

**Bath & North East Somerset
Local Plan (Core Strategy /Placemaking Plan)
2011-2029 Partial Update**

**Report on the Regulation
19 Consultation**

27 August to 8 October 2021

Regulation 22 Consultation Statement

**Bath & North East
Somerset Council**

Improving People's Lives

1 Introduction

- 1.1 This statement sets out the consultation and community involvement undertaken for consultation on Bath and North East Somerset Council's Draft Local Plan Partial Update (Publication Draft version). This is in accordance with Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.2 The Council attaches significant importance to working with local communities in planning and placemaking in accordance with the Council's corporate priority of 'giving people a bigger say', and the Council's approach is set out in the Council's [Neighbourhood Planning Protocol](#) (Statement of Community Involvement, SCI).
- 1.3 The information set out in this consultation report demonstrates compliance with the Neighbourhood Planning Protocol methods of community involvement and outlines the consultation activities undertaken; who was consulted; details of how they were consulted; and a summary of the issues raised.

2 About the Local Plan Partial Update

- 2.1 The Local Plan is made up of the Core Strategy (adopted in 2014) and the Placemaking Plan (adopted in 2017), both of which cover a period from 2011 to 2029. The Council had already started work on a new Local Plan, to cover the period 2016 to 2036; however, the withdrawal of the West of England Joint Spatial Plan means that work on this plan will not continue. The Local Plan partial update will update some policies within the Core Strategy and Placemaking Plan. This partial update is not a new Local Plan, and will not roll forward or change the plan period of the adopted Core Strategy and Placemaking Plan.
- 2.2 These are the main areas of the Local Plan that we are updating in our Partial Update:
 - updating particular policies, to address changes in circumstances and national policy and legislation since our [Core Strategy](#) was adopted in 2014, particularly the Council's declaration of a [Climate Emergency and Ecological Emergency](#)
 - updating and replenishing housing supply, in order to ensure we can meet our Core Strategy requirement for housing up to 2029 and demonstrate an ongoing supply of housing
 - reviewing and updating specific policies to address a number of other urgent issues, such as transport policies, including reviewing parking standards, and houses in multiple occupation (HMOs)

3 Consultation overview

- 3.1 COVID19 has affected the way the economy functions and the way people communicate, with measures such as social distancing and the request to stay at home / work from home affecting the quantity and quality of public facing interactions. The closure of commercial organisations and community facilities where people usually congregate meant that consultation exercises relating to the LPPU were undertaken differently.
- 3.2 These measures affected the way in which consultation and engagement could place. As a result, the Council held a series of online webinars and online tools to facilitate the consultation, including the use of existing community forums. These measures were introduced alongside a comprehensive strategy of press releases and social media posts to ensure that the consultation was well publicised. Details of the of the consultation and publicity arrangements are outlined below.
- 3.3 As well as ongoing engagement with stakeholders, the following stages of consultation have been undertaken in the preparation of the Local Plan Partial Update (LPPU).

Plan Production Timeline

Regulation 18

- Launch Consultation (6 April - 1 June 2020)
 - A commencement document was presented as a discussion document, designed for community and stakeholder engagement and to generate discussion on the scope of the partial update, why it is being prepared and the programme for it's preparation
- Options Consultation (7 January - 18 February 2021)
 - The Options Document set out the Council's options for addressing the issues identified within the Commencement Document. The aim of the Options Document was to open discussion and give residents and other stakeholders a chance to comment on the options, or potential approaches, for addressing some of the critical issues facing the area

Regulation 19

- Publication Draft Consultation (27 August - 8 October 2021)
 - A submission ready version of the plan was made available for stakeholders and the public to comment on for a minimum of 6 weeks. In accordance with the Local Plan Regulations, this consultation was formal and statutory seeking specifically the Plan's soundness for Examination in Public

- 3.4 Only the Pre-Submission publication stage is covered by this report. The issues and options stage of the consultation is described in the [separate Regulation 19 Stage Consultation Statement](#) which explains the approach to engagement, participation and consultation undertaken at this stage of the plan, including a summary of the main issues raised at the Regulation 18 Stages.
- 3.5 Details of the production of the Local Plan, Development Plan Documents and Supplementary Planning Documents that the Council is preparing, or intends to prepare can be found in the [Local Development Scheme \(LDS\)](#).

4 Publication of the Draft Local Plan Partial Update

- 4.1 The Draft LPPU was agreed by full Council for publication on 22nd of July 2021. This was to provide the opportunity for consultees to make formal representations to an independently appointed Inspector about its soundness.
- 4.2 The Draft LPPU was published for consultation for an 8-week period between 27 August and 8 October 2021 alongside the consultation on three Supplementary Planning Documents (SPD). The SPDs for consultation were the:
- Transport and Developments SPD,
 - Sustainable Construction and Retrofitting SPD and
 - Houses in Multiple Occupation SPD

5 Availability of documents

- 5.1 The Council's website was the main means by which the consultation documents and supporting evidence could be accessed. Details of the consultation were also provided in poster format at deposit stations, where public IT equipment could be used to access the consultation documents. Consultees were encouraged to view documents and submit comments electronically, users who may have had difficulty in responding online could request assistance in viewing or responding to the consultations by contacting the direct contact lines (see paragraph 6.8 below). Please see [Appendix 1](#) for a copy of the posters displayed at Deposit Stations, which included Council Offices, Libraries and Community Libraries.
- 5.2 A [Statement of Representation Procedure](#) was also published on the Council's website. This statement set out how and by when to make such representations on the LPPU, how to express interest in appearing at the Examination, as well as where to find the proposed submission documents and supporting evidence.

6 Information on the consultation

Notification mailout and who was consulted under Regulation 19

- 6.1 Information about the consultation was issued at the start of the consultation period by email/letter on 27th August 2021 to all those on the Local Plan mailing list (approx. 1,100 persons or organisations), which includes statutory consultees and a range of other stakeholders [as prescribed in the Council's SCI](#).
- 6.2 The Parish and Town Councils within Bath and North East Somerset were mailed separately with the same information along with an invitation to an online Parish Briefing, which was held on the 1st of September 2021.

Press release and media coverage

- 6.3 Press releases were issued prior to the start of, and through-out the, the consultation period. In total 12 press releases were issued regarding the LPPU and SPD consultation (see [Appendix 1](#)). Updates were also given through the Council's e-connect, a weekly news email that residents and local businesses can sign up to. The press releases were picked up in local news outlets, such as:

- Bath Echo
- Bath Newseum
- Chew Valley Gazette
- Family Matters
- Keynsham Voice
- Midsomer Norton Nub News
- Midsomer Norton, Radstock & District Journal
- Somerset Live
- Visit West

Comment Form

- 6.4 The Council produced the standard Representation Form for those who wished to comment on the Draft LPPU in line with current good practice for this stage in the process plus an accompanying Guidance Note. It included clear information on how to respond using the form and could be downloaded from the Council website.
- 6.5 The comment form was also available to be [completed online using Citizen Space](#), an engagement platform for democratic participatory processes. This platform is commonly used for spatial planning consultations as well as by Government departments. This platform form was also utilised for the Regulation 18, [LPPU Options Consultation](#).

Dedicated webpage

- 6.6 A webpage relating to the consultation could be accessed via links from the main Planning Policy webpage and on the dedicated Local Plan webpage.
- 6.7 The webpage set out the following information as well as the consultation and supporting documents required for the Regulation 19 consultation:
- An overview of the purpose of the LPPU and the reasons why a review is being undertaken
 - Consultation Details: how to respond and links to the consultation material, including the comments form and links to view the webinars
 - Stakeholder oriented pages with information about the LPPU and what it could mean for each main user type. These were Local residents, Businesses, Developers and built environment experts and Other interested parties
 - Next steps following the consultation and other opportunities for users to get involved with planning policy, e.g., responding SPD consultation

Direct Contact Information

- 6.8 In line with standard good practice an email address and contact telephone number were provided on all the consultation material, mail-outs, and website for those who wanted to ask direct questions and seek further information.
- 6.9 For respondents unable to comment electronically, written comments could be posted to the Council's mailing address.

Social Media

- 6.10 As with previous consultations on the LPPU regular social media posts were issued via the Council's main social media accounts at the start of, and throughout, the consultation period. This sought to augment the traditional media and digital methods of publicity to reach a wider audience. Examples of this posts are shown in [Appendix 1](#).

7 Stakeholder engagement

- 7.1 As outlined at the start of this statement, due to restrictions in place relating to COVID-19, no in-person public events or exhibitions were held alongside the publication of the Regulation 19 document.

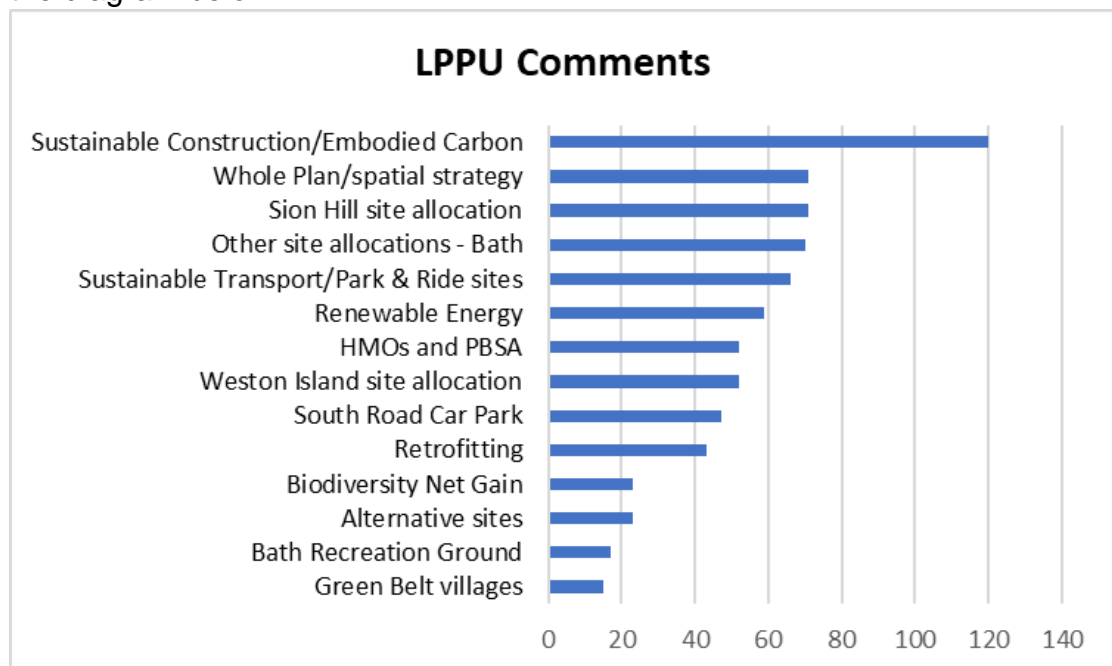
Webinars:

- 7.2 A series of Local Plan Partial Update webinars was held during the consultation period. These were promoted on the Local Plan website and via press releases. These were available for all stakeholders to attend and generally held on specific topics within the plan; with both Council Officers and Council Members on the Panel and with a “Q&A” session at the end. Officers also made use of the existing Community Forum network within Bath and North East Somerset to share information regarding the consultation on an area basis.
- 7.3 The webinar format generally took the form of a 60-minute Zoom session, including a presentation with a questions and answer session. Participates were able to submit questions prior to and during the webinars. Webinars were also recorded and made available for later viewing via YouTube.
- 7.4 The Dates and topics of these are outlined in the table below:

| Date/Time | Event | Topic/Target Group |
|------------------|---|--|
| 26.07.21 | Chew Valley Forum | LPPU - Chew Valley |
| 12.08.21 | Bathavon Forum, inc. Cam Valley | LPPU - Bathavon and Cam Valley |
| 19.08.21 | Keynsham Area Forum | A4 Rapid Transit / LPPU – Keynsham area |
| 01.09.21 | LPPU Parish Online Briefing – (Recording sent to Parishes) | LPPU/Rural issues - Parishes |
| 02.09.21 | LPPU General Webinar 1 | LPPU (incl. housing supply/sites) - All groups |
| 06.09.21 | HMO Webinar | HMO LPPU and SPD – All groups |
| 07.09.21 | Transport and Developments Webinar | LPPU Transport Policies and Transport & Development SPD – all groups |
| 07.09.21 | Somer Valley Forum | LPPU – Somer Valley |
| 08.09.21 | Bath Area Forum | A4 Rapid Transit / LPPU – Bath area |
| 13.09.21 | Zero carbon development & energy efficiency Webinar | LPPU zero carbon development & Retrofitting SPD – All groups |
| 14.09.21 | Increasing Renewable Energy in B&NES | Part of B&NES Climate and Nature Festival |
| 15.09.21 | LPPU General Webinar 2 | LPPU (incl. housing supply/sites) - All groups |

8 Representations on the Draft Local Plan Partial Update

- 8.1 The consultation generated 361 representations on the Draft Plan, around 75% of which were submitted using the on-line consultation portal. Many respondents to the Draft Plan commented on more than one site/policy and the representations resulted in more than 750 comments on the Draft Plan.
- 8.2 The representations received have been [published on the consultation platform, Citizen Space](#).
- 8.3 The most significant issues raised through the consultation were:
- Support for sustainable construction/embodied carbon policies – should go further or comments that they are not deliverable/viable
 - Renewable energy policy should be more flexible for solar energy vs concern around landscape impact
 - LPPU approach/strategy for meeting housing requirement criticised – too reliant on brownfield sites. Alternative site allocations proposed
 - Concern around capacity of site allocations, especially Sion Hill – highway impact
 - Weston Island – support for relocation of bus depot and creative/arts facilities, objections to builders merchants
 - South Road Car Park must be maintained as a car park – not sold for housing development
 - Some objections to removal of P&R sites from Green Belt, especially Odd Down
- 8.4 A summary of the most commented upon areas of the plan is shown in the diagram below:



Summary of the main issues raised through the consultation

- 8.5 The main issues arising from the responses to the LPPU consultation are summarised in [Appendix 2](#) together with the Council's initial response.

