride here will also just attract more cars through the villages. It is an economic failure to place 2.500 houses at Whitchurch Village then build a road to get cars to Hicksgate. Put the houses at Hicksgate with the ring road, railway and park and ride.

Other sites are more sustainable and can offer all of the above infrastructure such as Hicksgate/Brislington Road, Long Ashton and of course Bath. All of these can offer proximity to rail links to Bath & Bristol, Metro Bus, Ring roads for good access to Motorways, employment, schools, shops etc.

Yours sincerely,

A J Jones,




9th January 2018.

West of England Joint Spatial Plan
c/o South Gloucestershire Council Planning
PO BOX 1954
Bristol
BS37 0DD

Dear Sir/Madam

I am responding to the Joint Spatial Plan consultation and I wish to register my objections.

I am a resident of Pensford, which is a "conservation village", washed over by the greenbelt and I am concerned about the effect these plans will have on our local environment.

There is already a high volume of heavy traffic passing through Pensford village, which already suffers from noise, pollution and terrible disruption due to high volumes of commercial traffic passing through the village on our substandard portion of the A37.

Traffic levels are already excessively high in both directions. In particular, Pensford Hill, (the narrow main road through the village), blocks on a regular basis and is a potential danger to pedestrians. The village centre and school also suffer from these hazards.

The various proposals can only lead to a worsening of the already seriously unsatisfactory situation. It is self-evident that locating a further 1000/2500 houses in Whitchurch Village will create further traffic chaos in Pensford.

The proposed plans for Whitchurch Village are not sustainable as the location is miles away from all major employment centres such as Bristol City Centre or Bath. There are no rail connections or rapid transit services. Bus services are inadequate, the site is miles from any motorway junction and there are few available jobs within six miles. Because of already poor transport links, 2,500 new houses will almost certainly result in at least 2,500 new cars (and more likely between 5000 to 6000 cars) on our local roads. Many of these will add to the traffic pressures on Pensford, as they will use the A37 for their journeys.

I am further concerned that the proposed major vehicle link to Keynsham and a link to South Bristol will make the A37 the shortest south coast route to the northbound motorways. This might look viable on paper, but in reality, this plan would severely increase traffic flows on the A37 through Pensford to dangerous levels.

The transport link to the A4 will also generate more traffic on the A37 and the potential expansion of Bristol airport to over double in passenger throughput (a separate but related issue) will add further to the increase of traffic on our rural roads as the vehicles pass through on the way to the motorways.

The proposed Park and Ride at Whitchurch will attract large volumes of commuter traffic. Undoubtedly, a great deal of this will travel through the village of Pensford on the A37 adding even further traffic congestion and pollution to our local environment.

The planned urban extension is purely to provide housing for Bristol. It is inappropriate for our small rural Somerset community to suffer a vast increase in traffic noise, pollution, hazard and

disturbance simply to accommodate Bristol's workers or shoppers and to allow more and more out-of-area commercial traffic to use our village as a shortcut to the motorways. Bristol itself can provide sites that are more appropriate; especially brownfield sites with shorter journey times and better access.

One such site is the now rejected Arena at Temple Meads, or the old Lloyds Bank and Norwich Union Buildings. Using these sites would eliminate the need to destroy Whitchurch Village. People would be able to walk or cycle to work, from there, and keep fit at the same time with no increase in air pollution.

Another far more economically sensible location is at Hicks Gate/Brislington Road, which is directly adjacent to the Ring Road with easy access to motorways, already has a Park and Ride, and is near the railway station at Keynsham and (possibly the new) Salford station. This location would make a far easier commute to Bristol & Bath and already has good shops and schools.

Another more appropriate location is Long Ashton. It has a direct route into Bristol, is near the existing Metro Bus & Park and Ride, close to employment, schools etc.

Finally, I would like to express my solidarity with Whitchurch villagers where 100% of respondents to a survey regarding the JSP said that they valued their green belt. This is an important point and I object to the plans for Whitchurch, which will destroy their small rural Somerset village and turn it into a large and unwanted new town and an extension of Bristol. The number of houses proposed for Whitchurch is disproportionate compared to other areas; for example, the number of new houses proposed for nearer Bath or to the East of North East Somerset in proportion to those in Whitchurch Village is miniscule. This is very unfair to the local community.

In summary, my main objection to these proposals is that they do not sufficiently consider the serious impact on the A37 running through the small rural community of Pensford. A vast increase in traffic would flow from these developments and this would be unsustainable without first building a Pensford by-pass to take the resulting traffic (especially HGV traffic) away from Pensford Hill and the village centre and school. The situation is already unacceptable and Bath & North East Somerset council is finding it difficult to come up with any acceptable solutions. I note that there is currently no Joint Transport Plan and I strongly urge that these transport issues are resolved before any new houses receive approval, rather than afterwards.

Our house is at the narrowest part of the A37 in Pensford. I have walked out of our gate to have a lorry 6 inches in front of me on the pavement nearly running me down. I have had the roadside window lintel pushed into the reception room damaging the internal panelling by a lorry on the pavement that then drove off. There is a bollard outside our gate which has been completely pulled out of its foundations four times in one year by lorries on the pavement. It is regularly hit on a monthly basis.

In conclusion should you pass these plans, I am very concerned for the safety of pedestrians as there have been fatalities on the A37, and pedestrians already risk their lives walking on the narrow parts of the A37 pavement.

Yours faithfully,

A large black rectangular redaction box covering the signature area.

A. J. Jones

[REDACTED]

From: kelly jones [REDACTED]
Sent: 06 January 2019 20:08
To: Local Plan
Subject: Whitchurch Ring/Wrong Road

Categories: Green Category

Dear Sir/Madam

I STRONGLY OBJECT TO THE PLANS. Please register my objections.

I write to you as a resident who lives within Bristol City Council but will be affected by the BANES/Bristol City Council decisions..

I understand that BANES have proposed a new link road that will link up with the Bath Road with an existing residential road in Whitchurch, to form part of the Orbital highway. The proposed road ends on the boundary between the two councils at Ridgeway Lane and Whitchurch Lane.

If this goes ahead, the increased traffic will spew into Whitchurch Lane.

Whitchurch Lane has a primary school right next to it, the pollution will be horrendous! It has a 20 mile an hour speed restriction, a 7.5 ton weight restriction and traffic calming measures (speed humps). The road is not suitable to receive all this additional traffic from the new road that BANES would like to install. The reasons that all, of the above mentioned, were put in has NOT gone away, therefore are still very much needed. Whitchurch Lane is a residential area with houses on both sides.

In addition, BANES want to build 2500 houses in Whitchurch village. There appears to be plans for houses without any consideration to the impact on the existing infrastructure or facilities of the area, in which I live.

- There is very little employment, people will have to travel out of the area for work, that means using cars as the public transport is limited.
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- The area suggested for housing (and the road that leads to a residential area, is prone to flooding and has an abundance of wildlife on it.

I accept that Bristol needs a true ring road to take it to 2036 and indeed beyond. BUT that road has to be fit for purpose. I accept that people need homes to live in. BUT those homes need to be built primarily on brown field sites and have the roads, jobs, and support systems for the areas to flourish. The new road and houses, as proposed, will NOT be of benefit to the majority residents in the area and will have a considerable negative impact on them, in very many ways.

Please keep me updated with situation.

Kind Regards

Kelly Jones
[REDACTED]

Sent from my iPhone

From: gurmeet kaur [REDACTED]
Sent: 07 January 2019 18:38
To: comment@jointplanningwofe.org.uk; Local Plan; Transport Planning
Subject: Whitchurch/Whitchurch Lane and Maggs Lane
Categories: Green Category

I STRONGLY OBJECT TO THE PLANS. Please register my objections.

I write to you as a resident who lives within Bristol City Council but will be affected by the BANES/Bristol City Council decisions..

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The new road and houses, as proposed, will NOT be of benefit to the majority residents in the area and will have a considerable negative impact on them, in very many ways.

Kind regards

Gurmeet Kaur

Sent from my iPhone

[REDACTED]

From: John Kelly [REDACTED]
Sent: 09 January 2019 16:29
To: Local Plan
Subject: Consultation on the Local Plan 2016-2036

Categories: Green Category

Sirs

I reside within the Parish of Publow with Pensford and am appalled at the proposed developments around Keynsham.

It would appear that wholesale building is being allowed all round the town with no regard being taken of the need to upgrade/increase the infrastructure in the town itself. Why do you allow this to happen? The now critical infrastructure problem is obvious to a cretin in a hurry. Car parking is currently only marginal and when one tires of the lottery to find a space the natural remedy is to go elsewhere but it would appear that strangling the High Street in Keynsham is (Bath centric) BaNES policy. This will also have a knock on effect on Keynsham Station, in time threatening its viability and perhaps also its existence.

The current problem with infrastructure, already serious and not all considered even currently, will become untenable with the proposal to build 1500 to 2000 new homes in the village of Whitchurch some four miles from Keynsham and two miles from Pensford. Bizarrely and concernedly much of this is to take place on Green Belt land which the Government is reputedly committed to protect. Not only will this development exacerbate the problems in Keynsham but will also aggravate the traffic problems on the A37 particularly on Pensford Hill where HGVs regularly get involved in a gridlock situation. This has the knock on effect of forcing some private cars to use 'rat runs' - and at speed to make up for 'lost' time. This will only be exacerbated if the proposed Park and Ride in Whitchurch goes ahead.

Bristol Airport have just announced plans for a proposed increase in passenger traffic from 8.5m to 12m. Again these plans are silent on a commensurate increase in the roads infrastructure thus adding an additional burden to the roads in the surrounding area and further endangering the safety of residents.

Someone needs to get a grip.

Yours
J M KELLY

Response to consultation on Local Plan and Strategic Transport Studies

I write regarding the Whitchurch Expansion proposals and the 'Orbital Highway' from Hicks Gate to Whitchurch Lane.

I oppose these proposals as unsustainable development which will have a severe and significant negative impact on an existing community.

As the ward councillor for Hengrove and Whitchurch Park I will concentrate my points to the effect these proposals will have on my residents, especially those who live in the vicinity of Whitchurch Lane.

Firstly, the proposal to develop 2,500 dwellings at Whitchurch village is speculative as the regional spatial plan has not been approved. This speculative development within the green belt is at a highly unsustainable location. I support the alternate proposals put forward by Whitchurch Parish Council which would see the village able to take up to 600 additional dwellings.

My own ward is taking in excess of 3,000 additional dwellings so I do not speak as a nimbby but someone who strongly supports sustainable growth and providing new homes for the future.

Public Transport interventions

I wish to address the evidence, conclusions and proposals within the South East Bristol and Whitchurch Package Option Assessment Report.

Having read the report it is clear that the preferred options do not meet the policy or strategic goals of the wider policy and that manipulation of the evidence, poor evidence gathering and conclusion without fact has been used to support the current proposals.

To address the issue of public transport proposals and assessments within the report. The report has been written to support a case rather than be an evidenced document to assess clear alternate proposals. This is very disturbing to see in a report to support major transport schemes and the regional spatial plan.

Throughout the report statements are made that impacts have not been assessed, or presumptions made to support a case that is tenuous at best.

The report puts forward a favoured option of a small Park and Ride serviced of 2 buses per hour (with also the local 376 providing and additional 2 buses per hour) as well as a high grade BRT system from Hengrove Park to East Bristol.

But it is clear and admitted that no evidence of demand has been provided for the BRT system from Hengrove to East Bristol running along the proposed Orbital Highway – called a Multi-Modal Orbital Highway. It is also estimated that any public transport system on that route would need a substantial subsidy. WECA have stated that they have a policy not to subsidise commercial bus services and used this to justify their recent decision to scrap the

MetroBus route on the South Bristol Link where funding has been secured from government to build the system.

The BCR of the Orbital Highway with an upgraded public transport package/BRT is not included in figure 6.5 to calculate the BCR. This is because the BCR is will below 2 meaning the scheme would find it difficult to attract Department of Transport Funding. It is clear this is known and this figure has been excluded as it would make clear that there is no real intent to run an upgraded BRT system along the Orbital Highway. This is purely a road scheme with no serious proposal of public transport improvement.

