

#### Legend

Bath & North East  
Somerset Boundary



Assessment Sites



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Checked by: D Lear

Approved by: D Lear

Scale:

NTS

Date:

February 2013

Project:

**Bath Eastern  
Park & Ride**

Figure Title:

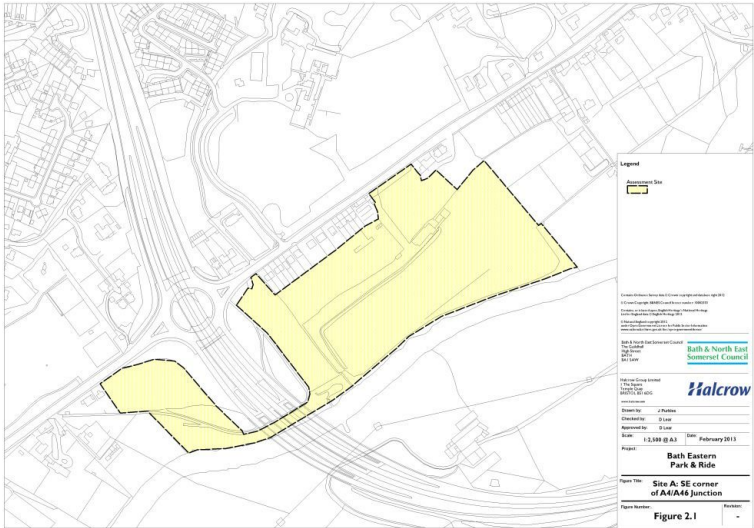
**Alternative Site Locations**

Figure Number:

**Figure 1.1**

Revision:

-



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Assessment Site



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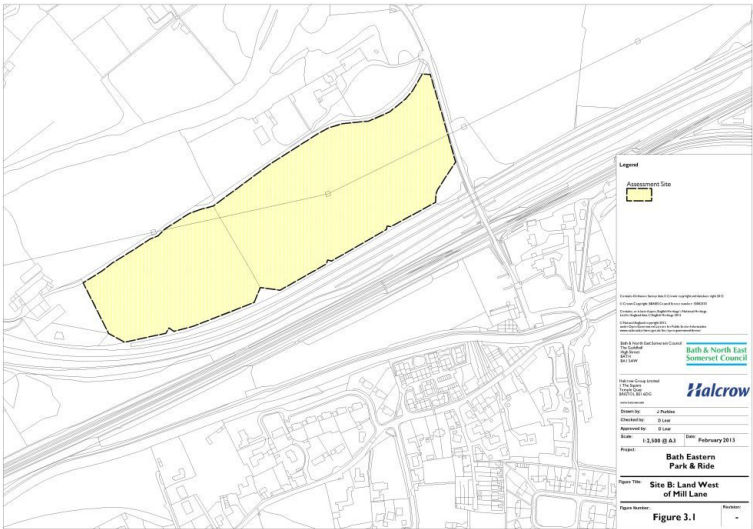
Drawn by: J. Preece  
 Checked by: D. Lee  
 Approved by: D. Lee

Scale: 1:2,500 @ A3 Date: February 2013

Project: **Bath Eastern Park & Ride**

Figure Title: **Site A: SE corner of A4/A46 Junction**

Figure Number: **Figure 2.1** Revision: -



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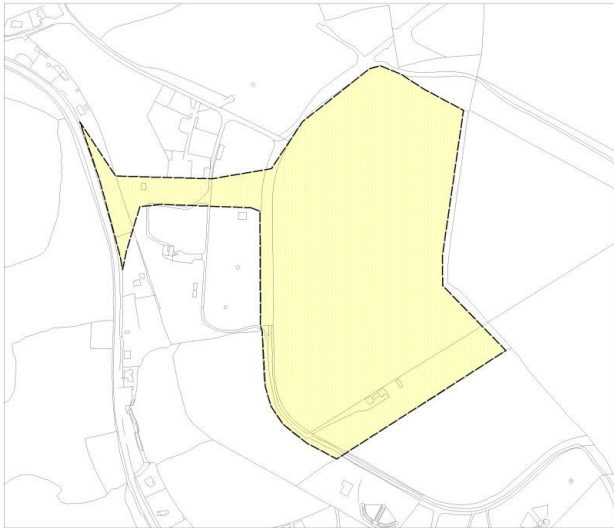
Drawn by: J. Preece  
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Scale: 1:2,500 @ A3 Date: February 2013