Appendix 1

Press Releases

16/08/2021 Next Steps proposed for Local Plan Partial Update | Building Control Services | Bath & North East Somerset Council

Coronavirus (COVID-19)

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Next Steps proposed for Local Plan Partial Update

🕒 Date published: 2021-06-18 | 📁 Category: [planning](#)



Proposals for consulting in August and September this year on the future planning policies needed to address the climate and ecological emergencies in Bath and North East Somerset are being recommended in a report to cabinet member for planning Councillor Tim Ball.

<https://newroom.bathnes.gov.uk/news/next-steps-proposed-local-plan-partial-update> 1/5

16/08/2021 Decision time on proposed local plan partial update | Building Control Services | Bath & North East Somerset Council

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Decision time on proposed local plan partial update

🕒 Date published: 2021-07-14 | 📁 Category: [planning](#)



Councillors are being asked to consider proposed changes to the current Bath and North East Somerset Local Plan to ensure that planning policies better reflect the council's Declaration of Climate and Ecological Emergencies and commitment to securing net zero by 2030.

<https://newroom.bathnes.gov.uk/news/decision-time-proposed-local-plan-partial-update> 1/5

16/08/2021 Chew Valley Area Forum AGM to focus on tackling the Climate Emergency | Building Control Services | Bath & North East Somerset Council

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Chew Valley Area Forum AGM to focus on tackling the Climate Emergency

🕒 Date published: 2021-07-20 | 📁 Category: [Giving people a bigger say](#), [Communities and volunteering](#)



<https://newroom.bathnes.gov.uk/news/chew-valley-area-forum-agm-focus-tackling-climate-emergency> 1/4

16/08/2021 HMO Supplementary Planning Document to go for consultation in late summer | Building Control Services | Bath & North East Somerset Council

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HMO Supplementary Planning Document to go for consultation in late summer

🕒 Date published: 2021-08-03 | 📁 Category: [planning](#)



Proposals to better manage the impacts of Houses of Multiple Occupation will go out for public consultation alongside the Local Plan Partial Update later this summer.

<https://newroom.bathnes.gov.uk/news/hmo-supplementary-planning-document-go-consultation-late-summer> 1/5

Coronavirus (COVID-19)

[Find out what you need to know](#)

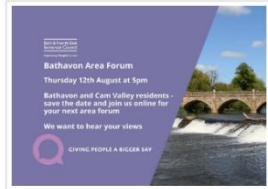
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Bathavon Area Forum to focus on climate emergency

Date published: 2021-08-05 | **Category:** Communities and volunteering



'One Day' - Remembering the Holocaust in Bath and North East Somerset

How to help those in need in your community to have a happy Christmas

Residents in the Bathavon area are being invited to learn more about the action being taken by the council's planning team to tackle the climate emergency at their area Connecting Communities Forum.

The meeting is open to all residents and will be held on Thursday 12 August at 5pm via Zoom.

The meeting will hear an update from the planning team including how residents will be able to get involved with the consultation on the Local Plan Partial Update.

Work starts on improvements to the

Coronavirus (COVID-19)

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Draft transport and developments plans set for late summer consultation

Date published: 2021-08-12 | **Category:** Transport and Development



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"Further, faster" - cabinet member responds to 'code red' climate report

Date published: 2021-08-13 | **Category:** Addressing the climate and ecological emergency, planning, Transport



Further and faster action at local, national and international levels is needed following the 'code red' report from the UN's Intergovernmental Panel on Climate Change, says Bath & North East Somerset's leading councillor on climate change.

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Practical planning guidance to help people save energy to go out for consultation

Date published: 2021-08-13 | **Category:** Tackling the climate and ecological emergency, Delivering for local residents planning, Giving people a bigger say

Cabinet to consider new measures to further improve Bath's air quality



Clean Air Zone update shows air quality continues to improve in Bath

Updated planning guidance to help residents and businesses in Bath and North East Somerset improve energy efficiency in their homes and buildings to play their part in tackling the climate and ecological emergency is going out for consultation. People will be able to have their say on a raft of measures and practical guidance that would allow more sustainable construction and retrofitting on buildings in Bath & North East Somerset.

16/08/2021 Keynsham Area Forum to hear about planning, transport and regeneration plans | Building Control Services | Bath & North East So...

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Keynsham Area Forum to hear about planning, transport and regeneration plans

🕒 **Date published:** 2021-08-16 | 🏷️ **Category:** Giving people a bigger say



Keynsham Area Forum
Thursday 19th August at 6pm

Keynsham residents - save the date and join us online for your next area forum

We want to hear your views

GIVING PEOPLE A BIGGER SAY

<https://newsroom.bathnes.gov.uk/news/keynsham-area-forum-hear-about-planning-transport-and-regeneration-plans>

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08/12/2021, 14:52 Consultation begins on proposed Local Plan Partial Update and Supplementary Planning Documents | Building Control Ser...

Coronavirus (COVID-19)

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Consultation begins on proposed Local Plan Partial Update and Supplementary Planning Documents

🕒 **Date published:** 2021-08-27 | 🏷️ **Category:** Giving people a bigger say, Tackling the climate and ecological emergency, Environment and Clean Air



Planning Policy Consultations

We want to hear your views

To take part visit:
www.bathnes.gov.uk/current-planning-policy-consultations

The consultations close on 8th October

TACKLING THE CLIMATE & ECOLOGICAL EMERGENCY

Livable Neighbourhoods move a step closer

Upcoming area forums to focus on local preparations for winter

Help share mental health services in BANES

<https://newsroom.bathnes.gov.uk/news/consultation-begins-proposed-local-plan-partial-update-and-supplementary-planning-documents>

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10/12/2021, 10:35 Somer Valley Forum AGM to hear about planning, transport and regeneration plans | Building Control Services | Bath & North...

Coronavirus (COVID-19)

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Somer Valley Forum AGM to hear about planning, transport and regeneration plans

🕒 **Date published:** 2021-09-01 | 🏷️ **Category:** Giving people a bigger say



Somer Valley Area Forum
Tuesday 7th September at 6pm

Somer Valley residents - save the date and join us online for your next area forum

We want to hear your views

GIVING PEOPLE A BIGGER SAY

Meeting our budget challenge...join our virtual Forum and have your say

Livable Neighbourhoods move a step closer

Residents in the Somer Valley area are being invited to hear more about local planning, transport and regeneration plans at the AGM of their Connecting Communities Forum.

The meeting is open to all residents and will be held on Tuesday 7 September at 6pm on Zoom.

Bath and North East Somerset Council's planning team will discuss the upcoming consultations for the Local Plan Partial Update and Supplementary Planning Documents which will be

Upcoming area forums to focus on local preparations for winter

<https://newsroom.bathnes.gov.uk/news/somer-valley-forum-agm-hear-about-planning-transport-and-regeneration-plans>

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28/09/2021, 14:33 Still time to have your say on changes to planning policies | Building Control Services | Bath & North East Somerset Council

Coronavirus (COVID-19)

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Still time to have your say on changes to planning policies

🕒 **Date published:** 2021-09-23 | 🏷️ **Category:** Delivering for local residents, Preparing for the Future, Giving people a bigger say, planning



Planning Policy Consultations

To take part visit:
www.bathnes.gov.uk/current-planning-policy-consultations

Consultations close at midnight, 8 October

TACKLING THE CLIMATE & ECOLOGICAL EMERGENCY

BANES disappointed at Planning Inspectorate decision

Great Bath East & Abbey Quarter Market benefit from High Streets funding

Residents and businesses are being reminded they still have time to give their views on proposed changes to planning policies to help tackle the Climate and Ecological Emergencies in Bath and North East Somerset.

As part of its commitment to giving people a bigger say, Bath & North East Somerset Council is asking for feedback on the proposed Local Plan Partial Update (LPPU) and three draft Supplementary Planning Documents (SPDs) designed to support the council's ongoing work to deliver net carbon zero by 2030.

Partners back the magic of Bath at Christmas

<https://newsroom.bathnes.gov.uk/news/still-time-have-your-say-changes-planning-policies>

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Social Media

B&NES Council @bathnes · 1 Sep

Have your say on the proposed Local Plan Partial Update and three Supplementary Planning Documents.

To find out more about the consultations and take part visit: bathnes.gov.uk/current-planni...

The consultations close 8th October.

Bath & North East Somerset Council
Inspiring People's Lives

Planning Policy Consultations

We want to hear your views. To take part visit:

www.bathnes.gov.uk/current-planning-policy-consultations

The consultations close on 8th October

GIVING PEOPLE A BIGGER SAY

1

B&NES Council @bathnes · 1 Sep

Join our online webinar to find out more about the Local Plan Partial Update (LPPU) consultation.

You can find more information and sign up for the Zoom webinar here: beta.bathnes.gov.uk/webinars.

We want to hear your views.

The LPPU consultation closes 8 October

Bath & North East Somerset Council
Inspiring People's Lives

Planning Policy Consultations - online webinars

Thursday 2 September at 6pm

Save the date and join us online for a discussion about the proposed Local Plan Partial Update (Regulation 19) We want to hear your views

GIVING PEOPLE A BIGGER SAY

1

B&NES Council @bathnes · 3 Sep

Have your say on a series of proposed changes to the planning framework to help address the council's declaration of a Climate Emergency and Ecological Emergency.

For more information and to take part visit: bathnes.gov.uk/current-planni...

The consultations close 8th October

Bath & North East Somerset Council
Inspiring People's Lives

Planning Policy Consultations

We want to hear your views. To take part visit:

www.bathnes.gov.uk/current-planning-policy-consultations

The consultations close on 8th October

TACKLING THE CLIMATE & ECOLOGICAL EMERGENCY

2

B&NES Council @bathnes · 21 Sep

Have you told us your views on the proposed Local Plan Partial Update and Supplementary Planning Documents?

To find out more about the consultations and take part visit: bathnes.gov.uk/current-planni...

The consultations close 8 October.

Bath & North East Somerset Council
Inspiring People's Lives

Planning Policy Consultations

We want to hear your views. To take part visit:

www.bathnes.gov.uk/current-planning-policy-consultations

The consultations close on 8th October

GIVING PEOPLE A BIGGER SAY

1

B&NES Council @bathnes

Have your say on the proposed Local Plan Partial Update and three Supplementary Planning Documents.

To find out more about the consultations and take part visit: bathnes.gov.uk/current-planni...

The consultations close 8th October.

Bath & North East Somerset Council
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Planning Policy Consultations

We want to hear your views. To take part visit:

www.bathnes.gov.uk/current-planning-policy-consultations

The consultations close on 8th October

GIVING PEOPLE A BIGGER SAY

10:25 am · 30 Aug 2021 · Hootsuite Inc.

B&NES Council @bathnes

One week left to give us your views on the proposed Local Plan Partial Update and Supplementary Planning Documents.

To find out more about the consultations and take part visit: bathnes.gov.uk/current-planni...

The consultations close 8 October.

Bath & North East Somerset Council
Inspiring People's Lives

Planning Policy Consultations

We want to hear your views. To take part visit:

www.bathnes.gov.uk/current-planning-policy-consultations

The consultations close on 8th October

GIVING PEOPLE A BIGGER SAY

8:35 am · 1 Oct 2021 · Hootsuite Inc.

Schedule of Social Media Posts

| Date | Post |
|------------|--|
| 01/09/2021 | Have your say (Facebook post) |
| 01/09/2021 | Have your say |
| 01/09/2021 | Somer valley forum |
| 01/09/2021 | Webinars |
| 02/09/2021 | Webinars 1 |
| 02/09/2021 | Webinars |
| 03/09/2021 | Help address the CNE |
| 04/09/2021 | Webinars |
| 05/09/2021 | Have your say |
| 05/09/2021 | Webinars |
| 06/09/2021 | Webinars 1 |
| 06/09/2021 | Webinars |
| 07/09/2021 | Help address the CNE |
| 07/09/2021 | Webinars |
| 08/09/2021 | Bath Area Forum |
| 08/09/2021 | Webinars |
| 09/09/2021 | Have your say |
| 10/09/2021 | Webinars |
| 11/09/2021 | Help address the CNE |
| 12/09/2021 | Webinars |
| 13/09/2021 | Climate and Biodiversity Festival |
| 13/09/2021 | Have your say |
| 13/09/2021 | Webinars |
| 14/09/2021 | Webinars |
| 15/09/2021 | Help address the CNE |
| 15/09/2021 | Webinars |
| 17/09/2021 | Have your say |
| 19/09/2021 | Help address the CNE |
| 21/09/2021 | Have you told us your views |
| 23/09/2021 | Cllr Singleton |
| 23/09/2021 | Help address the CNE |
| 25/09/2021 | Cllr McCabe explains proposed changes to planning policy |
| 25/09/2021 | Have you told us your views |
| 27/09/2021 | Help address the CNE |
| 29/09/2021 | Have you told us your views |
| 30/09/2021 | Have your say on planning policy |
| 01/10/2021 | One week to give us your views |

Response Form

| | | |
|--|--|--|
| <p>Bath & North East Somerset Council Improving People's Lives</p> | <p>Local Plan Publication Stage Representation Form</p> | <p>Ref: _____ (For official use only)</p> |
| <p>Name of the Local Plan to which this representation relates: Bath and North East Somerset Council</p> <p>Please return to Bath and North East Somerset Council BY 23:59 on the 8th October 2021</p> <p>Please note that while anyone can comment on consultations on local Planning Policy documents, we cannot accept confidential or anonymous comments and your name (but not any other details) may be published alongside the comments. For more information on what Planning does with personal information please see the Council's privacy policy and the Planning specific privacy policy.</p> <p>Please send completed forms to post to: Planning Policy Team, Lewis House, Manvers Street, Bath BA1 1JG</p> <p>This form can also be completed online: https://consultation.westofengland-ca.gov.uk/bath-north-east-somerset/1644444/</p> <p>Users who complete the form online will receive a receipt and a link to a PDF copy of the response upon submission. There is also a 'save and return' feature which allows respondents to come back to their incomplete survey response at a later date without losing the information they've already entered as part of their response.</p> <p>Please note that you must have cookies enabled in your web browser to use this feature, and the feature is not available for responses that have already been completed and submitted.</p> <p>If you are having difficulty in submitting representations please contact planning_policy@bathnes.gov.uk or call 01225 39 40 41 (Option 6)</p> <p>This form has two parts – Part A – Personal Details: need only be completed once. Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.</p> | | |