I support a Park and Ride scheme and believe this to be a necessary intervention needed whether new housing is built at Whitchurch or not. It is an integral part of mitigation measures for the city. But it is clear that the proposal put forward is substandard and designed to fail.

Page XV and XVI of the OAR propose a 6 bus or 2 bus per hour Park and Ride Scheme. It claims that a 6 bus Park and Ride scheme would only generate revenue of £300,000 a year. This would estimate a passenger usage level of around 300 passengers total per day. Appendix 6.2 demonstrates that this figure is a gross underestimate of potential patronage.

The Wells Road already has a large amount of commuters parking on residential roads and catching local bus services. With increased development, especially at the 20,000+ employment space at the Temple Meads Enterprise Zone with very little parking public transport options are going to be in high demand. No work appears to have been done to model the number of people already informally park and riding along the Wells Road. Many would be attracted to a formal and secure car park with limited stopping facilities.

In addition, the report completely rejects the notion of a BRT/MetroBus running along the A37 from the Park and Ride to the Temple Meads Enterprise Zone and linking into the other BRT systems with the city centre.

The Wells Road has significant bus prioritisation interventions covering most of the congested areas. The report notes that it takes cars and buses a similar time to travel along the Wells Road. It then assumes this is a constant and that there is little time saving via public transport. This is incorrect. The buses lose time at bus stops collecting passengers. At peak time this takes over 10 minutes along the Wells Rd. A limited stopping fast board Metrobus service would provide around a 10 minute saving in time along the Wells Rd (as would a Park and Ride service). This is a far more significant saving than that proposed through the building of an Orbital Highway.

A Park and Ride with enough space (at least 750 vehicle space rather than 500) combined with a BRT Metrobus system that has limited stopping along the Wells Rd route (around 5 stops) with the current 376 service would achieve considerable shift, reduce congestion and reduce journey time (by around 10 minutes for users of the service). This could be 4 vehicles an hour service (along with the two 376 services) and could operate cost neutrally.

The evidence of bus networks provided as part of the report is deficient. The report has simply grabbed a diagram of the First Bus Network in the area. At the time around half a

dozen other bus operators were operating and reference to all of their services and network have been excluded from the report.

In conclusion it is clear the evidence for a combined BRT and Park and Ride on the Wells Road has been excluded and an attempt to justify a BRT system to justify a new road from Hengrove Park to the Eastern Fringe has been made by leaving out key data.

The Orbital Highway and impact on Whitchurch Lane

The proposal for a new road running from Hicks Gate to Whitchurch Lane has been carefully constructed to remove evidence of the severe and significant impact this would have on an existing community.

But within the documents submitted all evidence of this impact cannot be removed or hidden.

The proposal for the Orbital Highway fails the strategic case (figure 5-2) and this is proven by evidence within the report. The Pass/Fail drivers state that if a proposal does not reduce congestion at known congestion points, fails to achieve modal shift to public transport or lack of positive impact on public transport journey time then it fails. This scheme fails on all three.

It has already been demonstrated how the concept of a BRT public transport route along the Orbital highway would not happen as it fails the BCR test, has no proven demand and would require substantial subsidy which WECA have already stated, in the case of the South Bristol Link, it will not provide. I have argued how a Park and Ride with Metrobus service would promote and improve public transport and achieve shift and reduce congestion. The Orbital Highway fails this test.

The Orbital highway will cause congestion and negative impact upon public transport: the M1, 515 and 92 bus routes on Whitchurch Lane (both excluded from the study so no consequence upon these routes considered). The failure to consider the impact of congestion upon Whitchurch Lane and the effect on bus services running along it shows the weakness of this study.

The Orbital Highway proposal will not reduce congestion at known congestion points as it will cause major congestion along Whitchurch Lane. It should be noted that around 3,000 additional dwellings are being developed along the Whitchurch Lane corridor in the area of Hengrove Park. The Orbital Highway and increased congestion undermines the delivery of these dwellings.

6-4 refers to Whitchurch Lane. Current traffic loads for Whitchurch Lane are excluded from the studies (unlike virtually all other main roads in the area). I have figures from 2007 that state Whitchurch Lane had 13,300 vehicle journeys a day along it. I imagine that figure has increased over the past 10 years. 6-4 refers to the traffic calming, 20 miles an hour limit and frontages by residential properties. It does not mention the 7.5 tonne weight limit, the major Primary School, the two zebra crossings on raised beds or the multiple driveways that the residential properties have. The lane is narrow in places so widening will not be possible.

Bristol City Council removed an advisory bike lane in 2007 after it was discovered that Whitchurch Lane was too narrow for the bike lane.

It is clear from 6-4 and 6-8 that the proposal would be to remove the 20 mph speed limit (in front of a major primary school), remove the two crossings (one used by the school), remove the speed humps and remove the 7.5 tonne weight limit. This will have a significant and severe impact upon the school, local shops and residents and greatly increase danger and conflict with pedestrians.

I have been informed that it is expected that traffic volume will increase by up to 80% along Whitchurch Lane if the Orbital Highway is built. This figure is evidenced by Figure 6-3 and 6-4 of the report which shows increased traffic along Whitchurch Lane in the region of 600+ vehicles an hour. No work appears to have been done on traffic flow along Whitchurch Lane and impact on congestion and the dozen plus roads off Whitchurch Lane and their capacity to cope with this additional traffic.

Main Points:

The Whitchurch village development proposals are unsustainable, there are more sustainable locations that should be considered.

The additional traffic, congestion and pollution on Whitchurch Lane and surrounding roads would be significant and severe and the effect would cause a considerable negative impact on local residents and Bridge Farm Primary School.

The proposals are for unsustainable development within the Greenbelt and an area of significant flooding.

The effect on junctions and capacity of Whitchurch Lane have not been effectively considered as part of the supporting documents and the transport studies have errors and are missing key information.

Cllr Tim Kent

Liberal Democrat Councillor for Hengrove and Whitchurch Park Ward.

106 Hengrove Lane
Bristol
BS14 9DQ.

11
5-1-2019.

Dear Tim Heat

We have lived in Whitchurch here since Dec 23rd 1972

- 1) we used to live in a lane — more like a motorway now
- 2) we could catch a bus, that, stopped, outside opposite, Eye hospital, B R I, oncology — no longer, can't even, get, to Asda by bus now
- 3) Get Dr appointment-same day - no chance
- 4) Breath, clean, Fresh air - No more, just, traffic fumes
- 5) 7000 New houses? 14000+ people what infrastructure?

We oppose the plan, and, the support, given by, Marvin Rees
Tim Bowles, and, Tim Warren,

Will they be responsible to replace our windows, to
stopped the noise, from, traffic, will they take responsibility for
our health, which is bound to deteriorate, with the extra pollution
will they, be, responsible, for the foundations of our house,
Will they, be, responsible, to, keep, law & order, with, a bigger
community, (no police stations!!)

Can Tim Warren, explain, why, he opposes the traffic
going through Bath, yet doesn't, mind/care if it goes through
our district,

This plan is detrimental, to, our, health, quality of, life,
and, the, very, basic, needs, of, the way, we, live,

WHO is going, to, be, responsible, for the diabolical
consequences, of, this, irresponsible, ill, thought through
reckless plan, It should, be, made clear to these people, that, they
are, accountable.

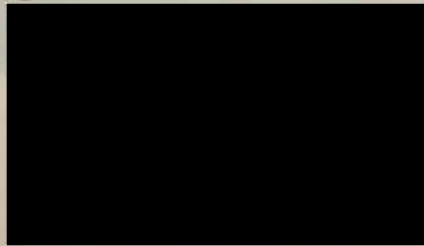
P.S. Please photo copy for Harriet Clough,

Mr Kent,

We have tried to submit our views on the proposed ring road development on line but have not been able to do it that way.

Please find enclosed our letter expressing our concerns. Would you be able to scan this letter and forward it on our behalf.

Thank-you



To whom it may concern,

I am writing express concerns and disapproval of the current plans for the South Bristol ring road or Orbital Highway.

Whitchurch lane is already congested at peak times as are the adjoining roads - Ridgeway lane, Maggs Lane and Half Acre lane. To direct 1000s of extra cars into this area would have a huge negative impact on local residents and would also endanger the many students that attend Bridge Farm Primary school. Parents, children and staff access at two points along halfacre lane (one of which is very close to church lane / stoneberry Road junction) and also many have to cross over whitchurch lane.

The air and noise pollution would have a severe detrimental effect on the health of the school children as increased traffic would be constant on two sides of the school playing fields and outside teaching areas. As so many children lack a safe outside area to enjoy it is unthinkable that this should also be spoilt.

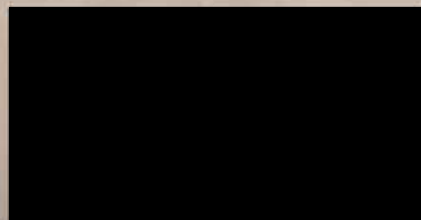
The fields from the end of Stoneberry Road and through to Whitchurch Village are used DAILY by local residents for walking, and provide a peaceful, natural environment which is hugely important for health and mental well being. These fields are a lifeline for foxes, badgers, deer, bats and owls, to name but a few of the

wildlife that can be seen here. What will happen to them if there is constant traffic and light pollution destroying their habitat?

As these fields are at the bottom of Dundry slopes the area is often flooded and the riverlets running through the fields are full of gushing water after a storm. It would be a vast engineering job to address this which in the process would destroy the natural environment.

The plans for this road and also the extra housing have not been considered thoroughly and are totally unsustainable. There are more sustainable locations available. Witchurch village and surrounding areas have already succumbed to a huge amount of new housing which has already put a huge strain on doctors surgeries and other public services.

Yours Sincerely



Road Proposals to build a new road from Hicks Gate to Whitchurch Lane crossing A37

This plan is short sighted and will solve no problems.

1. Inadequate. Traffic coming from a two lane dual carriageway will be constrained into a single carriage way road around Stockwood onto a residential road (Whitchurch Lane) that is already quite busy.
2. The proposed road will bring more traffic to Whitchurch Village, an already congested area.
3. Destroys local amenities. When this road meets the A37 a roundabout is proposed that will destroy the childrens' playground. Any remaining portion of the Parish field would be the other side of a busy road from the Village. The playground and Parish field are well used by the community and this would be a great loss. The Rugby ground will also lose some of their facilities.
4. Short sighted. Pensford has a significant traffic problem and this does not appear to have been considered.
5. Historical. The two proposals to link the A37 to Whitchurch Lane are both unacceptable. Both proposals will cross farm land. There are Roman remains behind Church Farm and Lyons Court Farm. It is believed by experts that there is a Roman Villa in that vicinity, possibly of high status.
6. Inappropriate. The Half Acre Lane option goes alongside a school creating more pollution for our children and a dangerous environment. Washing Pound Lane is a wildlife haven. This option will destroy wildlife habitat and a well used local lane and will create air and light pollution. It is used daily by dog walkers, elderly people exercising to keep fit, children playing on bikes and scooters and parents taking young children to nursery school. This will be detrimental to the locals who use it.
7. Inadequate. Whitchurch Lane is a residential road and not suitable for a ring road or "orbital" road as it is now called. There are speed bumps, a speed limit and a weight limit. The road is not particularly wide. Money has been spent putting in these traffic calming measures for good reasons. If these limitations remain in place the whole proposal is pointless. If these measures are lifted it will be used by every HGV traveling to and from the A37 to the A38 and Weston Road. This will create pollution for the residents, danger for our children and old people and divide a community. Add to that the increased traffic that will be created by the development at Hengrove Park and the whole thing will be disastrous. If the road is widened, which I suspect is the unspoken plan, green space will be lost and some dwellings will lose their front gardens, if not their homes. A Ring (or Orbital) road through an existing residential area can only be detrimental to residents. I can foresee rat runs in the roads south of the "new orbital road".
8. A wasteful use of public funds. By the time this road is built, what is inadequate now will be wholly insufficient for traffic needs. I believe that this is a complete waste of money as an orbital road further south will need to be built within a short space of time. I thought that the whole point of having a Metro Mayor was to enable LONG term planning of transport links. This plan would be a nonsense by the time it is built and certainly WILL NOT be fit for purpose until 2036.
9. The effect on junctions and capacity of Whitchurch Lane have not been effectively considered as part of the supporting documents and the transport studies have errors and are missing key information.