Project: **Bath Eastern Park & Ride**

Figure Title: **Site B: Land West of Mill Lane**

Figure Number: **Figure 3.1** Revision: -



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Project:  
**Bath Eastern  
 Park & Ride**

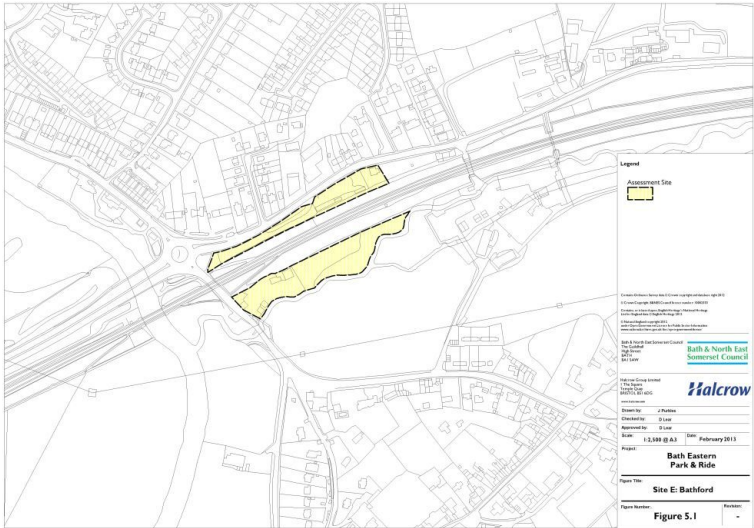
Figure Title: **Site C: Charny Down**

Figure Number:

**Figure 4.1**

Revision:

-



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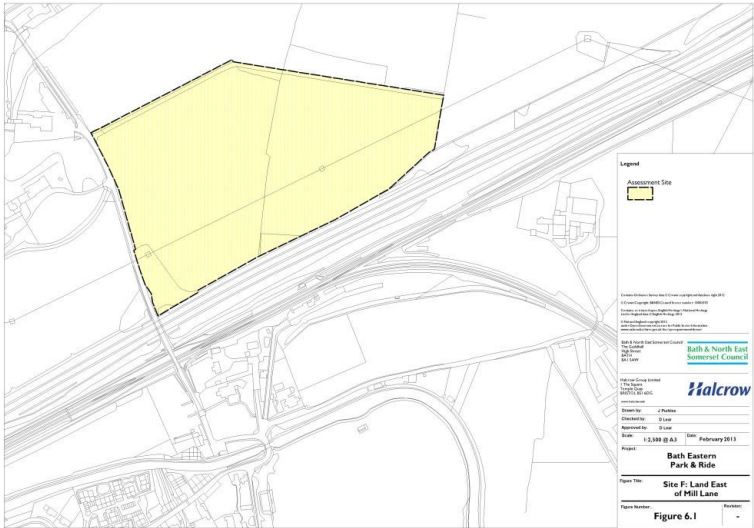
Scale: 1:2,500 @ A3

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Project: **Bath Eastern Park & Ride**

Figure Title: **Site E: Bathford**

Figure Number: **Figure 5.1** Revision: -



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Figure Title:

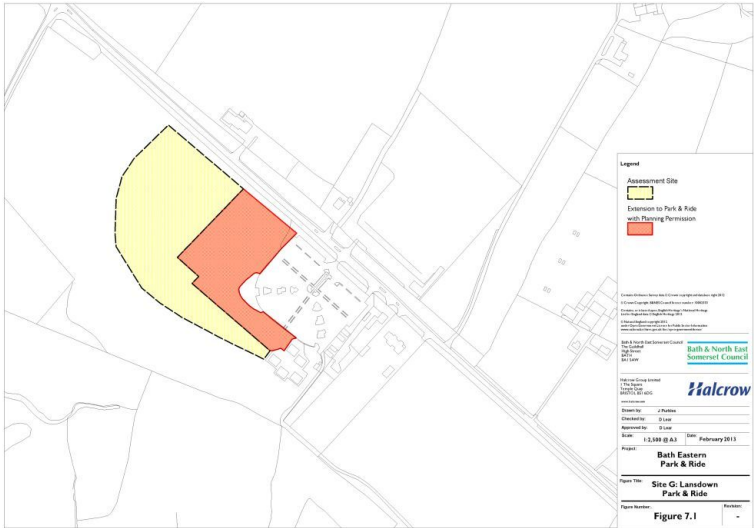
**Site F: Land East  
 of Mill Lane**

Figure Number:

**Figure 6.1**

Revision:

-



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Assessment Site



Extension to Park & Ride  
with Planning Permission



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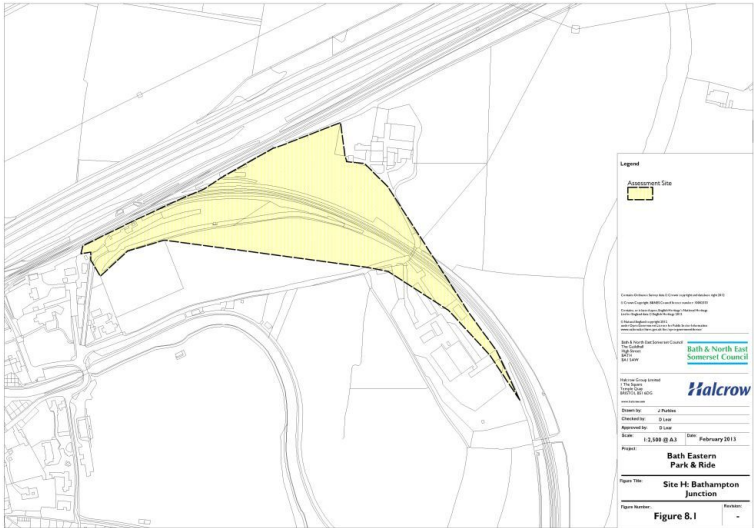


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 Checked by: D. Lewis  
 Approved by: D. Lewis  
 Scale: 1:2,500 @ A3 Date: February 2013

Project: **Bath Eastern  
 Park & Ride**

Figure Title: **Site G, Lansdown  
 Park & Ride**

Figure Number: **Figure 7.1** Revision: -



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Project: **Bath Eastern Park & Ride**

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Figure Title: **Site H: Bathampton Junction**

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Figure Number: **Figure 8.1** Revision: -