Part A

| 1. Personal Details* | 2. Agent's Details (if applicable) |
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| <small>*If an agent is appointed, please complete only the Title, Name and Organisation (if applicable) boxes below but complete the full contact details of the agent in 2.</small> | |
| Title | <input type="text"/> |
| First Name | <input type="text"/> |
| Last Name | <input type="text"/> |
| Job Title (where relevant) | <input type="text"/> |
| Organisation (where relevant) | <input type="text"/> |
| Address Line 1 | <input type="text"/> |
| Line 2 | <input type="text"/> |
| Line 3 | <input type="text"/> |
| Line 4 | <input type="text"/> |
| Post Code | <input type="text"/> |
| Telephone Number | <input type="text"/> |
| E-mail Address (where relevant) | <input type="text"/> |

Part B – Please use a separate sheet for each representation

Name or Organisation: _____

3. To which part of the Local Plan does this representation relate?

Paragraph Policy Policies Map

4. Do you consider the Local Plan is:

4 (1) Legally compliant

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| Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
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4 (2) Sound

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| Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
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4 (3) Complies with the Duty to co-operate

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| Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
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Please indicate as appropriate

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

(Continue on a separate sheet /expand box if necessary)

Please note in your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

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| <input type="checkbox"/> No , I do not wish to participate in hearing session(s) | <input type="checkbox"/> Yes , I wish to participate in hearing session(s) |
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Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

(Continue on a separate sheet /expand box if necessary)

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Consultation poster

Public Consultation on our Local Plan Partial Update and Supplementary Planning Documents (SPDs)

We are currently consulting on the following documents:

- [Draft Local Plan Partial Update](#) (an update to our Placemaking Plan and Core Strategy relating to issues such as climate and ecology, housing supply, transport and HMOs)
- [Draft Transport and Development SPD](#)
- [Draft Houses in Multiple Occupation SPD](#)
- [Draft Energy Efficiency Retrofitting and Sustainable Construction SPD](#)

The consultations run from **27th August** until **8th October 2021**.

The consultation documents are available to view at:
<http://beta.bathnes.gov.uk/respond-consultation>

A series of webinars will be held in September on key topics in relation to the Local Plan Partial Update and the SPDs. You can check the dates and view the webinars on our webinar web page at:
beta.bathnes.gov.uk/webinars

For more information on how to view and comment on the documents please contact:

- **One Stop Shop Help Desk** in Bath, Keynsham or Midsomer Norton
- Email the planning policy team at: planning_policy@bathnes.gov.uk
- Or call 01225394041 (option 6).

**Bath & North East
Somerset Council**

Improving People's Lives

Appendix 2 - Main Issues raised pursuant to Regulations 19/20

Please see the [separate Regulation 19 Stage Consultation Statement](#) for summaries of the issues raised at the [Launch](#) and [Options](#) stages of Plan preparation

Appendix 2 Key summary comments and Council's responses to Local Plan Partial Update Reg 19 Submission document consultation (Dec 2021)

Report on the Regulation 19 Consultation

| Policy/issue | Key comments and issues raised by respondents | Council's responses |
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| The scope of the Partial Update | <p>Support the Partial update as it is an expedient way to respond to the key issues including addressing the climate and ecological emergency and housing shortfall. However, it does not go far enough.</p> <ul style="list-style-type: none"> • Further housing sites should be allocated to provide a buffer as well as meeting Bristol's unmet needs. Also it should introduce more permissive approach enabling further housing sites to come forward in sustainable locations such as the Somer Valley and Rural areas. • Should introduce more permissive approach enabling further renewable energy schemes and require higher sustainability standards. | <p>Support noted.</p> <p>As this is a partial update and not a new Plan, the scope of the changes is confined to those areas that can be addressed without changing the spatial priorities; the spatial strategy; or the strategic housing and job growth requirements set out in the Core Strategy & Placemaking Plan. The scope of the LPPU therefore needs to be focussed on immediate priorities and must not seek to pre-empt strategic decisions which are the remit of the SDS or significantly change the strategic policy framework of the existing Plan, such as the spatial strategy, key development sites and the plan period. It has replenished housing supply sufficiently to meet the Core Strategy housing requirement (with a degree of flexibility) in accordance with the existing spatial strategy.</p> |
| The scope of the Partial Update an | <p>Not support the Partial update and a full Local Plan Review should have been undertaken within same timescales as WECA SDS.</p> <ul style="list-style-type: none"> • The Partial Update is preventing the LPA from taking forward the new Local Plan in parallel with the SDS and is not the most effective use of limited resources. • Changes proposed are minor and an urgent need to respond to the climate and ecological emergency will be dealt at the national level. • Full review is required under Reg 10A of the Town and Country Planning (Local Planning (England) Regulation 2021. The NPPF 2021 requires reviews to be completed no later than 5 years form the adoption date of a Plan. • Should allocate strategic sites | <p>The partial update is needed in order to address some important issues in the short term. The full review of the Local Plan will be undertaken within the context of and to deliver the WECA Spatial Development Strategy. The full review will address longer term issues. The preparation of the new Local Plan has started and it is anticipated that the Options consultation will take place late 2022. (see Local Development Scheme).</p> |

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| Strategic Policies | <p>Paragraph 21 of the NPPF requires there to be a distinction between strategic and non-strategic policies in a Local Plan. The LPPU states that all policies are ‘strategic’. This is not supported because:</p> <ul style="list-style-type: none"> • The NPPF states that strategic policies should look ahead over a minimum period of 15 years form adoption (para 22) • If strategic policies need updating, then a full Local Plan Review needs to be undertaken | <p>The NPPF states that ‘strategic’ policies are limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. All the policies in the Core Strategy and Placemaking Plan are necessary to address the strategic priorities. The Core Strategy/Placemaking Plan policies have been reviewed and updated as necessary in order to ensure the spatial priorities and spatial strategy/housing requirement can be delivered and to achieve alignment with national policy. The LPPU is an interim plan and wider spatial strategy/longer term requirements will be addressed through the SDS and preparation of a new Local Plan.</p> |
| Duty to Cooperate | <p>The Partial Update fails to properly address the Duty to Co-operate in respect of Bristol City Council.</p> <ul style="list-style-type: none"> • By preparing the LPPU ahead of the adoption of the SDS, the Council will not be accounting for any unmet housing needs from Bristol up to 2029 under the Duty to Co-operate nor any applicable Growth Deal uplifts to the standard methodology for calculating Local Housing Needs. • Bristol City Council can only claim a 2.8 year housing land supply (8,900 home deficit) and the position continues to worsen. No DtC statement with Bristol City Council prepared. | <p>Through the preparation of the SDS the approach to meeting any unmet need arising in Bristol will be derived and planned for through the new Local Plan. It is inappropriate for the LPPU to pre-empt these strategic decisions.</p> <p>The Core Strategy housing requirement included a significant boost over and above the demographic based need. As such it enables people/households to move into B&NES from other areas. Bristol CC have been engaged in the preparation of the LPPU through informal conversations and have had the opportunity to comment formally at key preparation stages. Through this process no strategic cross boundary issues have been identified falling within the remit of the Partial Update and therefore, no statement of common between the two authorities has been prepared.</p> |
| Housing Targets | <p>The Standard Method (648 dwellings pa) should be used rather than the Core Strategy (722 dwelling pa) and take the Bristol’s unmet need. To support this further sites should be allocated.</p> | <p>The partial update is needed in order to address some important issues in the short term. The update will ensure policies conform with NPPF 2021. The Core Strategy housing requirement has been reviewed and is considered to remain an appropriate basis for plan-making. The housing requirement for the longer term (2022-2042) for B&NES will be established through the WECA Spatial Development Strategy (SDS). The new Local Plan will be prepared within the context of and to deliver the SDS. Both the SDS and the new Local Plan will be progressed in a timely manner (see Local Development Scheme).</p> |

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| Overall | Environment Agency: No objection to the publication version of the partial update on the grounds of soundness. Further comments are provided for specific policies and site allocations. | Comments noted. |
| Housing numbers | <p>The proposed site allocations are not sufficient and further sites should be allocated because</p> <ul style="list-style-type: none"> - Over reliance on brownfield sites with site constraints and vitality issues - Need to build some flexibility and buffer - The previously safeguarded land in East Keynsham is not deliverable due to infrastructure requirements <p>The capacity of existing allocated sites in more sustainable locations should be reassessed in accordance with the NPPF 2021 in order to make effective use of land in urban areas including land adjoining Odd Down (Policy B3A).</p> | <p>Housing supply in order to meet the Core Strategy housing requirement has been reviewed and replenished, taking account of deliverability (including assessment of constraints and viability). As such the replenished supply is considered to be deliverable. This includes the safeguarded land at East Keynsham, where transport infrastructure interventions have been updated and set out in the LPPU policy. The replenished supply also builds in flexibility and a buffer in meeting the Core Strategy requirement. Furthermore, the supply has been replenished in accordance with the existing spatial strategy focussing on the effective use of sites in urban areas. It is not appropriate to increase capacity at the Odd Down site (Policy B3A) as evidence shows this would be too harmful.</p> |
| Affordable housing | <p>The Updates does not recognise the unique problems that this area faces or how to tackle these.</p> <ul style="list-style-type: none"> • a critical shortage of affordable housing which continues to worsen, and very limited suitable land space where development can take place. • increasing proportion of older people living in large houses. Many would like to downsize if suitable downsizing options were available. support more self-build housing • increased student population in and around Bath during term time is serving to worsen the local housing crisis even further | <p>It is considered appropriate that the LPPU is based on meeting the Core Strategy housing requirement. Assessment shows that this requirement is greater than that based on the standard method and is based on household growth of a similar magnitude to other assessments of need undertaken since adoption of the Core Strategy. The Core Strategy requirement also includes a significant uplift over and above demographic based need primarily in order to help deliver affordable housing. The housing needs of specific groups will need to be re-looked at and updated through the new Local Plan informed by a Local Housing Needs Assessment that also underpins the SDS.</p> |

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| <p>Discrimination issues</p> | <p>Plans for major shift to mass transport, walking and cycling to reduce transport emissions is discriminatory against people with accessibility issues.</p> | <p>Text to transport policies has been updated to include principles of inclusive design to support the creation of better places that people can live and spend time in, supporting health and well-being. Further updated text includes reference to relevant national guidance supporting access for all. Text also sets out that ‘A transport network with reduced car dominance, where people feel safe and comfortable in public spaces, and with improved bus accessibility, all inherently support mobility for disable people. Wider Policies designed to reduce car dominance of our public spaces aim to ensure inclusive mobility, whilst providing access for those who need a car due to disability.’</p> |
| <p>Viability</p> | <p>Developers’ objections on the proposed policies for sustainable construction, BNG, transport and site allocations based on the viability. Evidence presented does not justify, particularly the policies seek to exceed the requirements set out at national level. Concerned cost assumptions in viability study are too low.</p> | <p>The Viability Study tests the ability of development (typologies and specific allocations) to meet the requirements of policies in the LPPU, alongside adopted Local Plan policies and Community Infrastructure Levy (individually and cumulatively). The Viability Study considers certain site allocations against their site-specific price point and benchmark land value. This shows that the proposed allocations including emerging policies are viable.</p> <p>The Viability Study also shows that development typologies tested with the LPPU policy requirements are viable having regard to the existing use values and price point sales values which are a critical factor in determining the outcome.</p> <p>It is acknowledged that larger flatted schemes are less viable in lower value areas, due to their higher build costs, but these types of schemes generally only come forward where values are higher (i.e. central Bath). Therefore, this would not impact on the ability to deliver the housing requirement or plan strategy.</p> |

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| Zero carbon/ renewable | <p>General support on policies to facilitate a quicker transition to carbon neutrality, and have already identified the lack of planning policy and guidance as one of the barriers to facilitating transition. But it is not enough and the plan should go bolder.</p> <ul style="list-style-type: none"> • These measures should be supported by the public funding/grants. • The targets need to be increased in order to create a more substantial transition towards protecting us and our environment. | <p>The Partial Update is a 'stepping stone' to achieve the carbon neutrality by 2030. It is based on currently available evidence. The full Local Plan which is in the preparation will review the policies and targets in line with the WECA Strategic Development Strategy.</p> |
| Policy CP1 | <p>Policy CP1 sets the EPC C standard. This does not go far enough. This will reduce emissions and improve the quality of some of the areas poorest housing stock. The increase in the standard is justified by the severe threat of climate change and rising energy costs. Environmental strategies should be a priority over aesthetics. Heating buildings is one of the greatest generators of carbon. The restrictions of retrofitting historic buildings make it very unlikely that targets will be achieved. Unless secondary glazing is encouraged historic buildings will continue to leak heat. More flexibility is required for listed homes.</p> | <p>A large amount of retrofitting works can be done to a property without the need for planning permission and therefore the planning system has limited control over retrofitting. Any works to a listed building require listed building consent and the SPD will provide positive guidance to home owners before an application is submitted.</p> |
| Renewable energy | <p>Seems to be some inconsistency in the approach taken. On the one hand the premise of the LPPU is to amend the development plan to address climate change and achieve carbon neutrality by 2030 but on the other hand it cannot specify anything other than what is presented in the Core Strategy, for example revising the renewable energy targets. This raises a question about whether the scope of the LPPU is effective especially considering concerns over addressing development needs over a meaningful and proper plan period?</p> | <p>As the remit of the Partial Update is confined in its scope and is not revising the Core Strategy plan period, spatial objectives or spatial strategy it is not appropriate to review the targets. The monitoring shows the slow uptake of renewable energy schemes up to now and the amended Policy CP3 will facilitate increasing renewable energy in order to help meet the Core Strategy target. The Core Strategy sets a target for 110MW of installed capacity in the district by 2029. Current levels of development in the district amount to only approx. 27MW (Nov 2021). The renewable energy target will be reviewed and revised as necessary in the new Local Plan covering a longer time period.</p> |