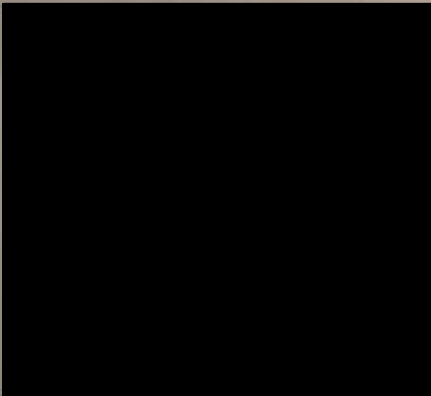
In conclusion, these proposals are inappropriate, ill-conceived and a waste of money. They will bring no benefits to local residents but will in fact be detrimental to the area destroying current

Objections to Proposals to build a development of 2500 dwellings at the A37 next to Whitchurch Village.

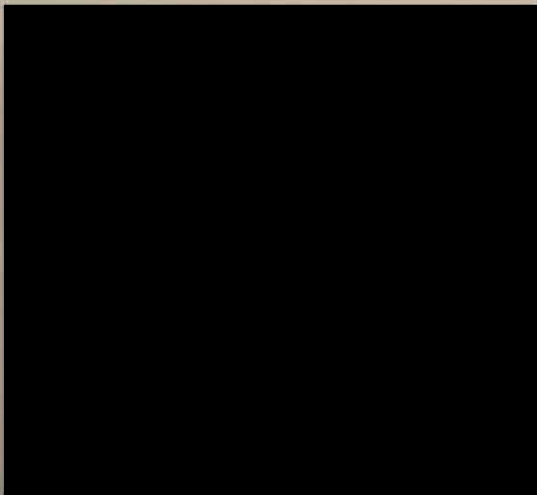
These development plans are not needed and the site is inappropriate.

1. There is not a "need" for housing in this location.
2. There are no employment opportunities. New residents will have to travel to Bristol.
3. Traffic will increase significantly and the planned "Park & Ride" is set to alleviate only some of this. Whitchurch Village already suffers greatly from a large volume of traffic including heavy goods vehicles. In parts of the village it is dangerous to walk as the pavement is narrow and pedestrians are less than two feet from big heavy lorries!
4. Whitchurch village is currently absorbing a 50% increase in housing including three small developments and what I understand to be a 200 plus development at the Horse World site.
5. Whitchurch Village has, I am told 532 houses. A development of 2500 dwellings will overwhelm it and is far too much. Local residents wish to retain the "village" aspect as stated in the local plan. This development will be five times the size of the existing village! With Whitchurch Estate to one side, Stockwood to the other and Bristol to the north, the addition of this proposed new development will completely enclose the Village. It will no longer be a rural village.
6. These proposals are for unsustainable development within Greenbelt and an area of significant flooding.

In conclusion it would seem that the "need" for housing is in Bristol, which has several more appropriate sites. The site which was to have been the arena is large and there are two brown field sites near Old Market which have been empty for years which could be used for housing and would be very popular being so near the centre of Bristol and employment. No need for cars and surely this is what is needed to reduce the already heavily congested roads of Bristol. These plans will destroy some of the few facilities that Whitchurch has and will be detrimental to local residents and not solve any problems and is contrary to the "Local Plan".



facilities and creating a polluted unpleasant environment. Traffic will be increased in the whole of Whitchurch to an unacceptable level.



Cancel

Whitchurch Village/Whitchurch Lane -Orbital Highway

Send

To: transport_planning@bathnes.gov.uk

Cc/Bcc:

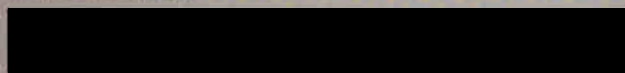
Subject: Whitchurch Village/Whitchurch Lane -Orbital Highway

I would like to oppose the plan to turn Whitchurch Lane into the Orbital Highway. I can't quite believe that you would consider this a good idea. Whitchurch Lane is already a very busy road and can take a while to access onto it from Bamfield or Fortfield Road. We have thousands of houses being built in Whitchurch and surrounding areas which will make this road busier than ever and now you think it's a good idea to join a ring road to it. All the additional traffic will cause considerable congestion and pollution on Whitchurch Lane and surrounding roads and cause a considerable negative impact on local residents and the children at Bridge Farm Primary School.

The proposals are for unsustainable development within the green belt and an area of significant flooding. The development proposals are unsustainable, there are more sustainable locations that should be considered. If you can't do it right it's better to not do it at all.

I don't think you have looked into the effect on junctions and capacity of Whitchurch Lane and have not been effectively considered as part of the supporting documents and the transport studies have errors and are missing key information.

Ilene Manson



Sent from my iPad

Cancel

Whitchurch Lane Orbital Highway

Send

Cc/Bcc:

Subject: Whitchurch Lane Orbital Highway

I would like to oppose the plan to turn Whitchurch Lane into the Orbital Highway. I can't quite believe that you would consider this a good idea. Whitchurch Lane is already a very busy road and can take a while to access onto it from Bamfield or Fortfield Road. We have thousands of houses being built in Whitchurch and surrounding areas which will make this road busier than ever and now you think it's a good idea to join a ring road to it. All the additional traffic will cause considerable congestion and pollution on Whitchurch Lane and surrounding roads and cause a considerable negative impact on local residents and the children at Bridge Farm Primary School.

The proposals are for unsustainable development within the green belt and an area of significant flooding. The development proposals are unsustainable, there are more sustainable locations that should be considered. If you can't do it right, it's better to not do it at all.

I don't think you have looked into the effect on junctions and capacity of Whitchurch Lane and this has not been effectively considered as part of the supporting documents and the transport studies have errors and are missing key information.

J Crabb



Sent from my iPad

HELAA: Call for Sites 2018

GUIDANCE ON COMPLETING THIS FORM

Sites can be submitted for the HELAA between 12th November 2018 and 7th January 2019. Please return this form, 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) by 7th January 2019.

- 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 General Data Protection Regulations. The purposes for collecting this data are: to assist in plan making and to contact you, if necessary, regarding the answers given on this form. 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? No
b. Previous reference number (if known): N/A
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? N/A

***Please choose/delete where applicable**

2. YOUR DETAILS		
a. Name:	Mr Tony Kernon	
b. Company/organisation:	Kernon Countryside Consultants Limited.	
c. Address:	Greenacres Barn, Stoke Common Lane, Purton Stoke, Swindon, Wiltshire.	
d. Postcode:	SN5 4LL	
e. Telephone:	01793 771333	
f. Email:	info@kernon.co.uk	
g. Status (please mark all that apply):		
i. Owner (all/part of site)	<input type="checkbox"/>	<i>If acting on behalf of landowner/ developer, please provide client name and address details (including postcode):</i> A Weeks Esq. White Wicket Farm Braysdown Peasedown St John BA2 8LL
ii. Land agent	<input type="checkbox"/>	
iii. Planning consultant	<input checked="" type="checkbox"/>	
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	
j. If you are not the owner of the entire site, please provide details of the (other) owner(s), if known		
k. Does the owner (or other owner(s)) support your proposals for the site?	Yes	

*Please choose/delete where applicable

3. SITE DETAILS		
a.	Site Address:	Land at St Julian's Farm, Shoscombe.
b.	Postcode (where applicable):	BA2 8NE
c.	Current Land Use	Agricultural
d.	Adjacent Land Use(s)	Primary School
e.	Relevant Planning History (including reference numbers, if known)	Class Q application submitted December 2018 18/05313/APCON
f.	Please confirm that you have provided a site plan:	Yes

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	Approx 10-12.
Residential – self-build dwellings only	No	N/A
Other residential, e.g. student accommodation, residential care homes etc (specify)	No	N/A
Office, research & development, light industrial (B1)	No	N/A
General industrial (B2) / warehousing (B8)	No	N/A
Sports / leisure (please specify)	No	N/A
Retail	No	N/A

***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	There is a sharp drop down to the south western building, but otherwise the site is fairly level with a south west slope.
Is the site subject to flooding?	No	
Is the site affected by 'bad neighbour' uses (e.g. power lines, railway lines, major highways, heavy industry)?	No	
Is there a possibility that the site is contaminated?	No	
Can satisfactory vehicular access to the site be achieved?	Yes	
Has the Highways Agency been consulted?	No	
Is the site subject to any other key constraints?	Yes	Electricity lines across the site. Part is used as parking for the school.

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 checked="" type="checkbox"/>	iv. Gas supply <input type="checkbox"/>
v. Landline telephone <input checked="" type="checkbox"/>	vi. Broadband internet <input type="checkbox"/>
vii. Other (please specify): Please enter text here.	viii. Please provide any other relevant information relating to site suitability: Please enter text here.

***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)?	No	
Must land off-site be acquired to develop the site?	No	
Are there any current uses which need to be relocated?	No	
Is the site owned by a developer or is the owner willing to sell?	No	The land is owned by the farmer, who is willing to sell for development.

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:

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

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

The site is available now. Any scheme should, we consider, include extended car parking for the primary school adjacent.

There are no land ownership constraints, and so development could proceed at pace once planning consent is issued.

***Please choose/delete where applicable**

7. SITE ACHIEVABILITY

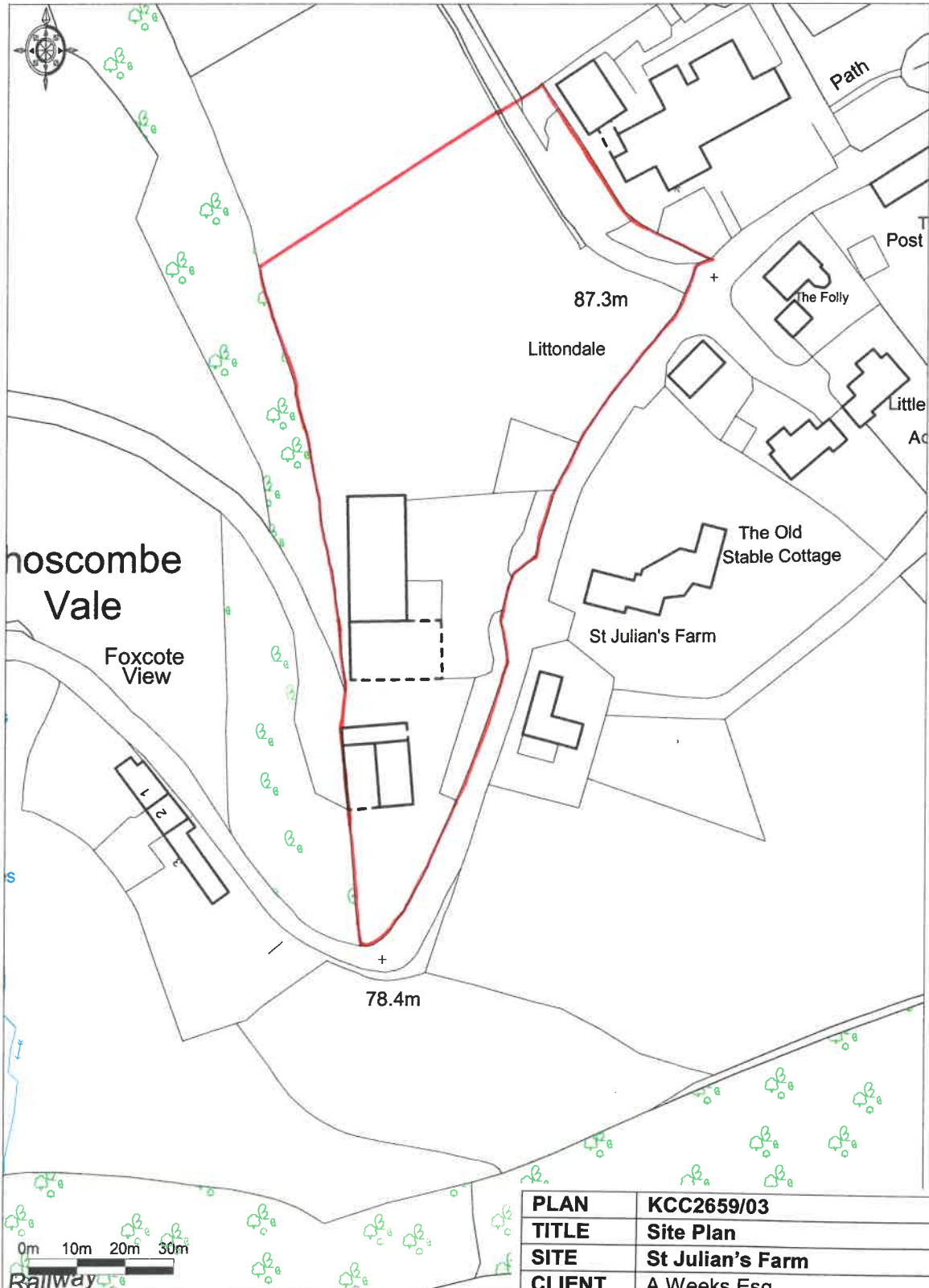
Question	Answer	Comments / Further Details
Are there any known significant abnormal development costs (e.g. contamination remediation, demolition, access etc.)? If yes, please specify.	No	
Does the site require significant new infrastructure investment to be suitable for development? If yes, please specify.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

8. ADDITIONAL COMMENTS

The school would benefit from increased parking and a pick up/drop off point for parents, which could be designed into the scheme.