**Table 10.1 Bath Eastern Park and Ride Option Sites - SUMMARY Comparison**

Topic	Site A	Site B	Site C	Site E
<b>Highway Access</b>	Poor existing access onto London Road West requires substantial improvement; including a re-aligned access road to achieve a suitable gradient.	New access on the A4(T) Batheaston Bypass required. DMRB TD22/06 weave length requirements indicate that a junction location east of Mill Lane Bridge would be required; need to bridge under Mill Lane	Optimal access location is situated just south of Hartley Bends. Roundabout access preferred to achieve safer egress for Park and Ride users; most of whom would be expected to turn right. Achieving DMSSD (50mph) for A46(T) approaches will be difficult; Departures from Standard requiring Highway Agency approval likely.	Only possible access from southern land parcel to the A363 has very restricted visibility to both the left and right; highway safety issues. Achieving a safe access with the A4 (40mph) has potential visibility issues. Not possible to achieve 'internal' pedestrian or vehicle linkages between the two land parcels
<b>Rail Engineering</b>	NA	NA	NA	NA
<b>Flood Risk</b>	Most of site is liable to flooding and lies within Flood Zone 3 (High Risk). Probable need for flood protection and compensation measures.	Site extent considered is not at risk from flooding.	No flooding issues given its location on an upland plateau. However, it is within a water source protection area and overlies a major aquifer.	All of the southern land parcel is liable to flooding and lies within Flood Zone 3 (High Risk).
<b>Landscape</b>	Designations: AONB, Green Belt, Conservation Area, Forest of Avon  Landscape quality: High to Moderate Location: Semi-rural urban fringe Indicative capacity to accommodate proposal without adverse landscape effects: Low to Medium  Potential to provide landscape and visual mitigation planting. Additional impacts outside indicative site boundary likely from access road infrastructure.	Designations: Green Belt, Forest of Avon  Landscape quality: High to Moderate Location: Semi-rural urban fringe Indicative capacity to accommodate proposal without adverse landscape effects: Low to Medium  Potential to provide landscape and visual mitigation planting and earthworks. Additional impacts outside indicative site boundary likely from access road infrastructure.	Designations: AONB, Green Belt  Landscape quality: High Location: Rural Indicative capacity to accommodate proposal without adverse landscape effects: Low  Potential to provide landscape and visual mitigation planting and earthworks but this would not be in keeping with open landscape character of Cotswold plateau.	Designations: Green Belt, Forest of Avon, (adjacent to AONB)  Landscape quality: Moderate to Low Location: Semi-rural urban fringe Indicative capacity to accommodate proposal without adverse landscape effects: High  Potential to provide landscape and visual mitigation planting and earthworks limited due to space constraints.
<b>Visual</b>	Visual receptors: Close (<100m): c.13-15 properties, PRoW Intermediate (100-800m): c.10-15 properties Distant (800m+): 50 properties	Visual receptors: Close (<100m): 2 properties, PRoW, Limestone Way Intermediate (100-800m): c.65-100 properties Distant (800m+): c.250-350 properties	Visual receptors: Close (<100m): 2-3 properties, PRoW Intermediate (100-800m): 3-5 properties Distant (800m+): Views from higher ground in AONB	Visual receptors: Close (<100m): c.15-25 properties + SAM Intermediate (100-800m): c.25-30 properties Distant (800m+): -
<b>Agriculture and Land Use</b>	Boundary between Grade 7 (urban) and Grade 4 agricultural land. Mostly in Green Belt	Straddles the boundary between Grade 3 and Grade 4 agricultural land. Wholly within the Green Belt	The site is Grade 3 agricultural land and wholly within the Green Belt	Straddles the boundary between Grade 3, Grade 4 and Grade 7 (urban) agricultural land. Wholly within the Green Belt
<b>Biodiversity</b>	Part of the site adjoining the riverbank forms part of the River Avon Site of Nature Conservation Interest (SNCI)	80m south of the River Avon SNCI, covered by BathNES Local Plan Policy NE.9.	The site is immediately adjacent to parts of the Charmy Down SNCI, covered by BathNES Local Plan Policy NE.9.	Most of the southern portion of the site south of the railway embankment forms part of the By Brook SNCI, covered by BathNES Local Plan Policy NE.9.
<b>Community Infrastructure and Transport</b>	Playing field part of the site designated by BathNES Local Plan Policy SR.1A as Protected Playing Fields / Recreational Open Space. Two public footpaths cross the site	A public footpath (ref BA1/3) crosses the site in a broadly east-west alignment.	Public footpath (ref BA2/12) crosses the site in a broadly north-west to south-east alignment through the middle of the site.	Not covered by any local plan designations protecting or reserving land for community infrastructure. No public footpaths traverse either land parcel.
<b>Cultural Heritage</b>	Falls within the City of Bath World Heritage Site and Bath Conservation Area	Site does not fall within any heritage or built environment designations	Site does not fall within any heritage or built environment designations	Site does not fall within any heritage or built environment designations
<b>Pollution Prevention</b>	Site falls wholly within the Bath Hot Springs Protection Area.	Site falls wholly within the Bath Hot Springs Protection Area.	The site falls wholly within the St Catherine Water Source Protection Area.	Northern part of the site (north of the railway line) falls within the Bath Hot Springs Protection Area
<b>Potential Business Case</b>	Similar to Application Site (F)	Similar to Application Site (F)	Low. Remote from the eastern A4 and A363 corridors. Potential for some existing A4 users to use A420 but needs proper patronage assessment to determine.	Low. The lack of parking capacity on this restricted site is likely to be a major obstacle affecting potential revenue.