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| <p>CP3 Renewable Energy</p> | <p>Resident/Parish Council/Organisation responses (support)</p> <p>General support for the drive to increase renewable energy (including wind, solar and battery storage)</p> <ul style="list-style-type: none"> • Need to address the psychological resistance to changes in our environment e.g a field of wind turbines over Lansdown. • Wind energy is the largest potential source of renewable power in B&NES and equally importantly, will support the grid to fully decarbonise by providing power at different times to solar electricity. • Proper education into the pros and cons of developments and their potential for community enhancement, and the facilitation of solar panels on housing and farming buildings should be given sufficient consideration and support. • There is concern that rural areas will be overwhelmed by development, but at the same time a keen interest in renewable energy use for community benefit is evident from others. • Need to encourage local people to understand the potential positive and negative impacts of different developments and, in particular to see how permitting community benefit projects would very helpful. • Some comments supporting approach by raising objections or claiming that the plan could have been more ambitious and set higher targets, or is overly restrictive for solar energy/that an “areas of search” policy approach is unsuited for solar technology | <p>The monitoring shows the slow uptake of renewable energy schemes and the amended Policy CP3 will facilitate increasing renewable energy. It should be noted that the targets for renewable energy and heat generation are not a cap and are the minimum level to achieve by 2029.</p> <p>The amendments seek to ensure a positive policy approach for determining renewable and low carbon energy installations proposals. The LPPU policy cannot go beyond national policy which still protects areas of national/internal landscape importance. In addition; the proposed amendments set out that balancing plant, or other freestanding energy generation plant, that increases the district’s carbon emissions, (for example those that burn fossil fuels directly, such as gas or fuels derived from oil), will be refused unless it can be demonstrated by the applicant that the proposal is required for the purposes of temporarily supporting energy needs for a specified and limited temporary period of time.</p> <p>The aim of the policy is to provide clear guidance to facilitate appropriate development rather than creating a barrier for solar development. Whilst the policy seeks to direct proposals towards areas of greater landscape potential proposals will be acceptable in other areas (of lower potential) provided that applicants clearly demonstrate that adverse impacts on the landscape can be satisfactorily mitigated (as set out in 1b).</p> |
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| <p>CP3 Renewable Energy</p> | <p>Objection to the policy</p> <ul style="list-style-type: none"> • Object to schemes that do not satisfactorily address the impact on the landscape and scenic beauty of the Cotswolds and Mendip Hill AONB (ie widespread solar panels and wind turbines) • Oppose solar farms which are extremely damaging to the natural environment and wind turbines within the sensitive area of the Chew Valley. Considered alternatives not being discussed. Representation puts forward Roof mounted solar, small wind and hydro as alternatives. • unclear how a lack of support from a Parish Council would impact a proposed wind power application/The NPPF requires that “the proposal has their (the community’s) backing” and this should be included in policy CP3 para 2b rather than omitted. • policy sets the bar very low (at “Low-Moderate”) and could easily lead to an unnecessary (unstrategic) excess of development of wind energy <p>Concern</p> <ul style="list-style-type: none"> • regarding loss of agricultural land for solar farms • The policy as it now emerges is significantly more detailed than the one consulted on earlier this year. • There is no facility to comment on the Landscape Sensitivity Assessment Renewable Energy Development report (2021). The new report does not make any reference to any assessments that may have been done in local areas and referenced in Neighbourhood Plans. • The policy should amended to commit BANES to establish functions that can advise and actively support community led energy schemes rather than merely judging their utility and soundness. | <ul style="list-style-type: none"> • Comment regarding the targets for wind noted. The Core Strategy sets a target for 110MW of installed capacity in the district by 2029. Current levels of development in the district amount to approx. 27MW (Nov 2021) • Updated Landscape Sensitivity Assessment Renewable Energy Development report (2021) published since the Options consultation. This includes greater emphasis on the AONBs. • Policy applies to all forms of renewable energy, as well as other policies within the development plan relating to roof mounted solar and building integrated technologies. In addition, ground mounted solar energy development proposals will be supported where they are not sited on the best and most versatile agricultural land (Grades 1, 2, and 3a) unless significant sustainability benefits are demonstrated to outweigh any loss. • Community support for proposals: Policy CP3 cross references to national policy. Support can be determined through the development management process. Paragraph 99h sets out the details of the NPPF wording and what examples of community support could be (including support from representative organisations, such as Parish Councils). • Comment regarding community led schemes noted, however the role of the LPPU is to define the policy framework in which planning applications for schemes can be determined. • Support and active advice for community initiatives falls outside of the remit of planning policy and is being pursued by other Council departments/partnerships in response to the Climate and Ecological Emergency. |
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| <p>CP3 Renewable Energy</p> | <p>Development industry: The policy should:</p> <ul style="list-style-type: none"> • Use the NPPF definitions of assessing heritage harm and benefit. <ul style="list-style-type: none"> • Encourage community ownership and profit share of renewable energy sources on development sites rather than requiring it <p>Support policy amendment. But concern regarding targets, biodiversity net gain may not be achievable for all sites, landscape approach for solar farms/more flexible approach required</p> | <p>There is no need to repeat national policy in verbatim and other policies in the plan address heritage harm and benefit.</p> <p>Community benefit from schemes would need to be considered on a case-by-case basis. It is common for renewable energy (and indeed most construction) schemes to make use of local contractors or create local employment opportunities, thus creating a benefit.</p> <p>As outlined above, the targets cannot be reviewed through the LPPU. The LPPU however does set out that the target is not a cap. Also landscape potential does not act as a barrier for solar development. Proposals will be acceptable in other areas (of lower potential) provided that applicants clearly demonstrate that adverse impacts on the landscape can be satisfactorily mitigated (as set out in 1b)</p> |
| <p>CP3 Renewable Energy</p> | <p>Request that the policy is supplemented with a statement that explains that applications for development that would not compromise, restrict or otherwise degrade the operational capability of safeguarded MOD sites and assets will be supported</p> <p>Similar response from a resident requesting that consideration of lighting on turbines is added to the policy.</p> | <p>Criteria 2c) allows for this to be considered through the determination of planning applications. It states:</p> <p>c) Avoid or adequately mitigate shadow flicker, noise and adverse impact on air traffic operations, radar and air navigational installations;</p> <p>Policy D8 sets out a number of general principles that apply to all proposals for artificial lighting. The policy framework should be read as a whole. Therefore Policy D8 responds to the issues raised.</p> |

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| <p>CP3 Renewable Energy</p> | <p>AONB and Natural England</p> <p>Support for landscape approach to renewables from Cotswold and Mendip AONB boards and Natural England, as well as the criteria that include the need to protect landscape, biodiversity, heritage, and a range of other interests. The references to the sensitivity of mobile species to renewable energy development, including birds and bats associated with national and European sites, is particularly welcome.</p> <p>Natural England/Cotswold - The policy and supporting text should also more clearly reflect NPPF paragraphs 176 and 177, to clarify that major development within an AONB should be refused, other than in exceptional circumstances, and that renewable energy proposals outside but within the setting of an AONB will need to be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. (Cots suggest different/smaller banding for wind and solar)</p> <p>Natural England – request bat sustenance zones are included on policy map, if available. Also, consider that further policy guidance on what would be an appropriate number and/or density of turbines, and taking account of cumulative and combined effects, may be needed to provide greater clarity for developers and communities and to protect the natural environment</p> | <p>The Council considers that the climate emergency and progress required to reach the Core Strategy target for renewable energy generation are reasons for choosing the landscape areas/bandings within the policy.</p> <p>All proposals would need to meet the test at Policy CP3 1b, which requires accordance with national policy, relating to landscape and visual impacts (including cumulative effects) within nationally important or protected landscapes. The policies of the B&NES Local Plan should avoid duplication of NPPF policies. The policy will be reviewed again through the new Local Plan.</p> <p>Note comments regarding policy guidance on what would be an appropriate number and/or density of turbines, and taking account of cumulative and combined effects. This is addressed in the Landscape Sensitivity Assessment Renewable Energy Development report (2021) to some extent and the need for further policy guidance will be kept under review.</p> |
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| <p>SCR6/SCR7 Sustainable Construction Policy for New Build Residential and Non-Residential Development</p> | <p>General support but could be strengthened.</p> <ul style="list-style-type: none"> • The policy should require the full passivhaus standard • The overheating policy only applies to large scale development when the vast majority of development is of a smaller scale. Most homes are at risk from overheating. • The Future Homes Standards will not achieve net zero. • Additional policy is required to ensure the energy standards set are also delivered. <p>It should be made clear that no new buildings should include fossil fuels.</p> | <p>The policy is informed by currently available evidence and is ambitious in its approach/scope. It is also supported by viability evidence, currently the uplift to passivhaus would render development unviable. However, the sustainable construction checklist will continue to include passivhaus exemption.</p> <p>The policy will be reviewed within the new Local Plan.</p> <p>The sustainable construction checklist will require information on overheating.</p> |
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| <p>SCR6/SCR7 Sustainable Construction Policy for New Build Residential and Non-Residential Development</p> | <p>Objections on the proposed policies. The targets are too high and should be removed. The proposed policy will prevent the delivery of new homes. This is a jump of 140% from building regulations, a similar level to passivhaus.</p> <ul style="list-style-type: none"> • The policy needs to be flexible in its requirements and as technology changes. It places a reliance on MVHR which is impractical and depending on the occupier not always used. • There is no clarity on the inter-relationship between SCR6 and part L. The UKGBC predict an uplift of 3.5%. There is no evidence that SCR6 can be achieved with a 3% uplift. The etude study already includes part L 2021 as the baseline whereas the council has not included this in the viability study. The study excludes costs for connection to a district heating network. • The policy should better account for the decarbonising of the grid. • Building regulations are due to be updated as an interim measure to allow the industry to adapt to the future homes standard in 2025 and Future Building Standards. The policy needs flexibility to reflect building regulations. It needs to be balanced with the ministerial announcement that the FHS will need to balance with the need to tackle the housing crisis. Paragraph 150 of the NPPF states that local requirements should reflect government policy. The FHS/FBS interim uplift will allow industry to adapt. | <p>The FHS will not fully be applied until 2025 and will only result in a 75% reduction. Due to the climate emergency zero carbon construction policies should be required as soon as possible. The proposed policy will set a backstop energy target which would be compatible with a FHS compliant development.</p> <p>Part L 2013 is outdated and below the standard of current good practice. Part L 2021 should be legislated for within the timeframe of the policy and is a more appropriate baseline.</p> <p>The policy will be reviewed in the New Local Plan.</p> |
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| SCR6 district heating | With regard to district heating the predominant technology is gas CHP. It is an economic for most heat networks to install low carbon technologies. Heat networks do not allow for consumer choice. District heating is not naturally better as the carbon depends on heating systems and distribution losses. | Noted. This will be taken into account when the policy is applied. |
| SCR6/SCR7 Sustainable Construction Policy for New Build Residential and Non-Residential Development | <p>General comments</p> <ul style="list-style-type: none"> • How will financial contributions be calculated and transparency on how they will be spent and how they will reduce carbon. • It would be useful if some of the range of technologies that would be acceptable under SCR6 were set out. • Will this policy apply to student accommodation and co-living. | The West of England is currently concluding work on financial offsetting. Guidance will be published on how offsetting will be sought and reflected in the planning obligations SPD. |
| SCR6/SCR7 Sustainable Construction Policy for New Build Residential and Non-Residential Development | <p>(Viability)</p> <p>There are significant viability impacts that need to be tested through whole plan viability.</p> <p>The policy requirements risk compromising the viability of sites that have already been identified for development but have not yet gained permission. The proposed requirements and offsetting have not been fully evidenced or justified. Viability will be difficult on sites with high remediation or infrastructure costs.</p> | <p>Whole plan viability testing which looks at the cumulative impact of all policy requirements has been conducted. (Please see response on page 4 above.</p> <p>The LPPU Viability Study considers a range of scenarios for the cost of zero carbon developments.</p> |
| SCR8 Embodied Carbon | Whole life carbon should be considered when assessing technology options. Panel heaters can be better for the environment (no refrigerants). | <p>The policy does not specify technologies.</p> <p>Currently only evidence is available for sub structures, super-structures and finishes.</p> |

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| SCR8 Embodied carbon | <ul style="list-style-type: none"> • It is unclear how the 900kg/sqm has been calculated. This does not align with the RIBA benchmark. The policy is premature ahead of clear government policy. • The council should not place onerous requirements onto small sites and SME builders who may not have the resources to undertake the required assessments. • The policy is a work in progress and would be better addressed through the full review of the local plan. The London Plan does not specify a score. | <p>The target has been derived from the evidence base which measures the embodied carbon for the substructures, super-structures and finishes.</p> <p>The evidence base does not allow for a lower standard to be set and will be reviewed in the new Local Plan.</p> |
| SCR9 Electric vehicles charging infrastructure | <p>Welcome proposals to provide fast a rapid charging across the district. Air pollution does not just come from exhaust.</p> | <p>Noted</p> |
| SCR9 | <ul style="list-style-type: none"> • Concern over street parking to provide charging. This will result in issues relating to connection, land ownership and management. Policy should only to development providing on site parking. • The governments preferred policy is to require EV under part S of building regulations. This will supersede the councils policy. • The policy should be more clear and specify if active or passive charging is required. • Passive infrastructure is more sensible as technology evolves. The policy needs to be more flexible. 100% active charging may make a development unviable. • Grid capacity is already constrained and improvement to the grid can affect the viability of development. • Standard should be in the local plan not SPDs. • High density schemes may be more suitable for car clubs. <p>The policy should specify where fast and rapid chargers should be sought.</p> | <p>Standards are currently being set through the Transport & Development SPD.</p> <p>It is worth noting that the government has indicated that EV chargers will be required through building regulations from summer 2022.</p> |