Access to the house to the rear needs to be maintained.

***Please choose/delete where applicable**



0m 10m 20m 30m
Promap
 LANDMARK INFORMATION GROUP

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 Licence number 100022432. Plotted Scale - 1:1250

PLAN	KCC2659/03		
TITLE	Site Plan		
SITE	St Julian's Farm		
CLIENT	A Weeks Esq		
NUMBER	KCC2659/03 01/19/rm		
DATE	Jan 2019	SCALE	1:1250 at A4
KERNON COUNTRYSIDE CONSULTANTS LTD Greenacres Barn, Stoke Common Lane, Purton Stoke, Swindon SN5 4LL Tel 01793 771333 Email: info@kernon.co.uk This plan is reproduced from the Ordnance Survey under copyright licence 100015226			

Title Number : ST344404

This title is dealt with by HM Land Registry, Plymouth Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

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This extract shows information current on 7 JAN 2019 at 12:19:33 and so does not take account of any application made after that time even if pending in HM Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: ST344404
Address of Property	: Land on the north side of St Julians Road, Shoscombe, Bath
Price Stated	: Not Available
Registered Owner(s)	: PATRICIA GWENDOLINE JOYCE WEEKS of New Farmhouse, 47 Ashgrove, Peasedown St. John, Bath BA2 8EE ALAN GEORGE WEEKS of White Wicket Farm House, White Wicket Farm, Braysdown, Peasedown St. John, Bath BA2 8LL.
Lender(s)	: None

Title number ST344404

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 7 JAN 2019 at 12:19:33. This copy does not take account of any application made after that time even if still pending in HM Land Registry when this copy was issued.

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A: Property Register

This register describes the land and estate comprised in the title.

BATH AND NORTH EAST SOMERSET

- 1 (14.05.2018) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land on the north side of St Julians Road, Shoscombe, Bath.
- 2 (14.05.2018) There are excluded from the land tinted pink on the title plan the mines and minerals excepted by the Conveyance dated 21 August 1948 referred to below.
- 3 (14.05.2018) A Conveyance of the land tinted pink on the title plan dated 21 August 1948 made between (1) Sir Frank Beauchamp (2) George Coldham Knight and (3) Leonard Horler and Albert Filer contains a provision as to light or air.

-NOTE: Copy filed.
- 4 (14.05.2018) There are excluded from this registration the mines and minerals excepted by the Conveyance dated 11 May 1966 referred to in the Charges Register.
- 5 (14.05.2018) The Conveyance dated 11 May 1966 referred to in the Charges Register contains a provision as therein mentioned.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (14.05.2018) PROPRIETOR: PATRICIA GWENDOLINE JOYCE WEEKS of New Farmhouse, 47 Ashgrove, Peasedown St. John, Bath BA2 8EE and ALAN GEORGE WEEKS of White Wicket Farm House, White Wicket Farm, Braysdown, Peasedown St. John, Bath BA2 8LL.
- 2 (14.05.2018) The value as at 14 May 2018 was stated to be between £100,001 and £200,000.
- 3 (14.05.2018) RESTRICTION: No disposition by a sole proprietor of the registered estate (except a trust corporation) under which capital money arises is to be registered unless authorised by an order of the court.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (14.05.2018) The land is subject to any rights that are reserved by a Conveyance of the land in this title dated 11 May 1966 made between (1) Donald Russell Percy Filer and (2) Donald George Arthur Weeks and affect the registered land.

Title number ST344404

C: Charges Register continued

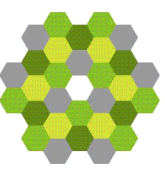
-NOTE 1: Copy Agreement dated 25 October 1938 filed.

-NOTE 2:-Copy filed.

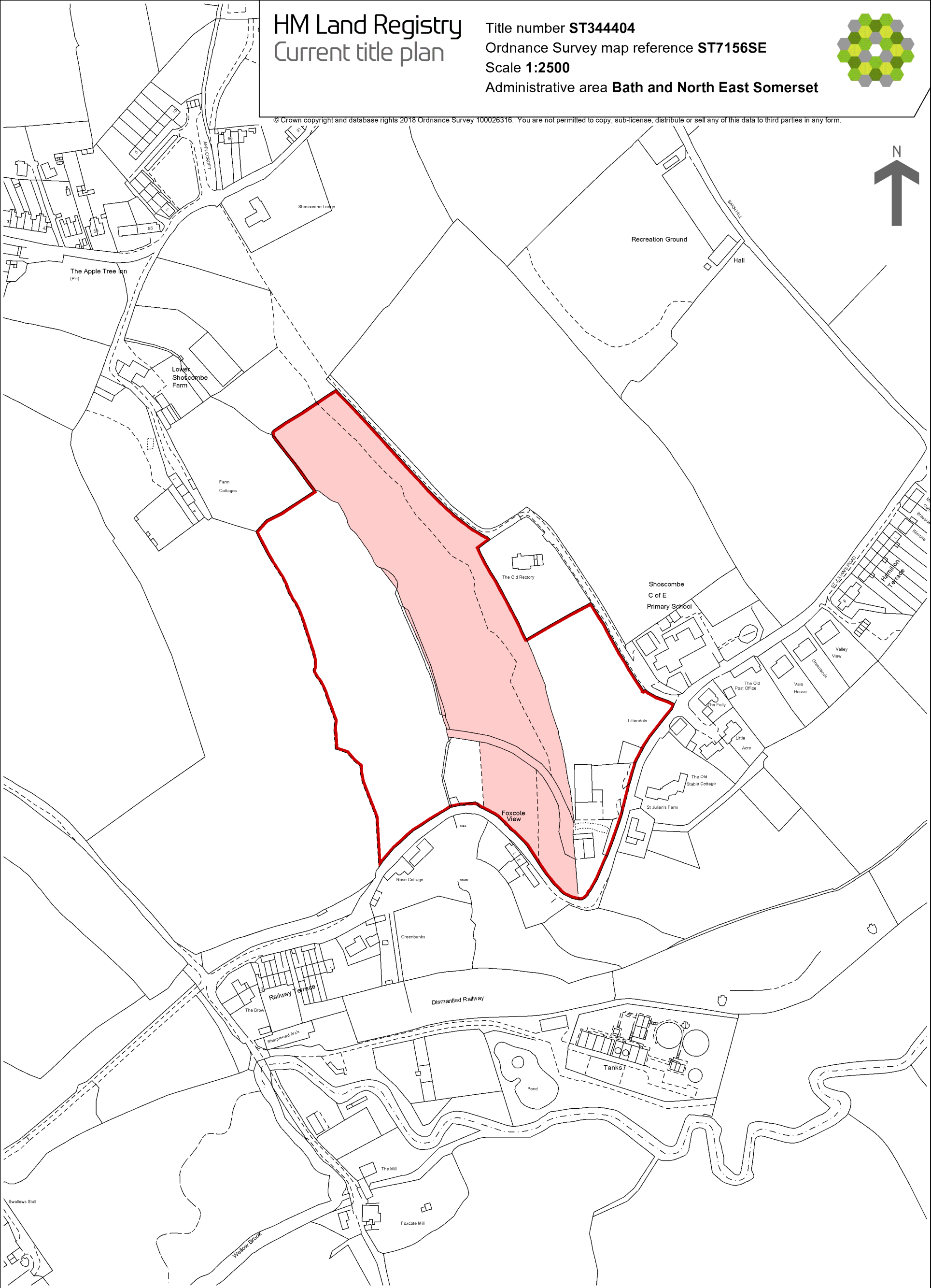
End of register

HM Land Registry Current title plan

Title number **ST344404**
Ordnance Survey map reference **ST7156SE**
Scale **1:2500**
Administrative area **Bath and North East Somerset**



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This title is dealt with by HM Land Registry, Plymouth Office.

Title Number : ST344407

This title is dealt with by HM Land Registry, Plymouth Office.

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This extract shows information current on 7 JAN 2019 at 14:06:52 and so does not take account of any application made after that time even if pending in HM Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: ST344407
Address of Property	: Land at St Julian's Road, Shoscombe, Bath
Price Stated	: Not Available
Registered Owner(s)	: PATRICIA GWENDOLINE JOYCE WEEKS of New Farmhouse, 47 Ashgrove, Peasedown St. John, Bath BA2 8EE ALAN GEORGE WEEKS of White Wicket Farm House, White Wicket Farm, Braysdown, Peasedown St. John, Bath BA2 8LL.
Lender(s)	: None

Title number ST344407

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A: Property Register

This register describes the land and estate comprised in the title.

BATH AND NORTH EAST SOMERSET

- 1 (14.05.2018) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land at St Julian's Road, Shoscombe, Bath.
- 2 (14.05.2018) The mines and minerals together with ancillary powers of working are excepted with provision for compensation in the event of damage caused thereby.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (14.05.2018) PROPRIETOR: PATRICIA GWENDOLINE JOYCE WEEKS of New Farmhouse, 47 Ashgrove, Peasedown St. John, Bath BA2 8EE and ALAN GEORGE WEEKS of White Wicket Farm House, White Wicket Farm, Braysdown, Peasedown St. John, Bath BA2 8LL.
- 2 (14.05.2018) The value as at 14 May 2018 was stated to be between £0 and £80,000.
- 3 (14.05.2018) RESTRICTION: No disposition by a sole proprietor of the registered estate (except a trust corporation) under which capital money arises is to be registered unless authorised by an order of the court.
- 4 (14.05.2018) The Assent to the proprietor contains a covenant to observe and perform the covenants referred to in the Charges Register and of indemnity in respect thereof.

C: Charges Register

This register contains any charges and other matters that affect the land.