**Table 10.1 (Continued) Bath Eastern Park and Ride Option Sites - SUMMARY Comparison**

Topic	Site F: Application Site	Site G	Site H	Site I
<b>Highway Access</b>	New access on the A4(T) Batheaston Bypass proposed to the east of Mill Lane.	May be possible to use the existing priority junctions for serving a further expansion beyond the Bath Package increase to 880 spaces. Capacity analyses/patronage assessment needed to confirm this. May need higher capacity junction with Lansdown Road.	Substantial and expensive bridge works needed to insert bridge structures under the GWML and A4 Batheaston Bypass. Construction traffic access to land south of the GWML difficult; so compound/fabrication yard needed to north. Significant disruption to SRN due to temporary TM needed. Access to Bathampton Farm is severed by the removal of the level crossing. The access to the timber yard is also affected.	Existing A4 junction with the unclassified road to Ashley has poor visibility to/from the west. 'Shunt' risk as there is no right turn lane on the A4. Box bridge has poor forward visibility through it; particularly for drivers turning left off then A4
<b>Rail Engineering</b>	NA	NA	Substantial track alterations to re-align the Westbury line and track switches at Bathampton Junction. Associated signalling works and the provision of a new station needed. Service reliant on the delivery of the Greater Bristol Metro and existing regional services using the Westbury line. Spare capacity on the latter services in the weekday peak periods is assumed; which is unlikely to be the case. Re-alignment of the Westbury line would require acquisition and demolition of a residential property on Tying Road (The Skillings).	Former rail sidings; but disused
<b>Flood Risk</b>	Site is outside Flood Risk Zones 2 and 3. Low risk of flooding; particularly to proposed car parking area.	Localised low level surface water flooding risk following heavy rain.	Bathampton Farm and east edge of site affected by flooding (Flood Zone 3). Bunding/protection works proposed are in this zone. Potential need for compensation.	The site itself does not flood. However, the A4 junction and a section of the A4 Box Road to the west is within Flood Zone 3 (High Risk) where it crosses the By Brook.
<b>Landscape</b>	Designations: Green Belt, Forest of Avon  Landscape quality: High to Moderate Location: Semi-rural urban fringe Indicative capacity to accommodate proposal without adverse landscape effects: Low to Medium  Potential to provide landscape and visual mitigation planting and earthworks.	Designations: AONB, Green Belt  Landscape quality: High to Moderate Location: Rural Indicative capacity to accommodate proposal without adverse landscape effects: Medium  Potential to provide landscape and visual mitigation planting and earthworks.	Designations: AONB, Green Belt, Forest of Avon  Landscape quality: High to Moderate Location: Semi-rural urban fringe Indicative capacity to accommodate proposal without adverse landscape effects: Low to Medium  Floodplain meadows limit potential to provide landscape and visual mitigation planting on eastern side. Additional impacts outside indicative site boundary likely from access road infrastructure.	Designations: AONB, Green Belt  Landscape quality: High to Moderate Location: Rural Indicative capacity to accommodate proposal without adverse landscape effects: Low to Medium  Potential to provide landscape and visual mitigation planting and earthworks limited due to space constraints. Off site planting likely to be required.
<b>Visual</b>	Visual receptors: Close (<100m): - Intermediate (100-800m): c.150-170 properties Distant (800m+): c.150-200 properties	Visual receptors: Close (<100m): 1 property, PRoW Intermediate (100-800m): c.10 properties Distant (800m+): Bath Racecourse and Lansdown Golf Club	Visual receptors: Close (<100m): 2-3 properties, PRoW Intermediate (100-800m): c.3-5 properties Distant (800m+): Views from higher ground in AONB	Visual receptors: Close (<100m): Road and rail passengers Intermediate (100-800m): c.15-25 properties and several PRoWs. Distant (800m+): Minor roads
<b>Agriculture and Land Use</b>	Straddles the boundary between Grade 3 and Grade 4 agricultural land. Wholly within the Green Belt	The site is Grade 3 agricultural land. Wholly within the Green Belt; in use as playing fields.	The site is Grade 3 agricultural land. Wholly within the Green Belt	The site is Grade 3 agricultural land. The site is wholly within the West Wiltshire Green Belt.
<b>Biodiversity</b>	Approximately 110m south of the River Avon SNCI.	There are no sites of international or national importance within or close to the site. Approximately 100m north of the nearest part of the Chelcombe & Lansdown Woods SNCI	A strip of land within the site south of the Westbury railway line is designated as a SSSI (Hampton Rocks Cutting SSSI) for its geological interest. A wider area (between the railway curve and Tying Road) is designated as an SNCI.	The site is 40m south of the By Brook SNCI (within BathNES).