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| D8 lighting | General support on policy amendments that lighting must be designed to protect wildlife habitats but the mechanisms for monitoring and reporting should be set out clearly and require new development to improve light pollution. | Comment noted and the policy will be reviewed through the new Local Plan. |
| NE2 Landscape | General good support on the amendment to emphasise great protection for Areas of Outstanding Natural Beauty in line with the NPPF. However, Natural England and AONB boards recommend reflecting the new NPPF (paras 176 and 177) fully considering the issue of major development and the setting of AONBs. | Comment noted. The policies of the B&NES Local Plan should avoid duplication of NPPF policies. The policy will be reviewed again through the new Local Plan. |
| NE3 Sites, Habitats and Species | General strong support on the clarity provided by the amended wording of Policy NE3 and further comments include: <ul style="list-style-type: none"> • Need a better implementation & monitoring framework • Need to set out how the ecological value of land and the benefits from a proposed development will be measured. • Para 3 (opportunities to replace or offset losses to “at least equivalent or greater ecological value) - How will this be measured? Should we be measuring ecological quality rather than value? • Welcomes new wording in para 4 and inclusion of text in glossary setting out irreplaceable habitat examples. • Widening the application of this policy to wildlife habitats which fall outside of the specifically protected areas listed. • S. Glos support NE3 and agree that it is helpful to set out the very limited circumstances where development impacting on irreplaceable habitats could be acceptable. | NE3 seeks to protect ecological features; it also will be addressed in part by Biodiversity Net Gain (BNG) requirements. BNG policy and BNG Supplementary Planning Document will provide further guidance on the application and implementation of BNG (to offset losses) and uses specific measures of quality (habitat condition) and value using the BNG metric. |

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| <p>NE3 Sites, Habitats and Species</p> | <p>Developers' objections:</p> <ul style="list-style-type: none"> • The revised policy is ambiguous and more onerous than that contained in paragraph 180 of the NPPF which already offers a high level of protection to irreplaceable habitats such as ancient woodland and ancient or veteran trees. • No definition is provided for a 'juvenile sustenance zone'. Such habitat (if it is a reference to bats) is not necessarily 'irreplaceable' and may be recreated through design. The reference to priority grasslands and juvenile sustenance zones should be removed from policy NE3. • The definition of 'irreplaceable habitats' not clear <p>The NPPF does not prevent development where there is harm to biodiversity, but rather seeks to establish if alternatives could be less harmful in the first instance. The NPPF2021 allows for a balanced planning judgement to be taken rather than a blanket moratorium on development. For policy NE3 to be sound it should follow the wording set out at paragraph 180 (criteria a-d) of the NPPF2021.</p> | <p>Comments noted – but considered the policy wording provides clarity. Glossary and Policies Map show priority habitat and bat sustenance zone. Irreplaceable habitat has been defined in glossary and approach is consistent with NPPF/ BNG emerging guidance and UK Good Practice Guidance.</p> <p>The bat sustenance zone on edge of Bath is considered to be irreplaceable habitat because the zone can only extend a limited and set distance from SAC and there is limited undeveloped land/habitat in this zone – hence why it is irreplaceable.</p> <p>Policy NE3 does not impose a moratorium on development and sets out wholly exceptional circumstances where harm/negative impacts could be justified (planning balance – public benefit outweighs loss).</p> |
| <p>NE3 Sites, Habitats and Species</p> | <p>Natural England Support policy however highlight that changes involved the deletion of previous references to protected species and so recommend adding the following paragraph to NE3(suggested in an earlier version of the draft policy): <i>'For protected species this means: Adverse impacts on European, UK protected species, UK Priority and locally important species must be avoided wherever possible (i) subject to the legal tests afforded to them, where applicable, and (ii) otherwise, unless the need for and benefits of the proposed development clearly outweigh the loss and iii) where impacts have been minimised; and it can be demonstrated that it is possible to mitigate and compensate for any loss.'</i></p> | <p>The agreed text was omitted in error. Therefore, the text is proposed to be amended for consideration by the Inspector. Please see the schedule of errata to the pre-submission Draft Plan.</p> |

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| NE3 and HRA Sites, Habitats and Species | Wiltshire Council has no substantial concerns relating to the conclusion of the appropriate assessment. However, the in-combination assessment should consider the Wiltshire Housing Site Allocations Plan (Adopted Feb 2020) (WHSAP), particularly allocations at Trowbridge which were considered to have potential adverse effects on the Bath and Bradford on Avon Bats Special Area of Conservation (SAC). E.g. effects through recreational pressure at woodlands used by breeding Bechstein's bats. | This point was not raised by Wiltshire Council previously through DtC conversations. However, the HRA (Appendix C) has been amended and updated at submission to include assessment of the in-combination effects of the WHSAP. The updated HRA has been discussed with Wiltshire Council. |
| NE3a Biodiversity Net Gain | This target is notably higher than those presented by legislation at this moment in time and should be robustly tested by a local plan viability assessment to ensure that it is a realistic requirement to impose on applicants. | The Policy requires at least 10% Biodiversity net gain which is in line with the Environment Act requirements. Introducing it earlier in B&NES is justified by the ecological emergency. The Viability Assessment tests the policy requirements. |
| NE3a | Environment Agency welcomes the addition of this policy. This is rapidly becoming an important tool in ensuring LA's and developers contribute to preserving and enhancing biodiversity at a local level in accordance with the aspirations of the NPPF and 25 Year Environment Plan. | Comment noted. |
| NE3a Biodiversity Net Gain | Part 5c (the need for biodiversity net gain to be managed in perpetuity for a minimum period of 30 years) is not justified and is unsound, recommend amendment as follows: c Thirdly, Biodiversity Net Gain will be delivered through the appropriate means. | Disagree. The Policy is in line with the Environment Act requirements. |

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| <p>NE5 Ecological networks and Nature Recovery</p> | <p>General enthusiastic support on the overall principle of protecting ecological corridors and acknowledge that the principle of this policy aligns with the NPPF (2021).</p> <p>With further comments as below:</p> <ul style="list-style-type: none"> - The Nature Recovery Networks (figures) illustrated at Annex 1 of the Local Plan Partial Update is unclear and ambiguous therefore the policy cannot be read clearly. <p>In order to meet the Government’s objective of significantly boosting the supply of housing, it may not always be possible to retain all ecological habitats. In such instances, suitable mitigation may be acceptable. The policy should be reworded providing more flexibility</p> | <p>The Nature Recovery Network is shown on the Policies Map as nine separate layers and was published for consultation under Reg 19. Therefore, it is not unclear or ambiguous. Policy expects that development maintains or helps create ecological habitat and is not a blanket prevention of development.</p> |
| <p>NE6 Trees and Woodland Conservation</p> | <p>General support the inclusion of ancient and veteran trees within of Policy, however the overall scope of the policy is inadequate to address Trees and Woodland Conservation because</p> <ul style="list-style-type: none"> (i) individual or groups of trees are not covered by current national planning policy guidance and (ii) it needs to safeguard from development the important function of hedgerow trees in habitat corridors. <p>By limiting its scope of policy NE6 to ancient and veteran specimens’, the LPPU fails to properly reflect national policy for Trees and Woodland Conservation.</p> | <p>Policy NE6 has been updated in line with NPPF. It will be further reviewed and updated in the new Local Plan (once the Trees and Woodland strategy/delivery plan has been prepared).</p> |

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| CP7 GI | <p>Natural England welcomes updated Policy CP7 and new supporting text, which is consistent with the WoE Joint GI Strategy and recognises the multiple functions and range of nature-based solutions that well planned green infrastructure can provide – the policy is also clear about GI requirements that will apply to new development within the district.</p> <p>Welcome the inclusion of the strategic GI projects within B&NES, which align with nature recovery and other plan objectives such as improved health.</p> | Support noted. |
| CP7 GI | <p>Environment Agency’s comments on the B&NES Bath River Line Project consultation should be taken into account for any site allocations that are impacted by the proposals.</p> | The B&NES Bath River Line Project has informed the site allocations. |
| CP7 GI | <p>General support on the proposed changes which place existing and new GI at the centre of the Council’s plan for delivery of nature recovery and healthy and sustainable communities.</p> <p>Concerned about lack of proper emphasis on the importance of supporting sustainable local food production. The LP must comply with the WECA GI Strategy including ‘support sustainable and local food production.’</p> | Comments noted. New Local Plan represents the best opportunity to help facilitate delivery of the WECA GI Strategy and comprehensively consider local food production. |

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| <p>NE1 (Green Infrastructure)</p> | <p>Significant support on the policy encouraging the delivery of green infrastructure that is focussed on nature-based solutions, linked to strategic GI initiatives (inc the Environment Agency), and that provides new connections between existing and/or new habitats.</p> <p>With further comments as below:</p> <ul style="list-style-type: none"> • Policy should include a requirement for a suitably qualified and/or experienced ecologist to be involved in: preparing GI plans and site masterplans for major development; advising development management decisions on conformity of proposed GI with amended Policy NE1, clause 1 (parts a, b, and c); and monitoring delivery of effective GI on completion of development. • On-site provision such as allotments should be considered before off site contribution. <p>NE1 should include the protection of mature garden spaces, including allotments, especially where they form a local Green Corridor. Urban gardens are positively contributing to the preservation of species</p> | <p>The LPPU is limited in its scope and there will be further opportunities to consider these issues more widely. Placemaking Plan Policy LCR9 (which remains extant) requires that where new development generates a need for allotments these should be provided on site or through enhancing existing provision and where this cannot be achieved provision/contribution should be made in accordance with the standards set out in the Green Spaces Strategy.</p> |
| <p>NE1</p> | <p>Environment Agency welcomes the inclusion of reference to “nature based solutions” in this policy. We note 283a (Bath River line), 283d (Water Space Connected) and 283e (River Chew Connected, this is useful as it clarifies how the projects interact together to deliver overall benefits rather than being standalone initiatives.</p> | <p>Comment noted.</p> |

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| <p>GB2 Development in Green Belt villages</p> | <p>Supports identification of infill boundary for villages (residents) except:</p> <ul style="list-style-type: none"> - Burnett uses the boundary of the village in one section, rather than the edge of a property as was the case in the other villages in the Parish. (Compton Dando PC) - The infill map for Queen Charlton should be in-line with the Conservation Village boundary (Compton Dando PC) - the proposed Infill Boundary could not be justified for a small village such as Chelwood. (Chelwood PC) - Infill boundary should follow the HDB -) the excluded land forms part of the curtilage of an existing property (Brook House) and is not simply separate unrelated 'land west of Brook House' (Combe Hay) | <p>The infill boundaries for these villages have been defined consistently through applying the devised criteria/methodology. No changes are proposed.</p> <p>Chelwood meets the agreed definition of a village and therefore, an infill boundary is defined which helps delineate the extent of potential infill development. No change proposed.</p> |
| <p>GB2 Development in Green Belt villages</p> | <p>Policy wording should include a statement which makes it clear that infill boundaries provide a strong indication rather than a certainty that development is acceptable.</p> <p>Interpretation on "limited" is inconsistent with the NPPF. Your view, unchanged from the Core Strategy, is that development in Green Belt villages should be limited to infill whereas the phrase in the NPPF para 149 is that limited infilling in villages may be acceptable. The NPPF phrase indicates that development in villages has to be infill, but that not all infill sites need be acceptable, the inference being that matters should be dealt with on a case by case basis.</p> | <p>GB2 seeks to define the areas where infill development that meets the definition of "infilling" in the Core Strategy would be acceptable in principle to help to avoid dispute over whether particular sites are covered by infill policies and provide certainty as to where new buildings would be acceptable in Green Belt settlements, subject to other material considerations/policies within the Development Plan (e.g. transport or character related issues)</p> <p>The infill opportunities that be brought forward within the defined infill boundaries will be limited in their scope and scale. No change is considered necessary to the policy.</p> |

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| <p>GB2 Development in Green Belt villages</p> | <p>Developers' objections</p> <ul style="list-style-type: none"> • Consistency with NPPF intention raised • on the boundaries to include some potential development sites promoted by developers. • Revised policy risk development coming forward in unsustainable locations that would be predominantly reliant on car travel • Not necessary to have village boundaries nor infill boundaries to facilitate sustainable development. Counter intuitive to the Green Belt policy in the NPPF2021 that we now find they are to be replaced with 'defined infill boundaries' which amount to one and the same | <p>NPPF2021 references limited infilling in villages 'washed over' by the Green Belt as not being inappropriate development. No reference to village (infill) boundaries is made in the NPPF. However, the infill boundaries defined delineate those parts of the village where development could meet the Core Strategy (and LPPU) definition of infill. As such the infill boundaries and associated policy do not restrict development nor facilitate unsustainable development any more than national policy.</p> |
| <p>CP9 Affordable Housing</p> | <p>Expect that future First Homes policy will be included in the Full Local Plan Review.</p> <p>No proposed changed to CP9 – reiterate comments made in Reg.18 consultation. Would highlight that it is important that CP9 directs readers to most up-to-date definition for Affordable Housing (AH) found at Annex 2 of the NPPF. CP9 should reflect NPPF in encouraging more diverse housing stock, while enabling delivery of sufficient numbers of housing to improve ability of developers to deliver an appropriate and higher quantum of AH.</p> | <p>A full review of the Local Plan will be undertaken alongside the WECA Spatial Development Strategy (SDS) which is scheduled for publication in 2023. Affordable housing policies will be reviewed under the New Local Plan.</p> |

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| H2 HMO | <p>General support for policy amendments. Where respondents do not support the policy, it is considered that:</p> <ul style="list-style-type: none"> • There should be a complete ban on all HMOs. • HMO EPC (C) requirement does not go far enough. • Policy should include restriction on change of use close to primary schools • Current concentration threshold too high, room size standards should be stricter and concentration should be measured using population figures rather than properties. | <p>Complete ban considered too restrictive. EPC requirement aligns with government consultation for EPC for domestic properties (EPC C by 2028). Primary school issue to be reviewed through New Local Plan. Concentration and standards dealt with through HMO SPD update.</p> |
| H2A PBSA | <p>Objections from developers and student accommodation providers, including:</p> <ul style="list-style-type: none"> • Objection to prioritisation of conventional housing development over PBSA. • LPPU does not include sufficient PBSA off-campus/in-city allocations to meet demonstrable need (including current shortfall), therefore not encouraging conversion of some HMOs back into general housing use. • Objection to requirement for applicants to evidence need via a formal agreement between developer and educational provider. Nomination agreement requirement should be more flexible, allowing for need to be demonstrated in other ways (I.e. demand survey). <p>C3 development not feasible on some development sites, therefore PBSA should be allowed instead.</p> | <p>Core Strategy housing requirement specifically excludes student accommodation.</p> <ul style="list-style-type: none"> - Transfer from HMOs to PBSA not considered comparable due to cost differences. (Please see Topic Paper for PBSA and HMO cost comparison.) - Nomination agreement considered appropriate way of controlling location of development based on needs of educational establishments. - Parking standards to be changed to maximum requirement, which should increase feasibility of C3 residential use on sites. |