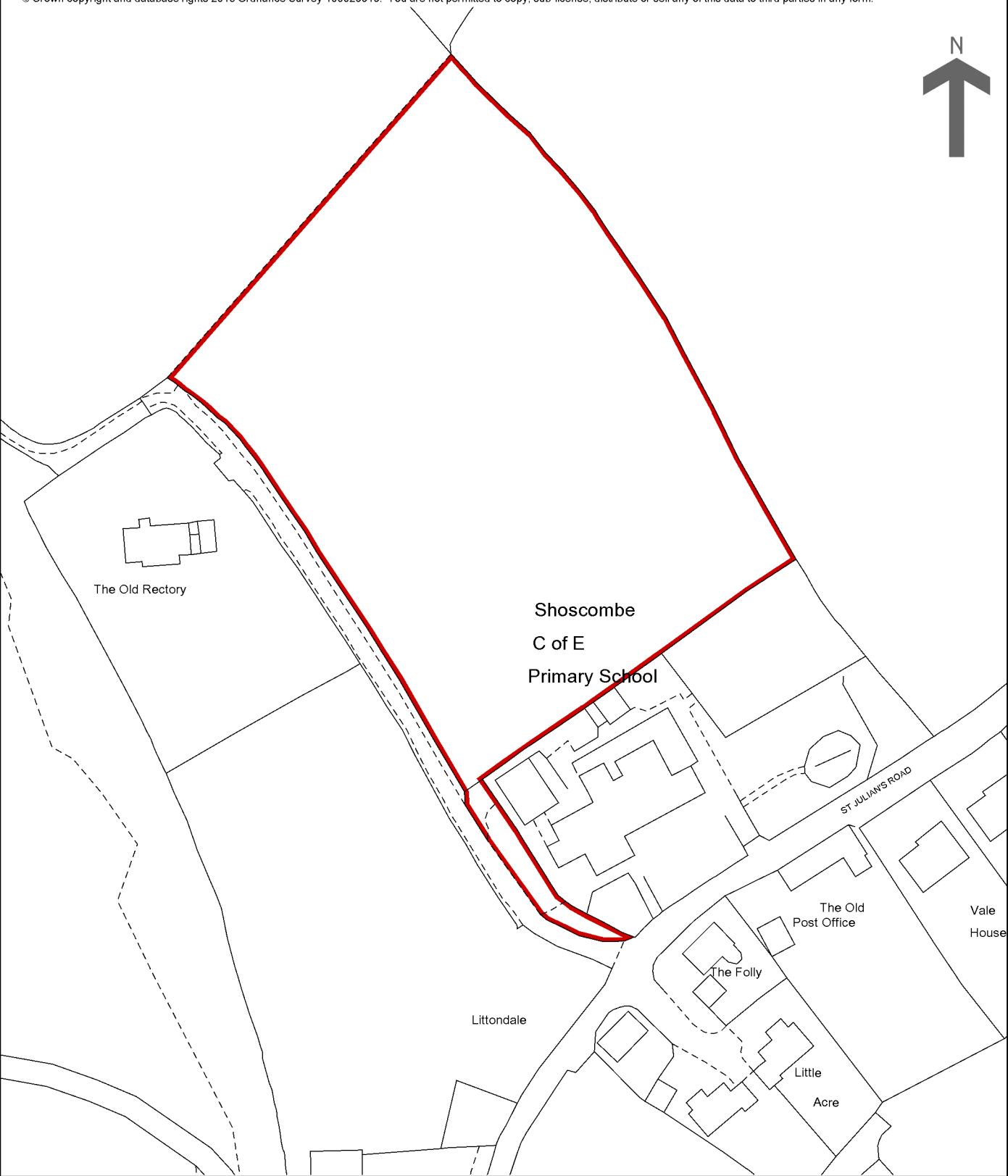
- 1 (14.05.2018) An Agreement dated 25 October 1938 made between (1) Sir Frank Beauchamp (2) The Rural District Council of Bathavon and (3) The County Council of the Administrative County of Somerset contains restrictive covenants.

-NOTE:-Copy filed.

End of register



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This title is dealt with by HM Land Registry, Plymouth Office.

DRAFT - B&NES Local Plan (2016-2036) Options Document Consultation, Winter 2018 - Response from Keynsham Town Council

Keynsham Town Council have considered the B&NES Draft Local Housing and Economic Land Availability Assessment 2018 and undertaken its own character and site assessments. The Town Council; agrees with B&NES Council that, by implication from their non- inclusion as options for strategic development that:

Site K11 is not suitable due as the site is located within the Green Belt. The site lies in the open flood plain area which is highly visible from the Keynsham Bypass and provides an attractive open setting to the settlement as it first comes into view coming from Bristol. Development here would be incongruous both in visual and landscape terms especially as it would sit much lower in the landscape than the existing development edge and appear separated from it whilst also bringing unacceptable built intrusion into the attractive sweep of low lying open playing fields and open space. The Significance of landscape and visual effects is high and negative.

Site K14 is not suitable as it is located within the Green Belt. This site lies at the very edge of a plateau of higher land immediately adjacent to the steeply sided eastern slopes of the Stockwood Vale valley. Part of the site is actually beginning to slope down into the valley. It would be difficult to develop here without loss of important skyline vegetation and the intrusion of built form into the attractive valley landscape which provides separation between Keynsham and Bristol. Loss of vegetation here would also potentially open up views to the larger Broadlands School buildings. The significance of landscape and visual effects is considered to be high and negative.

Sites K14D, K15A and K15B are not suitable as they are located within the Green Belt. These sites forms part of the steep upper valley side of Stockwood Vale, is a prominent skyline site and part of the GB between Keynsham and Stockwood.

Site K15C is not suitable as the site is located within the Green Belt. The site is highly prominent in the upper valley sides of Stockwood Vale valley separating Keynsham from Stockwood, except for the north-eastern part of the site, which is less sensitive in landscape terms.

Sites K16A and K16B are not suitable as the sites are located within the Green Belt. These sites are part of a sensitive valley location.

Sites K17 (C, D & E), K18, K52, K55 and K60 are not suitable as these sites are located within the Green Belt. They are also sensitive in landscape terms.

Sites K19, K19A and K20 are not suitable as these sites are located within the Green Belt. The sites forms part of the landscape setting to Keynsham and the Chew Valley and occupies a prominent valley side location.

Site K21 is not suitable as this site is located within the Green Belt. The site is sensitive in landscape terms, although the part of the site immediately adjacent to the road is less so.

Site K22, K53, K54 and K59 are not suitable as these sites are located within the Green Belt.

Site K23 is not suitable as this site is located within the Green Belt and assumes a prominent hillside position north of Keynsham.

Site K24 is not suitable as this site is located within the Green Belt. A central third or more of this site is within the route of the mains gas pipe line. Leaving small, narrow strips on either side. This land is important to maintain landscape and visual separation of Saltford from Keynsham. Community woodland to west and north and overall a potentially important Green Infrastructure corridor. Part of the overall area between Keynsham and Saltford which should be considered as a whole.

Site K25 is not suitable as this site is located within the Green Belt. The site forms part of the important landscape gap between Keynsham and Saltford. Measures to protect edge of community woodland are required.

Site K32 is not suitable as this site is located within the Green Belt. Development would have a negative impact on the conservation area and setting of listed buildings. The site forms an important landscape element.

Site K33 is not suitable as the site is located within the Green Belt. Flood Zone 3. The site forms part of the valley floor at Charlton Bottom adjacent to the brook and is pasture and arable. It is part of an attractive valley between Stockwood and Keynsham development would unacceptably harm these landscape characteristics.

Site K37 is unsuitable as the site is located within the Green Belt. The site forms part of the steep slope down to Durley Hill, and dominated by is scrub and woodland. The site forms part of an important and prominent well treed hillside on main route into Keynsham. The trees in this locality are currently important in screening Broadlands School.

Site K56 and K57 are not suitable as they are located within the Green Belt. Flood Zone 3. Flood Risk assessments would be required. These sites also contain a site of nature conservation interest.

Site K59 is not suitable as it is located within the Green Belt and contains a site of nature conservation interest.

Keynsham Town Council understand the suitability for development of **sites K4 and K5** has not been proven for as neither site has been assessed/evaluated or any mitigation considered in respect of the impact on the conservation area, listed buildings and medieval occupation evidence. The Town Council have strong concerns in respect of the potential that development of these two site could have in generating extra traffic on already congested network.

Site K35 has not been assessed for development suitability as full Flood Risk Assessments would be required as the site is mostly Flood Zone 1. The North Eastern corner is in Flood Zone 2. Plus, Unity Road is located in Flood Zone 2 & 3.

Site K32A is another site that development suitable is yet to be proven and Keynsham Town Council is agreement that prior to any site allocation further work is required to determine the Impact on the setting of the conservation area and listed buildings. Keynsham Town Council have strong concerns that development in this location would create an increase of traffic on unsuitable minor roads (especially Redlynch and Parkhouse Lanes) and through the neighbouring village of Queen Charlton. This site forms an important landscape element of the River Chew Valley corridor and its development would not be appropriate. The trees on the eastern boundary form a visual filter between the Health /centre and the wider landscape and this needs to be safeguarded.

Keynsham Town Council are aware that **sites K29Z and K30** (Keynsham North) have been assessed and allocated through the Joint Spatial Plan and Local Plan and the Town Council will work closely with Bath and North East Somerset Council to bring forward a development that works for the benefit of future generations. However, it should be noted that Keynsham Town Council will strongly oppose any plans that come forward prior to the necessary infrastructure being in place to support such future development on a scale that is proposed.

Keynsham Town Council are aware that sites K26A and K26C have already been safeguarded for development in the Core Strategy and will consider fully any applications for development that come forward.

Keynsham Town Council appreciates that there is a substantial shortage of deliverable housing land in B&NES but are of the strong opinion that

- i) Any proposed development must not create an unacceptable reduction of Green Belt surrounding our small rural villages, especially the conservation village of Queen Charlton.
- ii) Any proposed development must not harm the Green Belt's openness nor harm the Green Belt's purpose of preventing encroachment into the countryside hence narrowing the gap between communities
- iii) Any proposed development **MUST** be carefully and thoughtfully planned to ensure that it is not at the detriment of the Green Belt ecology, historical infrastructure i.e. ancient hedges and woodlands
- iv) The infrastructure required for any proposed development **MUST NOT** have an adverse impact on the surrounding Green Belt or nearby villages. Roads should be planned to avoid rat running through countryside lanes, overhead cables and installation of supporting poles must not be detrimental to the visual skyline and any new communities must have the necessary facilities to support the inhabitants, so that journeys do not need to be made to neighbouring towns by detouring through of rural narrow lanes.

Comments on Chapter 5 of the Local Plan– Whitchurch Strategic Development Location - *North Keynsham Strategic Development Location (SDL)*

It should be noted that greater attention should be made to developing infrastructure needed to avoid the development and use of rat runs, in the surrounding areas of Keynsham, and to avoid encroaching on the already congested centre of Keynsham.

The Green Belt between Keynsham, Bristol, the Parish of Compton Dando and village of Salford serves several important Green Belt purposes as identified by the NPPF (2018) and in particular:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns/villages merging into one another;
- (c) to assist in safeguarding the countryside from encroachment; and
- (d) to preserve the setting and special character of historic towns.

There are strong concerns in the inability of local roads, in particular the A4 Bath Road and the roads leading to and from Keynsham High Street, to cope with traffic volumes at peak periods arising from existing housing developments as well as from traffic visiting or driving through from elsewhere.

The Town Council has recently seen an increased rise in oversized, weight restricted vehicles attempting to use the Wellsway to the point that the services of the local Police Authority have been engaged to undertake traffic operations to identify vehicles that are contravening weight restrictions. The Town Council will be seeking the services of the local Police Authority to extend this monitoring to such vehicular use on the Charlton Road.

Keynsham as a community greatly values its Green Belt; in support of that factor and to adhere to sustainable development principles that meet environmental, social and economic objectives, we recommend that B&NES Council adopts a policy for Keynsham in its Local Plan that Keynsham should retain a Green Belt buffer zone surrounding the town within the town/parish boundary for the reasons given above in this response. This would ensure Keynsham continues to thrive as a rural town and remains a distinct and separate community from its neighbours.

If B&NES Council determines that development of the Green Belt surrounding Keynsham and Whitchurch can be justified on environmental, economic, and social grounds there must be the provision of a ***net environmental gain*** to meet Government planning policies in the revised NPPF (2018) which specifically makes several references to the need to provide net environmental gain for development (at paragraphs 51, 72a, 102d, and 118).

It is reasonable to interpret "***net environmental gain***" as an improvement over and above the existing natural environment with a higher amount of natural habitat for wildlife including insects prior to the development. That is more than simply the provision of a compensatory habitat. No evidence has been provided by B&NES that a net environmental gain can be provided alongside any of the developments proposed within these two Green Belt areas. This is a specifically important issue for B&NES over and above the consequences for the quality of life that green open

spaces and attractive countryside provide for residents and visitors from neighbouring villages, towns and cities. This is because the Green Belt in B&NES has a role in providing ecosystem, i.e. natural capital, support to farmland and/or the wider natural environment in B&NES.