<b>Topic</b>	<b>Site F: Application Site</b>	<b>Site G</b>	<b>Site H</b>	<b>Site I</b>
<b>Community Infrastructure and Transport</b>	Not covered by any local plan designations protecting or reserving land for community infrastructure. No public footpaths traverse the site.	The whole site is designated by BathNES Local Plan Policy SR.1A as Protected Playing Fields / Recreational Open Space.	The site is not covered by any local plan designations protecting or reserving land for community infrastructure. Public footpath ref BA1/32 extending NE from the level crossing is severed by the MSCP.	The site is not covered by any local plan designations protecting or reserving land for community infrastructure. A public footpath routes through the eastern end of the site
<b>Cultural Heritage</b>	The site does not fall within any heritage or built environment designations, but is 60m north of the Bathampton Conservation Area.	The site does not fall within any heritage or built environment designations.	The site does not fall within any heritage or built environment designations, but the western end of the site borders Bathampton Conservation Area.	The site does not fall within any heritage or built environment designations.
<b>Pollution Prevention</b>	The site falls wholly within the Bath Hot Springs Protection Area.	The site is adjacent to, but not within, the Lansdown Hill Water Source Protection Area.	A small area at the westernmost edge of the site falls within the Bath Hot Springs Protection Area	The site is not within any policy areas designated to protect water quality
<b>Potential Business Case</b>	Assumed acceptable given its inclusion in the Bath Package and planning permission sought.	Low. This site is far removed from the eastern A4 and A363 corridors. Existing Park and Ride OD data for Lansdown suggests it will be difficult to attract users from these routes.	Low. The highway and rail engineering works will make this site very expensive to deliver. Considered it doubtful that a good business case with a sound Benefit Cost Ratio (BCR) could be achieved. Service frequency and quality is highly dependent on the delivery of the Greater Bristol Metro. It is also reliant on existing services using the Westbury line having sufficient spare capacity in the peak periods.	Low. A big disadvantage of this site is its relatively small area and elongated shape; both of which would severely constrain the number of parking spaces which could be accommodated. Another disadvantage would be the diversion of some 1.9km required by drivers using the A363; which is likely to deter these potential users.