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| H2A PBSA | <p>General comments from residents:</p> <ul style="list-style-type: none"> • All student accommodation should be located on campus. • Legally binding contract between developer and university required. • PBSA often built on brownfield land better suited to general housing or employment / commercial uses. • PBSA should not be allowed in areas of HMO high concentration. • Conditions should be attached to permissions for general flats preventing them from being turned into student accommodation. • Assumption that students from HMOs will live in PBSA not accurate – PBSA is too expensive and controlled. • Lack of student accommodation should be dealt with prior to any university expansions | <p>General comments noted.</p> <p>Allowing off-campus PBSA where demonstratable need via nomination agreement considered appropriate.</p> <p>HMO concentration levels dealt with in HMO SPD.</p> <p>Agree that transfer from HMO to PBSA not appropriate to be included in strategy due to significant cost differences.</p> |
| H2A PBSA | <p>University of Bath comments:</p> <ul style="list-style-type: none"> • Policy should recognise the significant socio-economic benefits that can arise with PBSA developments integrated into a City context, notably where they form part of a mixed-use scheme. • Policy should be made clear that reference to allocated sites in part A includes the University’s campus. <p>Bath Spa University comments: General support for policy – in line with university strategy.</p> | <p>Comments on overall strategy noted.</p> <p>Reference to allocated sites considered sufficient. Reference to campus in supporting text (para 320c).</p> |

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| H7 Accessibility | <p>Developers' objections based on</p> <ul style="list-style-type: none"> • Viability • PBSA developers raised objection to the application of this policy to student and co-living developments. <ul style="list-style-type: none"> ○ The requirements for student age group are different from general population, ○ Part M of the Building Regulations does not apply to PBSA buildings ○ London Plan had to reduce the requirements through the hearings. | <p>The Viability Assessment tested the housing accessibility standards as set out in the SHMA and concluded that the policy requirement could 'be absorbed with little impact on residual land values'.</p> |
| LCR6 New and replacement sports and recreational facilities | <p>Artificial sports pitches consisting of fossil fuel generated plastics in significant amounts have a lasting and deleterious effect on the environment. These should be excluded by a policy that declares and environmental and climate emergency.</p> <ul style="list-style-type: none"> • Applications for any (3G) artificial plastic pitch should be accompanied by an Environmental Impact Assessment (EIA). | <p>The Town and Country Planning (Environmental Impact Assessment) Regulations 2017) Schedule 2 sets out descriptions of development that require an EIA and artificial pitches are specifically listed. However, the revised policy requires a management plan outlining the materials used and considering potential sources of pollution from the installation phase through to end of life, including disposal.</p> |

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| <p>ED1B Change of Use & Redevelopment of Office to Residential Use</p> | <p>Listed building owners suggests policy should only relate to purpose-built offices and commercial buildings:</p> <ul style="list-style-type: none"> Given Class E use and Class MA flexibility, 'strong economic reasons' test should not apply to Bath listed buildings office conversions to Use Classes C2, C3 and C4. This helps listed buildings to remain occupied; such a policy change would respond to reduced demand for Listed /cellular layouts and result in increased housing supply. This is in line with Policy B2 (Bath Central Area) and CP12 (town centres) supporting high density housing in town centres and Policy H3 text regarding residential in commercial buildings. | <p>The Council's Economic Development Strategy seeks to stimulate a more productive, competitive and diversified economy across the District and promotes a higher value added economy where indigenous companies are retained and able to grow.</p> <p>Bath has experienced a significant decline in the availability of office floorspace in recent years. The net loss of floorspace far exceeds policy provision. This was a key reason for the Council introducing an Article 4 direction in 2019 in Bath that prevented existing offices being converted to residential uses through the prior approval process. This Article 4 Direction is no longer applicable as under the GPDO prior approval rights do not apply to Bath (World Heritage Site). The policy to protect office floorspace, in the circumstance where there has been a significant net loss of floorspace remains critical to the Council's economic strategy.</p> |
| <p>ED2A Strategic (*) and Other Primary Industrial Estates</p> | <p>General support</p> <p>Notes there has been an increase in demand for industrial space and limited opportunities to provide new industrial land, especially in Bath.</p> <p>Recognises the importance of the Strategic Industrial Estates.</p> <p>Will be bringing forward the Bath Business Park at Peasdown St John for the permitted uses in the near future</p> | <p>Support noted</p> |

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| <p>ED2A Strategic (*) and Other Primary Industrial Estates</p> | <p>Not support the proposed changes to the policy.</p> <ul style="list-style-type: none"> • Conflicts with NPPF which supports development of under utilised land and brownfield land for housing. • Policy approach has not been successful over the course of the plan period to date. • No evidence exists to demonstrate increased demand for industrial land. • Policies are focussing on protecting the loss of existing floor space (counteracting market trends), but do not encourage the development of new employment space. • Primary concern lies with the fact that all of the criteria are required to be met. A building which has been unsuccessfully marketed could be protected simply because the sector which does, or could, occupy the site is experiencing a period of growth. • It is not considered appropriate to protect all existing industrial land because the overall stock of industrial land has decreased over the plan period. • Does not provide flexibility to allow industrial sites no longer viable, even if there is general market demand. <p>Pragmatism and flexibility needed to respond to housing supply shortfalls within the plan period</p> | <p>Comments noted.</p> <p>The NPPF para 81 states “Planning 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.”</p> <p>Evidence shows that there is demand for industrial floorspace.</p> |
| <p>ED2A Strategic (*) and Other Primary Industrial Estates</p> | <p>The LPPU draft allows for higher value uses in the Somer Valley Enterprise Zone to enable delivery of the site. This shows there is uncertainty over viability of the EZ. The proposed change of use on the EZ could undermine the Council’s ability to meet demand for industrial floorspace in the Somer Valley and district.</p> | <p>Comment Noted.</p> <p>The Somer Valley EZ site is already allocated in the Placemaking Plan to provide a long term supply of industrial land. The proposed reference to some additional uses only relates to small element of the site and would not undermine meeting demand for industrial floorspace (this will also be secured through the LDO).</p> |

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| <p>ED2B: Non-strategic Industrial Premises</p> | <p>Not support the proposed changes to the Policy to strengthen the protection of industrial sites.</p> <ul style="list-style-type: none"> • The LPPU text says <i>‘However, there are strong economic reasons why other uses on these sites would be inappropriate because of the significant loss and lack of supply of industrial land.’</i> This does not apply to areas outside Bath eg Somer Valley where there is good supply of industrial land and buildings, not being taken up. • Council do not set out compelling reasons for protection of land however require applications to do so and marketing. ED2B protection is as effectively as strong as for strategic sites. • New use benefits may outweigh loss of industrial premises, that may be redundant. • New policy test will blight premises and lead to economic loss. | <p>Comments noted. The policy has been strengthened to reflect the latest national policy (NPPF 2021); the significant losses of industrial land that have occurred since 2011; and the increased demand for industrial accommodation.</p> <p>Maintaining a supply of industrial floorspace is critical to the Council’s economic strategy.</p> |
| <p>CR3: Primary Shopping Areas and Primary Shopping Frontages</p> | <p>Objection on the retention of this policy which sets out a presumption against the change of use of shops to another use.</p> <ul style="list-style-type: none"> • Goes against Government’s intention to provide flexibility in High Street and relaxation /prior approval rights. • NPPF (2021) no longer requires Local Plans to define primary or secondary frontages Should replace policy approach with a development management regime • Demand for shops will decline but new uses including education, health leisure can generate footfall. | <p>The new use Class E has introduced flexibility. Where planning permission is required the policy allows for change of use from shops to other uses which maintain or provide active ground floor uses and make a positive contribution to the vitality and viability and diversity of the centre.</p> <p>The town centre designations will be reviewed as part of the full Local Plan Review.</p> |

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| <p>CR3: Primary Shopping Areas and Primary Shopping Frontages</p> | <p>Concern re impact of change of use from shops to restaurants etc. and level of change. Considers Milsom Street is in danger of losing its historic reputation for being the premiere shopping street.</p> | <p>Comments Noted. Recent changes to the use class order mean that shops are now within the same use class (Class E) as restaurants and certain other typical town centre uses including gyms, creches and offices and therefore do not require planning permission for change of use.</p> |
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| <p>ST1 Promoting sustainable travel</p> | <p>Good support on the proposed policy. However, the following issues/comments raised:</p> <ul style="list-style-type: none"> • Lack of practical measures to reduce car usage, particularly in rural areas, or reference to measures which could/should be introduced and overambitious attempts to achieve mode shift. If it does not happen, it causes more traffic congestion. • Too much emphasis on walking and cycling, as unrealistic to make a meaningful difference. Recognise difficulties that some people face in using Active Travel. • More focus on Public Transport needed. • Comments related to the reference to Workplace Parking Levy. | <p>It is important that practical measures to enable mobility without reliance on the use of the private car are brought forwards. However, practical measures is in the scope of the Joint Local Transport Plan (JLTP), rather than the LPPU, and therefore not discussed at length in the LPPU.</p> <p>Since the adoption of the Placemaking Plan (2017), the Council has declared a Climate Emergency. The urgency and ambition to achieve mode shift has been set as a corporate priority through the Climate Emergency declaration. LPPU policy needs to match that ambition, and further work through JLTP and other transport programmes such as Liveable Neighbourhoods needs to support delivery against these targets.</p> <p>Addressing the car reliance of rural areas is a key part of our wider transport work through the JLTP. We recognise that there are inherent differences in accessibility throughout the District, and the wording of the policy allows the context of differences in accessibility across the district to be incorporated in the application of the Policy. This is also true for the Transport and Developments SPD</p> <p>Walking and cycling need to be the first choice for local journeys, and we need to enable that to happen through a variety of approaches, including the LPPU Policies.</p> <p>We recognise that they will not be feasible modes for some journeys or people, and our approach to transport is holistic, and includes a wide range of modes, including public transport, to give people travel choices.</p> <p>The proposed ST1 policy wording includes multiple references to sustainable modes, which includes public transport, and point 12 specifically refers to providing access to high quality public transport. Our JLTP programme includes a substantial amount of work on public transport.</p> <p>Reference to measures such as the Workplace Parking Levy were specifically included to make the point that further interventionist</p> |
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| | | measures may be needed to deliver the Climate Emergency targets. It does not form a policy statement, and any introduction would be subject to due process including consideration of options. |
| ST1 Promoting sustainable travel | Object to overambitious attempts to achieve mode shift, on the grounds that if it doesn't happen there will be more traffic congestion, affecting the economy and efficient movement of people and goods. Specific objection to balance of policy away from providing new road capacity. | Since the adoption of the Placemaking Plan (2017), the Council has declared a Climate Emergency. The urgency and ambition to achieve mode shift has been set as a corporate priority through the Climate Emergency declaration. LPPU policy needs to match that ambition, and further work through JLTP and other transport programmes such as Liveable Neighbourhoods needs to support delivery against these targets. |
| ST1 Promoting sustainable travel | EV charging <ul style="list-style-type: none"> • How can it be provided for existing older housing • Insufficient to meet para 589 objectives • Include standards in the LPPU | The LPPU and T&D SPD applies to new development, and re-development, and therefore providing EV infrastructure for existing housing is not within the scope. As set out in the T&D SPD, this policy is just one part of wider strategies to support the transition. The LPPU sets the principal of delivering EV charging, which will need to be demonstrated through application of the standards in the T&D SPD. This is part of the wider decision to include Parking Standards in the Transport & Development SPD, discussed under ST7. |
| ST1 Promoting sustainable travel | Point 3 of the Policy requires a higher standard than NPPF, in requiring a betterment of the existing highways network. | Point 3 is not substantively re-worded from the 2017 Placemaking Plan, only adjusted for grammatical reasons. The Policy as currently or previously worded does not require a betterment of the highways network. |
| ST1 Promoting sustainable travel | Considers that wording of "realistic travel opportunities" is unclear and ambiguous as it is not defined, and therefore not in line with the NPPF. | It is not appropriate to rigidly define terms in the LPPU, particularly as context is key to application of policy. This is in line with the NPPF approach, e.g. the word "severe" is deliberately un-defined within the NPPF, as are multiple other terms. The supporting text and the Transport and Developments SPD includes guidance on B&NES' expectations for sustainable transport, which can be applied, as can a range of additional guidance produced by professional bodies such as the Chartered Institute for Highways and Transportation (CIHT). |

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| ST1 Promoting sustainable travel | Reference to location would change ST1 from DM to Strategic Spatial Policy – not in scope of LPPU | Location is a key point in the accessibility of a site, and therefore the acceptability of development proposals. This policy does not seek to change the Spatial Strategy, but it is intended to provide additional weight to location in terms of accessibility in the planning process. This would apply to unallocated sites, and sites that may be broadly in line with the Spatial Strategy, but specific locations may be challenging to provide suitable accessibility. |
| ST1 Promoting sustainable travel | Concern with removal of reference to impact of through traffic (para 582) & east of Bath P&R. | The removal of this text is not intended to indicate that issues of through traffic, including north-south and use of Cleveland Bridge, or volumes of traffic heading into Bath from the east, are no longer important issues to B&NES. The text was removed as it was considered to be more appropriate to explore solutions to these issues through JLTP rather than the LPPU. |
| ST1 Promoting sustainable travel | Para 589 Unsound to “codify” the traffic management in Queens Square without reference to other elements of CAZ. Don’t include statistic re travel in Bath – addressing this is insufficient to address Climate Emergency. | This paragraph seeks to set out the importance of Climate Change and Air Quality to our transport approach. Each element of the paragraph is accurate and establishes the context for the LPPU approach. However, it does not establish the plan for addressing Air Quality, simply referencing what is being done. B&NES does not consider that inclusion in this text commits the Council to the transport approach in the longer term, which seems to be the concern of the comments, and therefore deletion is not necessary. The inclusion of travel statistics does not state that this is the only thing necessary to address the Climate Emergency. |
| ST1 Promoting sustainable travel | Reference to Climate Emergency Targets and discussion over the targets themselves. | These are not set by the LPPU, they are referenced for context. The Council is fully committed to the target of Carbon Neutrality by 2030 and will keep progress towards this target and our approach to transport under review. |