81% of B&NES is farmland compared to the national average of 57% yet only 5% of B&NES is natural or semi-natural land (heathland, natural grassland etc.) compared to a national average of 35% (data source: Dr Alasdair Rae, University of Sheffield, using Co-ordination of Information on the Environment (Corine) land use codes, 2017). Farmland requires the eco-system support (e.g. habitat for pollinating insects) of surrounding Green Belt and natural/semi-natural land to function. It would be irresponsible not to protect B&NES' natural/semi-natural land that underpins the economy of the B&NES and wider West of England area and our future food security in a changing climate made more critical by unmanaged population growth.

Lastly, Keynsham Town Council wishes to reiterate the vision and spatial strategy from the adopted Core Strategy adopted in July 2014, which echoes the sentiments of the vision from the Town's developing Neighbourhood Plan

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

B&NES Local Plan (2016-2036) Options Document Consultation, Winter 2018 - Response from Keynsham Town Council

Keynsham Town Council have considered the B&NES Draft Local Housing and Economic Land Availability Assessment 2018 and undertaken its own character and site assessments. The Town Council; agrees with B&NES Council that, by implication from their non- inclusion as options for strategic development that:

Site K11 is not suitable due as the site is located within the Green Belt. The site lies in the open flood plain area which is highly visible from the Keynsham Bypass and provides an attractive open setting to the settlement as it first comes into view coming from Bristol. Development here would be incongruous both in visual and landscape terms especially as it would sit much lower in the landscape than the existing development edge and appear separated from it whilst also bringing unacceptable built intrusion into the attractive sweep of low lying open playing fields and open space. The Significance of landscape and visual effects is high and negative.

Site K14 is not suitable as it is located within the Green Belt. This site lies at the very edge of a plateau of higher land immediately adjacent to the steeply sided eastern slopes of the Stockwood Vale valley. Part of the site is actually beginning to slope down into the valley. It would be difficult to develop here without loss of important skyline vegetation and the intrusion of built form into the attractive valley landscape which provides separation between Keynsham and Bristol. Loss of vegetation here would also potentially open up views to the larger Broadlands School buildings. The significance of landscape and visual effects is considered to be high and negative.

Sites K14D, K15A and K15B are not suitable as they are located within the Green Belt. These sites forms part of the steep upper valley side of Stockwood Vale, is a prominent skyline site and part of the GB between Keynsham and Stockwood.

Site K15C is not suitable as the site is located within the Green Belt. The site is highly prominent in the upper valley sides of Stockwood Vale valley separating Keynsham from Stockwood, except for the north-eastern part of the site, which is less sensitive in landscape terms.

Sites K16A and K16B are not suitable as the sites are located within the Green Belt. These sites are part of a sensitive valley location.

Sites K17 (C, D & E), K18, K52, K55 and K60 are not suitable as these sites are located within the Green Belt. They are also sensitive in landscape terms.

Sites K19, K19A and K20 are not suitable as these sites are located within the Green Belt. The sites forms part of the landscape setting to Keynsham and the Chew Valley and occupies a prominent valley side location.

Site K21 is not suitable as this site is located within the Green Belt. The site is sensitive in landscape terms, although the part of the site immediately adjacent to the road is less so.

Site K22, K53, K54 and K59 are not suitable as these sites are located within the Green Belt.

Site K23 is not suitable as this site is located within the Green Belt and assumes a prominent hillside position north of Keynsham.

Site K24 is not suitable as this site is located within the Green Belt. A central third or more of this site is within the route of the mains gas pipe line. Leaving small, narrow strips on either side. This land is important to maintain landscape and visual separation of Saltford from Keynsham. Community woodland to west and north and overall a potentially important Green Infrastructure corridor. Part of the overall area between Keynsham and Saltford which should be considered as a whole.

Site K25 is not suitable as this site is located within the Green Belt. The site forms part of the important landscape gap between Keynsham and Saltford. Measures to protect edge of community woodland are required.

Site K32 is not suitable as this site is located within the Green Belt. Development would have a negative impact on the conservation area and setting of listed buildings. The site forms an important landscape element.

Site K33 is not suitable as the site is located within the Green Belt. Flood Zone 3. The site forms part of the valley floor at Charlton Bottom adjacent to the brook and is pasture and arable. It is part of an attractive valley between Stockwood and Keynsham development would unacceptably harm these landscape characteristics.

Site K37 is unsuitable as the site is located within the Green Belt. The site forms part of the steep slope down to Durley Hill, and dominated by is scrub and woodland. The site forms part of an important and prominent well treed hillside on main route into Keynsham. The trees in this locality are currently important in screening Broadlands School.

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21 December 2018



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Dear Sir/Madam

Emerging Local Plan 2016-2036 Options Consultation – Representations Made on Behalf of The Kilmersdon Estate.

I write on behalf my Client, The Kilmersdon Estate, to make representations in respect of the current consultation on the emerging Local Plan 2016-2036 Options document.

This letter sets out my Client's views on the options presented in the consultation document that relate to the future growth of B&NES over coming plan period, particularly in respect of the amount and citing of new housing and economic development. The Kilmersdon Estate owns significant areas of land in and around Radstock, Writhlington and other smaller settlements and so is well placed to assist in meeting the Council's objectives for housing and employment land delivery across the Somer Valley over the coming plan period.

For ease of reference, this response will deal with each section of the consultation document under separate sub-headings.

Spatial Strategy Including the Rural Areas (SS1, SS2 & SS3)

The Kilmersdon Estate considers the option presented in SS1 to be the most appropriate approach when planning for the delivery of non-strategic sites across the District i.e. focus all sites at a few key locations outside of the Green Belt. This option presents clear advantages over options SS2 and SS3, which propose a more dispersed approach to development across a wider number of locations including smaller villages (including in the Green Belt in the case of SS3). The case in support of Option 1 (SS1 – Focussed approach avoiding Green Belt) is summarised below:

- The NPPF (paragraph 136) states that areas of Green Belt should only be developed for non-strategic growth in exceptional circumstances and where the requirement cannot be met sustainably on land outside of the Green Belt. Given the availability of developable land in sustainable locations outside of the Green Belt (particularly in the Somer Valley), there is no justification for further erosion of the Green Belt to meet this requirement.

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

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- It is important that future housing and employment land is delivered in a joined up, coherent manner so as to promote accessibility and minimise unsustainable commuting patterns. Given the lack of effective public transport serving the district's smaller rural settlements, there is a very significant risk of creating additional reliance on private cars making long journeys in order to travel to and from work. By focussing new employment and housing development at the main towns it is possible to encourage sustainable travel patterns and increasing self-containment of settlements.
- Towns such as Radstock, Westfield and Writhlington benefit from a good range of services and facilities and are effectively connected by public transport. This means that residents in these towns are able to meet their daily needs via sustainable modes of transport, rather than being reliant on private cars. This approach is consistent with national policy objectives outlined in the NPPF (paragraph 103), which states that "*Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*". Given this clear direction of national policy, it would be inappropriate for B&NES to direct significant new development to the smaller, more isolated settlements, which would encourage less sustainable transport patterns.
- The consultation document highlights the pressing issue of primary school capacity in many of the district's smaller settlements. It would be inappropriate for the new Local Plan to encourage any significant housing growth in locations which do not have sufficient primary school (or other infrastructure) capacity. Rather new development should be directed where spare capacity exists or can at least be enhanced.

The Somer Valley - New Housing Policy Options

Paragraph 7.9.7 confirms that B&NES is in the process of assessing sites within the 2018 Housing and Economic Land Availability Assessment (HELAA) to meet the strategic housing target for the Somer Valley (the exact target is yet to be confirmed). With significant landholdings within and around Writhlington and Haydon, the Kilmersdon Estate is well placed to release sites to meet the identified housing needs.

Writhlington is a settlement that is well served by services and facilities including a primary school, secondary school, leisure centre, convenience shop, village hall and butchers. It also benefits from regular public transport services that provide access to surrounding towns.

Those sites which are considered to be suitable and available for future housing development have been promoted through the Council's HELAA process and are summarised below. For ease of reference the Council's own HELAA reference numbers are provided to identify the particular sites.

RAD 22: Land Adjoining Maple Rise

- The site comprises 2.2ha of grazing land located to the north and west of Maple Rise. It is adjoined to the south and east by existing residential development and is generally bordered on all sides by dense mature trees and hedgerows.
- Access to the site can be achieved directly from Maple Rise via the existing adopted estate road. It will be possible to extend the existing road into the site and construct it to an adoptable standard. There will be no need for a secondary access from the lane to the east. There is an existing public right of way that runs along the northern boundary of the site which can be retained.
- The site is visually well enclosed by virtue of the existing development to the south and east and the strong hedge and tree boundaries on its other borders. In any case its proximity to existing residential development means that it would be viewed within that context.

- The site is within walking distance of services and facilities in Writhlington.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site has capacity to deliver 50-60 dwellings in the next five years.**

RAD 23: Land West of Magdalene Road

- The site comprises 1.3ha of grazing land adjoining existing residential development at Magdalene Road, Manor Park Close, Hanover Court and Frome Road.
- The site boundaries are defined by domestic fencing and walls to the south and east and mature hedges and trees to the north and west. There is no existing physical border between the site and the and the large field to the northeast, however this could be established through appropriate landscaping as part of any proposal to develop the site.
- There is an area of scrubby tree planting along the south and east boundaries of the site. These areas suffer from an ongoing issue of tipping, which reduces the suitability of this land for grazing.
- Access to the site can be achieved from Hanover Court and there is adequate space available to deliver this to an adoptable standard. There is potential to provide a secondary access from Magdalene Road if necessary or if this would provide an additional benefit to local residents. At the very least there would seem to be an opportunity to provide a pedestrian/cycle route which connects Magdalene Road to Hanover Court, thus providing local residents with a more direct and desirable route to local services and facilities in the town.
- The site is visually well enclosed by virtue of the existing development to the south and east and the strong hedge and tree boundaries on its other borders. In any case its proximity to existing residential development means that it would be viewed within this context.
- The site is within walking distance of services and facilities in Writhlington.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 35 dwellings in the next five years.**

RAD 25: Manor Farm, Church Road

- The site comprises 2.3ha of land on the west side of Manor Road in Writhlington. There is a small number of commercial buildings and residential dwellings in the central area of the site and two separate points of vehicular access from Manor Road.
- None of the buildings at the site are of any particular architectural or historic value.
- Vehicular access into the site can be achieved at any point along its road frontage, along with a dedicated pedestrian footway along its entire length to facilitate safe access into town.

- The site adjoins existing residential development to the south (Manor Terrace), west (St Mary's Rise) and north (Church Hill) so the area is inherently residential in its character. A proposal to develop this site would effectively infill the area between Manor Terrace and Church Hill in a way that makes better use of the land.
- The site is within walking distance of services and facilities in Writhlington.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 70 dwellings in the next five years.**

RAD 26: Field North of Old Road

- The site comprises approximately 10ha of greenfield land to the west of Writhlington. It adjoins Manor Farm, Manor Terrace and St Mary's primary school to the north and west, Old Road to the south and a narrow country lane to the east.
- The site is within walking distance of services and facilities in Writhlington.
- Access to the site could be achieved through the Manor Farm site or from Old Road. An alternative option could be for the site to come forward for development in conjunction with the land south of Old Road, which would allow access to be brought in from Frome Road.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 300 dwellings in the next ten years.**

RAD 28: Field at Mells Lane

- The site comprises approximately 4.8ha of agricultural land to the south of Writhlington. The land adjoins existing residential development to the north and Writhlington School to the east.
- The site is within walking distance of services and facilities in Writhlington.
- Access to the site can be achieved from any point along the road frontage. There is an opportunity to widen Mells Road as required to serve a new development at the site.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 140 dwellings in the next ten years.**

RAD 32: Haydon Hill

- The site comprises approximately 1ha of agricultural land at the eastern edge of Haydon. The site sits at the corner of Haydon Hill and Kilmersdon Road where it closely adjoins existing residential development to the west and south.
- The site is within walking distance of the Haydon Industrial Estate. There is also a bus stop within 200 metres of the site, with regular services travelling to Radstock, Writhlington, Midsomer Norton, Westfield, Frome and other settlements.