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| ST2 and ST2a | <p>General support, but</p> <ul style="list-style-type: none"> • Active Travel measures are not ambitious enough. • Leisure routes are not suitable for lighting and should therefore be seen as an optional extra. | <p>The LPPU policy strengthens the equivalent Placemaking Plan Policy, and will be supported by the T&D SPD which includes substantial detail on Active Travel. The LPPU itself is not the vehicle to propose active travel schemes.</p> <p>We recognise that in some cases there may be environmental considerations which influence the design of active travel routes, and engaging with a range of stakeholders is key to developing quality route design, as set out in the T&D SPD. However, the leisure route network is important in terms of facilitating active lifestyles, providing access to the countryside and supporting the health and wellbeing of our population. This contribution made to our overall objectives means that these routes are seen as an integral part of the transport network. Policy does not promote leisure routes instead of utility routes, but as well as.</p> |
| ST2A Active Travel Routes | Want reference to Scholars Way in ST2A. | It is not appropriate to refer to individual routes in an overarching policy. Scholars Way is one of a programme of Active Travel routes and is in the successful CRSTS. |
| ST3 Transport infrastructure | New roads should be considered to reduce traffic impact, air pollution and address Climate Emergency. | To address the Climate Emergency requires a major rebalancing of the transport network in favour of sustainable travel. This includes prioritising sustainable transport schemes over building new road capacity. ST3 does not preclude building additional road capacity, but requires sustainable alternatives to be fully investigated and commensurate improvements to sustainable modes to be provided, in the event that traffic capacity schemes proceed. |
| ST3 Transport infrastructure | Reference to specific transport measures. | This is in the scope of the Joint Local Transport Plan (JLTP), rather than the LPPU, and is therefore not discussed at length in the LPPU. |
| ST3 Transport infrastructure | Transport infrastructure needs have been under-estimated in the past and should be rectified. | This is not within the scope of the LPPU. Existing and historic transport issues should be addressed in JLTP. |

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| ST3 Transport infrastructure | Need to completely remove allowance for increase in traffic capacity. | The ST3 Policy seeks to balance the transport network in favour of sustainable modes, and would require robust analysis demonstrating that a road scheme is appropriate. This effectively creates a presumption against increasing traffic capacity. However, there are potentially instances where increasing traffic capacity could benefit sustainable travel, e.g. removing traffic from a town centre, and therefore it is not considered appropriate for the Policy to fully preclude providing increases in traffic capacity. |
| ST3 Transport infrastructure | Need to balance transport with quality of public realm | This is appreciated and details of this balance will need to be considered on a case by case basis. In many cases, quality of transport provision and of public realm are intrinsically linked. |
| ST5 Traffic Management Proposals | Generally support, but may be circumstances where a scheme cannot deliver and recommends more flexible wording. This specifically relates to replacing “should aim” with “will be expected”. | This was revised to provide greater onus on achieving the required outcomes, rather than simply aiming for them. It is considered reasonable, and typically these are not unreasonable expectations. |
| ST5 Traffic Management Proposals | Unclear what a “trial basis to enable changes to be made in consultation with the Council and Community means” | Experience through the pandemic shows that it is often more effective to consult on schemes that are implemented on a trial basis, to show people how the scheme would work in practice, than traditional consultation methods. Schemes can be retained, amended, removed based on observed operation and consultation responses. |
| ST6 Transport Interchanges | Objections to removal of P&R sites from the Green Belt (see comments relating to SB26 below for more detail). | Exceptional circumstances set out in Topic Paper. Proposed development inappropriate development in the GB therefore Council unable to allocate sites for proposed uses without removal of sites from GB. Other reasonable options to be submitted with Submission documents. Policy SB26 sets out specific allocation requirements relating to design, biodiversity etc. |
| ST6 Transport Interchanges | Reference to new P&R to the east of Bath should be retained. Land to the south of Keynsham could provide good P&R facilities. Interchange on A37 should be considered. | Comments noted. Transport interchange facilities currently proposed and can be delivered at existing Bath P&R sites (see also response to ST1/para 582 comments above). |

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| ST6 Transport Interchanges | <p>Concerns relating to environmental/visual/heritage impacts arising from type of development proposed and increased light spill (see also comments on SB26).</p> <p>Various transport related comments concerning congestion increases, opening times of hubs, proposed facilities, design details, impact on adjoining uses, climate change.</p> | <p>Criteria set out at policy SB26 seeks to control issues such as landscape & visual impact (including on the WHS), type of uses, etc. More detailed elements (i.e. opening times, design etc) to be considered at planning application stage and are outside the scope of the LPPU. The LPPU should be read as a whole and Policy D8 relating to lighting is relevant.</p> |
| ST7 Transport requirements for managing development | <p>The LPPU as proposed is unsound due to the removal of policies relating to Sustainable Travel including Parking Standards from the Local Plan and placing them in a Transport Supplementary Planning Document. This will prejudice achieving the CE and carbon neutrality objectives due to the lesser authority of the SPD and the absence of rigorous examination thereof within the LPPU.</p> | <p>This issue has been considered at length and on balance it has been decided to transfer parking standards into a SPD. This approach is common across the UK, including elsewhere in the West of England. This will give us the agility for our parking standards to be adjusted if needed in future to respond quickly to any changing needs in the context of the Climate Emergency and rapidly changing travel patterns and transport trends.</p> |
| ST7 Transport requirements for managing development | <p>Placing detailed Policy related to Travel Plans into an SPD gives it lesser weight and does not accord with the Climate Emergency</p> | <p>The PMP and LPPU both include a requirement for developments to provide Travel Plans. This does not change and therefore weight remains the same. It would not be appropriate to provide guidance on Travel Plans in the LPPU, and therefore inclusion of guidance in the SPD strengthens the commitment to Travel Planning.</p> |
| ST7 Transport requirements for managing development | <p>Support the approach taken and should accelerate the preparation of the Transport & Development SPD</p> | <p>This is being progressed and the SPD will be adopted alongside the LPPU.</p> |
| ST7 Transport requirements for managing development | <p>Inappropriate to seek to give Policy status to guidance by cross-referring to an SPD in the policy. Those references should be moved to explanatory text.</p> | <p>This issue has been considered at length and on balance it has been decided to transfer parking standards into an SPD. This approach is common across the UK, including elsewhere in the West of England. This will give us the agility for our parking standards to be adjusted if needed in future to respond quickly to any changing needs in the context of the Climate Emergency and rapidly changing travel patterns and transport trends.</p> |

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| ST7 Transport requirements for managing development | Not sufficiently clear on requirements for sustainable transport as insufficient detail in policy. | The T&D SPD provides detailed requirements for sustainable transport which would not be appropriate to set out in the LPPU Policy. |
| Volume 2 Bath | | |
| B1 Bath Spatial Strategy | The Area and reference to Area of Search for East of Bath Park & Ride should not be removed unless or until there are policies in place providing for the essential access to the city from the east. Failure to provide such provision for access (whether as Park & Ride, Wiltshire Whippet, Park & Train or whatever) will be completely incongruous with the aims and objectives of the Update relating to Climate Emergency, carbon neutrality or modal shift, and render the LPPU unsound. | The removal of this text is not intended to indicate that issues of through traffic, including north-south and use of Cleveland Bridge, or volumes of traffic heading into Bath, are no longer important issues to B&NES. The text was removed as it was considered to be more appropriate to explore solutions to these issues through JLTP rather than the LPPU. B&NES's position on these matters is set out clearly in the JLTP4. |
| B2 Central Area Strategic Policy | The proposed boundary of the Milsom Quarter designation is not justified (exclusion of Queen Square) and the lack of detailed policy guidance within this newly created designation. | The boundary was reviewed through the emerging masterplan work and Queen Square was executed as a set piece and as such the master planner felt that it did not relate architecturally or as part of the historic phasing of Milsom Quarter. |

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| SB2 Bath Rec | The policy should be amended removing all reference to the possibility of development on the Rec and require that all structures within the leased area cannot survive beyond the expiry date of the lease. | <p>No changes are proposed to Policy SB2 as part of the Local Plan Partial Update. The suggested removal of ‘all reference to the possibility of development on the Rec...’ would result in a change to the spatial strategy of the Core Strategy and Placemaking Plan. As this is a partial update and not a new Plan, the scope of the changes is limited to those areas that can be addressed without changing the spatial priorities; the spatial strategy; or the strategic housing and job growth requirements set out in the Core Strategy & Placemaking Plan. The scope of the LPPU therefore must not seek to pre-empt strategic decisions which are the remit of the SDS or significantly change the strategic policy framework of the existing Plan, such as the spatial strategy, key development sites and the plan period.</p> <p>The policy for this area will be reviewed as part of the new Local Plan, scheduled to commence in 2022.</p> |
| SB2 Bath Rec | Bath Rugby welcome retention of the policy but request to revise aspects | As above |
| SB2 Bath Rec | <p>Environment Agency</p> <p>In recent years, there has been considerable work undertaken by the Council, the Rugby Club, Environment Agency and other stakeholders in seeking an appropriate solution to the replacement of the Pulteney Radial Gate, which is nearing the end of its design life. It is essential that this important work continues with appropriate policy support in the local plan. Our preferred option remains that there be no change to policy SB2.</p> | Comment noted. |
| SB8 Bath Riverside | Green Party: Many substantive changes with some implications for transport and potentially relevant to traffic generation. | No change. Objective is to avoid severe impacts and to bring forward sustainable development that facilitates greater movement by walking, cycling and public transport. |
| SB8 Bath Riverside | Update or delete SPD as becoming dated. | The SPD is acknowledged as being dated in parts but it is still highly relevant to the development of this area and therefore should be referenced in the policy. The reference to the climate and ecological emergency is now proposed to be included in the policy. |

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| SB8 Bath Riverside | Should be a minimum of 1,750 dwellings, rather than 'around'. | Quantum of development – the proposed wording provides sufficient flexibility around development capacity. This is required to ensure that proposals respond appropriately to their context, whilst also seeking to optimise densities. |
| SB8 Bath Riverside | Purpose built student accommodation (PBSA) should be permitted. | PBSA is directed to the university campuses and is specifically excluded from this site as the priority is to deliver market and affordable housing. |
| SB8 Bath Riverside | Remove reference to recommended building heights as set out in the Bath Building Heights Strategy. | The Bath Building Heights Strategy is an important material consideration used in the determination of planning applications within Bath. It is essential that it forms part of the consideration of building heights on this site, but not exclusively. The policy is clear in this regard and the reference should remain unchanged. In addition, its inclusion as proposed is also consistent with the wording of other existing site allocation policies. |
| SB8 Bath Riverside | There is no evidence to justify the need for a school as a consequence of the development. | School, early years and community facility – these elements are critical to the delivery of a successful, community focused place, and the policy wording is clear in terms of requirements. It would be for the applicant to provide evidence as part of the planning application as to why such facilities are not required. |
| SB8 Bath Riverside | Supportive of sustainable transport route, but route should be indicative, and collaboration is required with B&NES to deliver. | The important issue is that the sustainable transport route is delivered and is of high quality; its precise alignment is to be determined through further site assessment and the planning application process. |
| SB8 Bath Riverside | Suggested changes to the clause relating to car parking requirements. | Parking Provision: The proposed amendments would water down the policy in its commitment to sustainable travel, and therefore are not accepted. |
| SB8 Bath Riverside | Suggested changes to green infrastructure and ecology clauses. | Green Infrastructure & Ecology The proposed changes that add 'where possible', 'where feasible' or 'appropriate' create ambiguity and are not supported. |

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| SB8 Bath Riverside | Recommend landscape and biodiversity improvements on the Lower East Common allotments site | BNG/public realm improvements should be focussed on site. However, this could be a good option to achieve BNG and public realm improvements on key route into city if off site locations are required. |
| SB8 Bath Riverside | <p>Environment Agency</p> <p>Environment Agency welcome the opportunity for the second phase of development to better reflect the climate change emergency declared by the Council. Noted the increased overall capacity. A sequential approach must be taken to the mix and placement of uses on site, taking into improvements to flood modelling in the area and changes to climate change allowances. There must also be sufficient operational access afforded to the River Avon, a designated Main River in the interests of flood risk management. As part of this development, there is the opportunity to link with the ambitions of the WaterSpace project and 25 Year Environment Plan. Our telemetry equipment is located adjacent to this site and is essential to delivering our Flood Warning Service in Bath. We would welcome the opportunity to work with your Council and the developer to improve the resilience of this important equipment.</p> | Further discussion with the EA will take place through the pre application and planning application process to inform the submission of the planning application. Further details will emerge through the design process. |

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| SB8 Bath Riverside | <p>SB8. 14 – “Be informed by a site specific FRA, with site layouts designed using a sequential approach. As a minimum, floor levels must be raised at the appropriate level taking into account the vulnerability classification informed by the FRA”</p> <p>Environment Agency suggests replace with the following text “Be informed by a site specific FRA, with site layouts designed using a sequential approach. Development must be designed to be safe, Floor levels should be set a minimum of 300mm above the 1% AEP (1:100yr) plus climate change flood level. There should be no ground floor sleeping accommodation in areas at highest risk”.</p> | The design for this next phase of development will be informed by a site specific FRA. |
| SB8 Bath Riverside | Recommend including a requirement for the protection of the existing popular community run charity, Bath Artists Studios, as the loss of this area of industrial creative workspace would significantly harm the creative industries in Bath. | The potential for this is being investigated, including implications for development deliverability. |
| SB8 Bath Riverside | Criterion 1: The reference to ‘housing’ should be flexible enough to accommodate the whole spectrum of housing, including PBSA and Co-living, in accordance with NPPF. | PBSA is directed to the university campuses and is specifically excluded from this site as the priority is to deliver market and affordable housing in order to help meet the Core Strategy housing requirement on a key and sustainable site. |
| SB8 Bath Riverside | Criterion 6: the Technical Note provided by NPA at Appendix E seeks to clarify that the measurement of the suggested 10m, insofar that it relates to our client’s site, is measured from the river edge. Further precision in wording and mapping is required to confirm that NPA’s interpretation is correct. | This applies to the north side of the river where there is very limited riverside habitat (the policy was written with the south side of the river in mind). |