- The site is well related to existing residential areas and its development would provide an appropriate 'rounding-off' to development at this end of the village.
- Any new development at the site could be served by a vehicular access directly from Haydon Hill, either at the position of the existing field gate or at another point along the road frontage.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 30 dwellings in the next five years.**

RAD 35: Land Adjoining Grove Wood

- The site comprises 2.2ha of grazing land at the western edge of Haydon. The site adjoins an area of allotment gardens to the rear of existing housing on Kilmersdon Road and to the south of residential development at Grovewood Road. The site also adjoins Grove Wood to the west.
- There is a bus stop within 50 metres of the site, with regular services travelling to Radstock, Writhlington, Midsomer Norton, Westfield, Frome and other settlements.
- There is an opportunity to upgrade the existing access from Kilmersdon Road to adoptable standard.
- The site is visually screened by existing development and by Grove Wood. In any case a new development here will be viewed against the backdrop of existing housing development and so would not result in any unacceptable visual harm.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 30 dwellings in the next five years.**

The Somer Valley (SOM1 – Employment Land)

At paragraph 7.2.2 of the Options Consultation Document the Council has pledged its commitment to “*work with the Parish and Town Councils to ensure that the vision and objectives of the Local Plan and Neighbourhood Plans are aligned*”. The Kilmersdon Estate is pleased to see this commitment from the Council, however the lack of follow through on this pledge within the proposed policy options outlined in the document is incredibly disappointing.

The Council will no doubt be aware of the recently Made Westfield Neighbourhood Plan which, at Policy 9 provides explicit support for the “*expansion of Westfield Industrial Estate*”. The supporting text to the Policy also states that The Plan will help businesses create jobs and preserve existing jobs by allocating land for business use and supporting the creation of new business premises in suitable locations. Given the Westfield Neighbourhood Plan, which forms part of the statutory development plan, sets a clear ambition to see the expansion of the Westfield Industrial Estate, there is an expectation that this should be reflected and supported within the new Local Plan. This is not currently the case within the Options consultation document, which refers only to the Somer Valley Enterprise Zone, with no reference at all to any future expansion of the Westfield

Industrial Estate. Therefore as things currently stand there is considered to be a conflict between the B&NES Options document and the Westfield Neighbourhood Plan.

Paragraph 7.3.3 of the Options document identifies “*high levels of out-commuting*” as a key issue for the Somer Valley and refers to the delivery of the Somer Valley Enterprise Zone as an essential part of the strategy to address this issue. Rather than relying entirely upon the delivery of one site to single-handedly address this strategic issue, it is recommended that the new Local Plan takes the opportunity to allocate additional suitable land for employment development. This way, if any one site is not delivered in a timely manner it would not jeopardise the entire economic strategy.

One obvious candidate to be allocated for employment development in the emerging Local Plan is the land east of the Westfield Industrial Estate (see figure 1 below).



Figure 1 - Aerial view identifying the extent of a possible employment allocation at Westfield

The allocation of this site as employment land is consistent with Policy 9 of the Westfield Neighbourhood Plan and so is not a controversial proposal.

The Westfield Industrial Trading Estate already provides a range of industrial and warehouse units (providing a mix of B1, B2 and B8 uses). With no significant opportunities to accommodate additional new units or expand existing units already operating at the site, the Industrial Estate is now very close to peak capacity. Indeed the Estate already suffers from a shortage of parking provision, which severely limits the potential for delivering further employment space within its existing confines. Therefore the only way for the industrial estate to expand in line with the ambitions of the Westfield Neighbourhood Plan, is to allow it to extend eastwards as per figure 1.

Whilst there are some local ecological, geological and landscape designations, the general principles for developing the site, which are outlined below, demonstrate that the site could be sensitively brought forward

as an expansion to the existing Industrial Estate. Through appropriate design and layout the development can come forward in a way which minimises any harm to the local landscape while securing biodiversity enhancements as part of any proposal.

The area of developable land to the east of the Industrial Estate is defined by the extent of local ecological and landscape designations which run along the Waterside Valley Corridor. The result is that two distinct zones are created (north and south), which could be linked via a green pedestrian route. To examine these zones in more detail:

- The northern portion of the site can be easily accessed via the existing road network and existing public rights of way can be retained as part of the proposals. This eastern most area of this part of the site falls in the area formally designated by B&NES for 'Green Infrastructure'. If required this area of land could be safeguarded from development or at least positively planned to achieve opportunities for biodiversity enhancement.
- The southern portion of the site can be accessed directly from Charlton Lane, albeit this may require some widening of the road to serve the site. Alternatively vehicular access could be achieved directly from the existing Industrial Estate to the west. The layout of development in the southern portion of the site will likely be shaped in large part by the topography of the site and also by the watercourse that runs south to north. At this stage it is considered likely that a road crossing this small watercourse could be achieved through either a culvert or small bridge in the area close to the southern boundary.

It is therefore considered that the land identified represents a natural extension to the existing Industrial Estate and that a mix of unit types could be delivered to meet demand. Furthermore, the proposal allows for the retention of the existing Green Infrastructure designation and there are opportunities to enhance this designation through the proposed development.

It is therefore strongly recommended that the land east of the Westfield Industrial Estate is allocated for employment development in the new Local Plan. This will help to ensure the strategic aims of the Local Plan are achieved in terms of delivering sufficient employment land and will ensure that the strategy is not over reliant on a single allocation at Somer Valley Enterprise Zone. Allocating the land east of Westfield Industrial Estate would also bring the new Local Plan into line with the Westfield Neighbourhood Plan, which explicitly supports the expansion of the Westfield Industrial Estate.

Development Management: DM11 – Proposed Policy Approach for Industrial Land

This proposed policy largely reflects the existing Policy ED2A of the Placemaking Plan, in that it seeks to tightly constrain future development at the existing industrial sites. Rather than supporting the sustainable growth of industrial sites, the proposed policy instead takes a negative approach to development at such areas i.e. seeking to prevent loss of industrial space while also preventing industrial sites from expanding beyond their existing boundaries. This approach is considered to be an example of negative planning, which ultimately will stifle the delivery of industrial premises and exacerbate current trends relating to the loss of industrial and office spaces at these sites.

A more positive approach would be to support the sustainable growth of industrial sites where there is strong demand for space and where this demand cannot be met within existing boundaries. The Westfield Industrial Estate is a perfect example of a site which operates at full capacity and could easily expand to provide additional employment space if planning policies allowed.

The need to provide a positive policy context for expanding industrial sites is even more pressing in the case of the Westfield Industrial Estate, which has been specifically earmarked for expansion within the Westfield Neighbourhood Plan.



The NPPF, at paragraph 80, states that *“policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address challenges of the future.”* Paragraph 81 goes on to state that local policies should *“positively and proactively encourage sustainable economic growth”* and *“be flexible enough to accommodate needs not anticipated in the plan”*.

Given that the current wording of proposed Policy DM11 seeks to stifle the growth and expansion of the existing industrial sites and thus prevent their ability to meet and adapt to businesses’ needs, it is considered to be entirely contrary to the national policies outlined above. In order to be consistent with national policy, and indeed the Westfield Neighbourhood Plan, it is considered the policy must be reworded in a way that allows for the sustainable expansion of existing sites to meet local business requirements and where this can be achieved without significant harmful impacts.

If you require any further information in respect of the points raised in this letter please do not hesitate to get in touch.

Kind regards.

A handwritten signature in black ink, appearing to read "Mark Richards". The signature is written in a cursive, slightly stylized font.

Mark Richards • MPlan MRTPI
Associate

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Your comments must be received by 7 January 2019

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		Title	Mr
First Name		First Name	Mark
Surname		Surname	Richards
Job Title <i>(only if applicable)</i>		Job Title	Associate
Organisation <i>(only if applicable)</i>	The Kilmersdon Estate	Organisation	Savills (UK) Ltd
Email		Email	marichards@savills.com
Address		Address	York House, Blackbrook Business Park, Taunton
Postcode		Postcode	TA1 2PX
Date		Date	21 Dec 2018

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Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on? **Spatial Strategy Including the Rural Areas (SS1, SS2 & SS3)**

Please use the unique reference number by each policy approach/option.

The Kilmersdon Estate considers the option presented in SS1 to be the most appropriate approach when planning for the delivery of non-strategic sites across the District i.e. focus all sites at a few key locations outside of the Green Belt. This option presents clear advantages over options SS2 and SS3, which propose a more dispersed approach to development across a wider number of locations including smaller villages (including in the Green Belt in the case of SS3). The case in support of Option 1 (SS1 – Focussed approach avoiding Green Belt) is summarised below:

- The NPPF (paragraph 136) states that areas of Green Belt should only be developed for non-strategic growth in exceptional circumstances and where the requirement cannot be met sustainably on land outside of the Green Belt. Given the availability of developable land in sustainable locations outside of the Green Belt (particularly in the Somer Valley), there is no justification for further erosion of the Green Belt to meet this requirement.
- It is important that future housing and employment land is delivered in a joined up, coherent manner so as to promote accessibility and minimise unsustainable commuting patterns. Given the lack of effective public transport serving the district's smaller rural settlements, there is a very significant risk of creating additional reliance on private cars making long journeys in order to travel to and from work. By focussing new employment and housing development at the main towns it is possible to encourage sustainable travel patterns and increasing self-containment of settlements.
- Towns such as Radstock, Westfield and Writhlington benefit from a good range of services and facilities and are effectively connected by public transport. This means that residents in these towns are able to meet their daily needs via sustainable modes of transport, rather than being reliant on private cars. This approach is consistent with national policy objectives outlined in the NPPF (paragraph 103), which states that "*Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*". Given this clear direction of national policy, it would be inappropriate for B&NES to direct significant new development to the smaller, more isolated settlements, which would encourage less sustainable transport patterns.
- The consultation document highlights the pressing issue of primary school capacity in many of the district's smaller settlements. It would be inappropriate for the new Local Plan to encourage any significant housing growth in locations which do not have sufficient primary school (or other infrastructure) capacity. Rather new development should be directed where spare capacity exists or can at least be enhanced.

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Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on? **The Somer Valley - New Housing Policy Options**

Please use the unique reference number by each policy approach/option.

Paragraph 7.9.7 confirms that B&NES is in the process of assessing sites within the 2018 Housing and Economic Land Availability Assessment (HELAA) to meet the strategic housing target for the Somer Valley (the exact target is yet to be confirmed). With significant landholdings within and around Writhlington and Haydon, the Kilmersdon Estate is well placed to release sites to meet the identified housing needs.

Writhlington is a settlement that is well served by services and facilities including a primary school, secondary school, leisure centre, convenience shop, village hall and butchers. It also benefits from regular public transport services that provide access to surrounding towns.

Those sites which are considered to be suitable and available for future housing development have been promoted through the Council's HELAA process and are summarised below. For ease of reference the Council's own HELAA reference numbers are provided to identify the particular sites.

RAD 22: Land Adjoining Maple Rise

- The site comprises 2.2ha of grazing land located to the north and west of Maple Rise. It is adjoined to the south and east by existing residential development and is generally bordered on all sides by dense mature trees and hedgerows.
- Access to the site can be achieved directly from Maple Rise via the existing adopted estate road. It will be possible to extend the existing road into the site and construct it to an adoptable standard. There will be no need for a secondary access from the lane to the east. There is an existing public right of way that runs along the northern boundary of the site which can be retained.
- The site is visually well enclosed by virtue of the existing development to the south and east and the strong hedge and tree boundaries on its other borders. In any case its proximity to existing residential development means that it would be viewed within that context.
- The site is within walking distance of services and facilities in Writhlington.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site has capacity to deliver 50-60 dwellings in the next five years.**

RAD 23: Land West of Magdalene Road

- The site comprises 1.3ha of grazing land adjoining existing residential development at Magdalene Road, Manor Park Close, Hanover Court and Frome Road.
- The site boundaries are defined by domestic fencing and walls to the south and east and mature hedges and trees to the north and west. There is no existing physical border between the site and the and the large field to the northeast, however this could be established through appropriate landscaping as part of any proposal to develop the site.
- There is an area of scrubby tree planting along the south and east boundaries of the site. These areas suffer from an ongoing issue of tipping, which reduces the suitability of this land for grazing.
- Access to the site can be achieved from Hanover Court and there is adequate space available to deliver this to an adoptable standard. There is potential to provide a secondary access from Magdalene Road if necessary or if this would provide an additional benefit to local residents. At the very least there would seem to be an opportunity to provide a pedestrian/cycle route which connects Magdalene Road to Hanover Court, thus providing local residents with a more direct and desirable route to local services and facilities in the town.
- The site is visually well enclosed by virtue of the existing development to the south and east and the strong hedge and tree boundaries on its other borders. In any case its proximity to existing residential development means that it would be viewed within this context.
- The site is within walking distance of services and facilities in Writhlington.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 35 dwellings in the next five years.**

RAD 25: Manor Farm, Church Road

- The site comprises 2.3ha of land on the west side of Manor Road in Writhlington. There is a small number of commercial buildings and residential dwellings in the central area of the site and two separate points of vehicular access from Manor Road.
- None of the buildings at the site are of any particular architectural or historic value.
- Vehicular access into the site can be achieved at any point along its road frontage, along with a dedicated pedestrian footway along its entire length to facilitate safe access into town.
- The site adjoins existing residential development to the south (Manor Terrace), west (St Mary's Rise) and north (Church Hill) so the area is inherently residential in its character. A proposal to develop this site would effectively infill the area between Manor Terrace and Church Hill in a way that makes better use of the land.

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- The site is within walking distance of services and facilities in Writhlington.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 70 dwellings in the next five years.**

RAD 26: Field North of Old Road

- The site comprises approximately 10ha of greenfield land to the west of Writhlington. It adjoins Manor Farm, Manor Terrace and St Mary's primary school to the north and west, Old Road to the south and a narrow country lane to the east.
- The site is within walking distance of services and facilities in Writhlington.
- Access to the site could be achieved through the Manor Farm site or from Old Road. An alternative option could be for the site to come forward for development in conjunction with the land south of Old Road, which would allow access to be brought in from Frome Road.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 300 dwellings in the next ten years.**

RAD 28: Field at Mells Lane

- The site comprises approximately 4.8ha of agricultural land to the south of Writhlington. The land adjoins existing residential development to the north and Writhlington School to the east.
- The site is within walking distance of services and facilities in Writhlington.
- Access to the site can be achieved from any point along the road frontage. There is an opportunity to widen Mells Road as required to serve a new development at the site.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 140 dwellings in the next ten years.**

RAD 32: Haydon Hill

- The site comprises approximately 1ha of agricultural land at the eastern edge of Haydon. The site sits at the corner of Haydon Hill and Kilmersdon Road where it closely adjoins existing residential development to the west and south.
- The site is within walking distance of the Haydon Industrial Estate. There is also a bus stop within 200 metres of the site, with regular services travelling to Radstock, Writhlington, Midsomer Norton, Westfield, Frome and other settlements.

- The site is well related to existing residential areas and its development would provide an appropriate 'rounding-off' to development at this end of the village.
- Any new development at the site could be served by a vehicular access directly from Haydon Hill, either at the position of the existing field gate or at another point along the road frontage.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 30 dwellings in the next five years.**

RAD 35: Land Adjoining Grove Wood

- The site comprises 2.2ha of grazing land at the western edge of Haydon. The site adjoins an area of allotment gardens to the rear of existing housing on Kilmersdon Road and to the south of residential development at Grovewood Road. The site also adjoins Grove Wood to the west.
- There is a bus stop within 50 metres of the site, with regular services travelling to Radstock, Writhlington, Midsomer Norton, Westfield, Frome and other settlements.
- There is an opportunity to upgrade the existing access from Kilmersdon Road to adoptable standard.
- The site is visually screened by existing development and by Grove Wood. In any case a new development here will be viewed against the backdrop of existing housing development and so would not result in any unacceptable visual harm.
- The site is subject to no significant constraints that would preclude or delay its development in the short term.
- **The site falls within the sole ownership of the Kilmersdon Estate, who confirms that it is available for development. The site is considered to have capacity to deliver approximately 30 dwellings in the next five years.**

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Organisation <i>(only if applicable)</i>	The Kilmersdon Estate	Organisation	Savills (UK) Ltd
Email		Email	marichards@savills.com
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Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on? **The Somer Valley (SOM1 – Employment Land)**

Please use the unique reference number by each policy approach/option.

At paragraph 7.2.2 of the Options Consultation Document the Council has pledged its commitment to “*work with the Parish and Town Councils to ensure that the vision and objectives of the Local Plan and Neighbourhood Plans are aligned*”. The Kilmersdon Estate is pleased to see this commitment from the Council, however the lack of follow through on this pledge within the proposed policy options outlined in the document is incredibly disappointing.

The Council will no doubt be aware of the recently Made Westfield Neighbourhood Plan which, at Policy 9 provides explicit support for the “*expansion of Westfield Industrial Estate*”. The supporting text to the Policy also states that The Plan will help businesses create jobs and preserve existing jobs by allocating land for business use and supporting the creation of new business premises in suitable locations. Given the Westfield Neighbourhood Plan, which forms part of the statutory development plan, sets a clear ambition to see the expansion of the Westfield Industrial Estate, there is an expectation that this should be reflected and supported within the new Local Plan. This is not currently the case within the Options consultation document, which refers only to the Somer Valley Enterprise Zone, with no reference at all to any future expansion of the Westfield Industrial Estate. Therefore as things currently stand there is considered to be a conflict between the B&NES Options document and the Westfield Neighbourhood Plan.

Paragraph 7.3.3 of the Options document identifies “*high levels of out-commuting*” as a key issue for the Somer Valley and refers to the delivery of the Somer Valley Enterprise Zone as an essential part of the strategy to address this issue. Rather than relying entirely upon the delivery of one site to single-handedly address this strategic issue, it is recommended that the new Local Plan takes the opportunity to allocate additional suitable land for employment development. This way, if any one site is not delivered in a timely manner it would not jeopardise the entire economic strategy.

One obvious candidate to be allocated for employment development in the emerging Local Plan is the land east of the Westfield Industrial Estate (see figure 1 below).



The allocation of this site as employment land is consistent with Policy 9 of the Westfield Neighbourhood Plan and so is not a controversial proposal.

The Westfield Industrial Trading Estate already provides a range of industrial and warehouse units (providing a mix of B1, B2 and B8 uses). With no significant opportunities to accommodate additional new units or expand existing units already operating at the site, the Industrial Estate is now very close to peak capacity. Indeed the Estate already suffers from a shortage of parking provision, which severely limits the potential for delivering further employment space within its existing confines. Therefore the only way for the industrial estate to expand in line with the ambitions of the Westfield Neighbourhood Plan, is to allow it to extend eastwards as per figure 1.

Whilst there are some local ecological, geological and landscape designations, the general principles for developing the site, which are outlined below, demonstrate that the site could be sensitively brought forward as an expansion to the existing Industrial Estate. Through appropriate design and layout the development can come forward in a way which minimises any harm to the local landscape while securing biodiversity enhancements as part of any proposal.

The area of developable land to the east of the Industrial Estate is defined by the extent of local ecological and landscape designations which run along the Waterside Valley Corridor. The result is that two distinct zones are created (north and south), which could be linked via a green pedestrian route. To examine these zones in more detail:

- The northern portion of the site can be easily accessed via the existing road network and existing public rights of way can be retained as part of the proposals. This eastern most area of this part of the site falls in the area formally designated by B&NES for 'Green Infrastructure'. If required this area of land could be safeguarded from development or at least positively planned to achieve opportunities for biodiversity enhancement.

- The southern portion of the site can be accessed directly from Charlton Lane, albeit this may require some widening of the road to serve the site. Alternatively vehicular access could be achieved directly from the existing Industrial Estate to the west. The layout of development in the southern portion of the site will likely be shaped in large part by the topography of the site and also by the watercourse that runs south to north. At this stage it is considered likely that a road crossing this small watercourse could be achieved through either a culvert or small bridge in the area close to the southern boundary.

It is therefore considered that the land identified represents a natural extension to the existing Industrial Estate and that a mix of unit types could be delivered to meet demand. Furthermore, the proposal allows for the retention of the existing Green Infrastructure designation and there are opportunities to enhance this designation through the proposed development.

It is therefore strongly recommended that the land east of the Westfield Industrial Estate is allocated for employment development in the new Local Plan. This will help to ensure the strategic aims of the Local Plan are achieved in terms of delivering sufficient employment land and will ensure that the strategy is not over reliant on a single allocation at Somer Valley Enterprise Zone. Allocating the land east of Westfield Industrial Estate would also bring the new Local Plan into line with the Westfield Neighbourhood Plan, which explicitly supports the expansion of the Westfield Industrial Estate.

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Please use the unique reference number by each policy approach/option.

This proposed policy largely reflects the existing Policy ED2A of the Placemaking Plan, in that it seeks to tightly constrain future development at the existing industrial sites. Rather than supporting the sustainable growth of industrial sites, the proposed policy instead takes a negative approach to development at such areas i.e. seeking to prevent loss of industrial space while also preventing industrial sites from expanding beyond their existing boundaries. This approach is considered to be an example of negative planning, which ultimately will stifle the delivery of industrial premises and exacerbate current trends relating to the loss of industrial and office spaces at these sites.

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From: Krish Kumar [REDACTED]
Sent: 04 January 2019 16:06
To: Local Plan
Subject: Proposed plans for ring road and new dwellings in Whitchurch

Categories: Green Category

To whom it may concern

I STRONGLY OBJECT TO THE PLANS. Please register my objections.

I write to you as a resident who lives within Bristol City Council but will be affected by the BANES/Bristol City Council decisions. I am also a parent of two children that attend Bridge Farm Primary School, which will be significantly and detrimentally affected by your proposals.

I understand that BANES have proposed a new link road that will link up with the Bath Road with an existing residential road in Whitchurch, to form part of the Orbital highway. The proposed road ends on the boundary between the two councils at Ridgeway Lane and Whitchurch Lane. If this goes ahead, the increased traffic will spew onto an already very busy Whitchurch Lane.

Whitchurch Lane has a primary school right next to it, the pollution will be horrendous! It is subject to a 20 mile an hour speed restriction, a 7.5 ton weight restriction and traffic calming measures (speed humps), as well as a school zebra crossing point. Traffic (and parking) at school start and finish times is a major problem along Whitchurch Lane, Half Acre Lane and East Dundry Lane. The road is simply not suitable to receive all this additional traffic from the new road that BANES would like to install and will cause a potentially disastrous threat to local residents and school children.

In addition, BANES want to build 2500 houses in Whitchurch Village. There appears to be plans for houses without any consideration to the impact on the existing infrastructure or facilities of the area, in which I live.

- There is very little employment, people will have to travel out of the area for work, that means using cars as the public transport is limited.
- There are NO shops in the village. Again more car use.
- There is no senior school within walking distance • No additional doctors surgeries planned. BANES residents are already using Stockwood and Whitchurch Health Centres. These GP's are not coping with the patients that they have already, getting an appointment is already extremely difficult!
- The area suggested for housing and the road that leads to a residential area, is prone to flooding and has an abundance of wildlife on it.
- The plans suggest that existing primary schools will be able to adapt to higher volumes of BANES children, given the size and location of Whitchurch Primary School, I think this suggestion needs a serious overhaul, the site/building is very small. Similarly, Bridge Farm Primary is already a massive school (oversubscribed every year) with 3 full form entries and will be unable to absorb any additional children.
- The local recreational facilities (which are already limited) including Whitchurch Cricket Club and Barbarians Rugby Club will be lost, which will affect a significant number of adults and children not only from a physical fitness perspective but also from the social side of things. (This will not help the areas obesity rates/targets!)

I accept that Bristol needs a true ring road to take it to 2036 and indeed beyond. BUT that road has to be fit for purpose. I accept that people need homes to live in. BUT those homes need to be built primarily on brown field sites and have the roads, jobs, and support systems for the areas to flourish.

The new road and houses, as proposed, will NOT be of benefit to the majority residents in the area and will have a considerable negative impact on them, in very many ways.

Please keep me updated with situation.

Mrs N Kumar