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| SB8 Bath Riverside | Criterion 7: additional flexibility to deliver BNG off site may be required to optimise reuse of previously developed sites and optimise design layouts to maximise public realm benefits. An overtly biodiversity-led may lead to inefficient use of land which in turn may result in the need for more greenfield allocations to meet development need. This criterion requires more flexibility in order that biodiversity matters can be balanced with other equally legitimate planning considerations. | Sufficient flexibility is already provided for in the policy. No change. |
| B3 Strategic Policy for Twerton and Newbridge Riversides | Locksbrook Campus – reference as a campus might cause some uncertainties in terms of application of Policy B5. The Locksbrook Creative Hub should not be considered as ‘on-campus’ land. Beneficial to change to ‘site’ or ‘hub’ to avoid student housing coming forward on this ‘campus’. | Policy SB22 states that the size of the Purpose Built Student Accommodation (PBSA) must be no more than the extant planning permission allows (up to 72 bedspaces cluster flat equivalent). Reference in Policy B3 to the Bath Spa University Locksbrook Campus is seeking to highlight the opportunities for further development of creative industries (thereby helping graduate retention) in this area and not PBSA. |
| SB10 Roseberry Place | Developer saying it is not viable or deliverable to deliver employment floorspace that was previously consented. | Requirement still exists for employment uses on this site in order to help deliver the strategy/employment space requirement for Bath set out in the Core Strategy. |
| SB10 Roseberry Place | Environment Agency welcomes the opportunity for the next phase of development to better reflect the climate change emergency declared by the Council. In reaching a preferred policy option, a sequential approach must be taken to the mix of uses on site, taking into account latest climate change allowances and improvements to flood modelling in the area. | Comment noted. No amendment is proposed for Policy SB10. |
| SB22 Locksbrook Industrial Hub | Bath Spa University is fully supportive of the policy approach and will continue to drive innovation within the Locksbrook Creative Industry Hub. Suggest amended policy wording in order to ensure that policy remains grounded in the creation of educational facilities that support the strategic focus of the University. | Comments noted. However, the area is allocated as a Creative Industry Hub where Bath Spa University and businesses will work together to increase local growth and innovation and considered no further amendments are necessary. |

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| SB22 Locksbrook Creative Industry Hub | The site fronts on to the River Avon. Similar to Bath Riverside, Environment Agency would welcome the inclusion of a 10m buffer from the River Avon in the design principles to allow emergency access to the River Avon for maintenance and to safeguard land for a future flood risk management scheme. | Comment noted. However, no re-development of the building by the river (former Herman Miller building) is expected. |
| SB23 Weston Island | Environment Agency welcomes the opportunity to enhance ecological value. Any development must also take account of impacts on the water environment from construction and operational activities. It also must not impact any flood risk management infrastructure in the vicinity. | Comment noted. |

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| <p>SB23 Weston Island</p> | <ul style="list-style-type: none"> • Support the suggestion that Weston Island could include 'public facing uses such as creative, arts-based activities'. • I think it is vital that the Council consider a bigger vision for this strategically important location at the western end of the city, and the benefits the creative industries can bring to the local communities. This is a really exciting opportunity for the city. • Support bus depot relocation as it is an opportunity to reclaim the island for the city of Bath. Note the location has potential to link Twerton to Bath through cycle routes, river paths, etc. Note this is an opportunity to dispartate social inequalities between Bath and Twerton. Recommend delivering uses such as skate parks, open markets, festivals, etc. • Object to 'builders merchants' and 'sui generis depot type uses'. • Consider policy to be unsound as does not meet Council's net zero ambitions nor does it address the need to support the local community socially and economically. Consider that designating business as 'builders merchants' and or 'sui generous depot type uses' would increase vehicle use in the area, thus compromising the natural environment. Consider that location would be more sustainable if having community/light business use (eg. Activities like Locksbrook Creative Industry Hub). | <p>The delivery of the Weston Island site is part of a wider regeneration strategy and vision that would enable the delivery of critical development (including housing) on the Manvers Street (SB3) and the South Bank (SB6) sites. It is therefore critical that reference to 'builders merchants' and 'sui generis depot type uses' is retained in order to enable delivery.</p> |
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| SB23 Weston Island | <p>The wording in the policy should be clearer about what sorts of uses would be considered "creative, arts-based activities". This could include a list of example uses or a clearer vision/narrative of how this part of the site should be developed. Suggested workshops & studios & co-working space could be the core of the area, but this could be supplemented by cafe, bar and gym uses for example, to complement the core uses and activate the route into the evening.</p> <p>The policy should also be tightened, so that these types of "creative, arts-based activities" are actually delivered. Instead of saying that there are "opportunities", the policy should make clear that this is a requirement.</p> | <p>It is currently unknown what the precise spatial requirements of the proposed uses are and so at this stage it is difficult to be prescriptive and a degree of flexibility is therefore required.</p> <p>The other suggested uses (café, bar etc) could complement the core uses and activate the route into the evening. The concern however is that these may impede the delivery of the other core uses.</p> |
| SB14 Twerton Park | This site was refused planning permission by the Council and therefore there is uncertainty regarding its deliverability and capacity. | The owners and developers of the site are actively pursuing a development proposal and it is therefore anticipated that a scheme would be delivered within the plan period. |
| SB17 Englishcombe Lane | Recommends removal of current dwelling allocation and consideration to use land as part of wider environmental urban green space review. Suggests wording relating to ecology and biodiversity. | Options currently being considered. |
| SB25 St Martins Hospital | General support for site allocation. | Noted |

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| SB25 St Martins Hospital | Frome House, St Martins Chapel and the Paupers Burial Ground should be removed from site allocation. Redevelopment of Frome House should not be proposed due to potential impact on burial ground. This area should instead be turned into green space. Area should be set aside for use by the community. | Policy wording requires any development to be informed by a detailed, site-wide heritage assessment, which not only considers individual buildings within the site, but also undesignated heritage assets such as the burial ground. Considered to provide sufficient flexibility so that some development could potentially come forward but would need to be informed by a heritage assessment. Policy also provides flexibility for future use of the chapel to help secure its future (i.e. community use), ensuring that any redevelopment is informed by a comprehensive heritage assessment. |
| SB25 St Martins Hospital | Woodland trust objection to allocation, which should include presumption in favour of the retention and enhancements of existing trees, woodland, and hedgerow cover. If there is an unavoidable loss of trees on site, replacement trees should be planted on site. Tree survey information should be required. Maintain 50m buffer between development and ancient woodland. | Criteria 6 seeks to protect and enhance all existing landscape infrastructure including trees and hedgerows. Specific protection of trees dealt with at existing policy NE6. No ancient woodland located within 50m of site. |
| SB25 St Martins Hospital | Implications for local traffic, particularly on the A367 into the city centre. Important that any scheme is designed to minimise car travel such as through the application of tough parking standards, cycling provision and ease of access to bus stops. Supports requirement for a travel plan. | Criteria 10 requires a transport assessment to understand potential traffic impacts and any potential mitigation. This is required to focus on sustainable transport measures. Parking required in line with standards. |
| SB25 St Martins Hospital | General support from NHS (landowner). Where they do not support policy wording it is considered that: <ul style="list-style-type: none"> • Capacity should be increased to 60 dwellings • Flexibility required relating to future use of clinical buildings at the south of the site Detailed requirements relating to protection of landscaped areas, ecological features and pedestrian / cycle enhancements are overly onerous. | <ul style="list-style-type: none"> • Capacity based on heritage sensitivities of the site. • Protection of health facilities to south of site considered appropriate . • Detailed requirements considered appropriate. |
| B5 Universities | Policy B5 should be strengthened to only allow off campus provision when the university can demonstrate need and has a link to the offsite campus provision. | Comment noted. New Policy H2a (Purpose Built Student Accommodation) will provide further guidance to manage new student accommodation. |

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| <p>B5 Universities</p> | <p>The proposed changes to DW1, B5 and H2A would restrict PBSA delivery on the site and prevent meaningful regeneration on a previously developed site in a location where good quality student accommodation is required for other education establishments and prioritise the development of greenfield and undeveloped land in a less accessible location (edge of city campus land).</p> <p>Many potential development sites are not suitable for delivering C3 residential accommodation but are suitable for bespoke PSBA or HMO (co-living) which can deliver many environmental (heritage) and social and economic benefits.</p> <p>Our clients land at SCALA is suitable for PBSA redevelopment and current application proposes a PBSA scheme as part of a mixed-use regeneration package.</p> <p>The SCALA Shaftesbury Road site should be identified as a retail led mixed use scheme comprising PBSA.</p> | <p>Comment noted. However potential sites for new development in Bath are limited and the Core Strategy prioritises the delivery of general housing and employment provision therefore the proposed changes support to achieve the Core Strategy objectives.</p> |
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| <p>SB19 University of Bath</p> | <p>Amendments to Policy SB19 facilitating further development on the Claverton Campus not supported.</p> <ul style="list-style-type: none"> • The Plan should acknowledge the detrimental effect caused by greatly expanded Universities have on city life and should not allow further expansion. Many of these supposed benefits, even if they were actually true, would exist if the University had remained smaller in size and less damaging to the city. New paras should be deleted. • The inclusion of elements of the Masterplan facilitates further expansion of teaching and other non-accommodation facilities at the University and this is in addition to the new School of Management building at 15,600sqm. More new building development means more expansion and even greater student numbers in the future, potentially far more than the extra 700 students predicted out to 2030 (see Topic Paper "Student Accommodation"). • This Masterplan is said to be "capacity-driven" and as such no timescale is presented. Therefore possible that fewer new campus bedrooms would be built during the Plan period. This leads to need for more off campus PBSA • Reference to artificial pitches should be removed and If policy remains, any (3G) plastic pitch should be accompanied by an Environmental Impact Assessment from production to end of life disposal <p>On campus PBSA should only allowed for 2nd and 3rd year students.</p> | <p>Comment noted. The objective of policy review through the Partial Update is to address these competing issues strategically, therefore updating policies on universities, employment, housing and student accommodation as well as HMOs.</p> |
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| <p>SB19 University of Bath</p> | <p>The University largely supports the aspiration and terms of new Policy SB19. However, some specific elements of the policy need to be revised.</p> <ul style="list-style-type: none"> • clarify that the provisions of Policy SB19 should take precedence over other DM policies (i.e. LCR5 relating to the loss of pitches). • Revise specific clauses set out in full rep (1, 4, 7, 8, 9 and Sulis Club). • Given the limited and finite development capacity at the Campus, the future role of the Sulis Club site and the opportunity it presents to address the longer term development needs if it was removed from the Green Belt should also be recognised in the LPPU, and considered more fully in the full review of the Local Plan in due course. | <p>Comment noted and it is considered the suggested amendments are not necessary.</p> <p>The boundary for LCR5 was proposed to be amended to exclude the areas where student accommodation is proposed. Therefore , there is no conflict.</p> <p>The Sulis Club site will be reviewed through the new Local Plan.</p> |
| <p>SB19 University of Bath</p> | <p>The National Trust owns the land of Bushey Norwood (AONB, Green Belt), adjacent to the University of Bath at Claverton Down (WHS, part-AONB). Support the policy approach, in particular, the design response would need to provide a sensitive edge to the campus in respect of Bushey Norwood and that a “landscape- led” approach should be a crucial guiding principle Additional light pollution and activity could also affect bats using Bushey Norwood. Area 1 - support requirement that development should be no greater than three storeys at eastern end. Concern relating to overall height of around 15m - would prefer to see overall height moderated. Area 2 - Support requirements for 25 metre setback from eastern boundary with Bushey Norwood, and 10 metre tree belt. Concern about four storey development, which contrasts to the general approach of three storeys at the eastern campus boundary. Consider that the residential blocks in area 2 should take the same approach.</p> | <p>Comments noted.</p> |

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| SB19 University of Bath | Sports England objects to the proposed loss of playing field land without adequate replacement which is against the NPPF (para 99), Sport England Playing Fields Policy and the evidence base for playing pitches in an adopted Council strategy. | The evidence put forward by the University clearly demonstrates that even though the number of pitches decreases, sports participation will increase as the artificial pitches (with natural crumb and a fully recyclable surface) would facilitate intensified use of pitches resulting in more play time. The Development Framework Plan (SB19) in the adopted Placemaking Plan indicated the Medical Pitch (Lacrosse Pitch) was included in the Purple Zone where new development is supported in principle. The revised Development Framework proposes to maintain the Medical Pitch. |
| SB19 University of Bath | The LPPU should require the substantial reduction in parking space in order to support the level of reduction in car use required, thereby helping to achieve sustainable travel to these sites. | The draft Policy maintains the current level of parking provision while significantly increasing the development floorspace, therefore effectively reducing the parking to floorspace ratio and facilitating/relying on increased travel by sustainable modes. This policy approach will be reviewed through the new Local Plan as circumstances may change. |
| SB20 Bath Spa University | Bath Spa Uni at Newton Park- wording of Policy SB20 should be updated to make explicit reference for the preference for on-campus PBSA and also make reference to the importance of sustainable energy sources such as Solar PV being encouraged in respect of existing and any new buildings. | Comments noted. Policy SB20 is not changed through the LPPU and needs to be reviewed comprehensively through the new Local plan. The planning framework should be read as a whole therefore other policies such as B5 and renewable energy (Policy CP3) would apply. |

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| <p>SB24 Sion Hill</p> | <ul style="list-style-type: none"> • Supports design restrictions (footprint and height), but does not support proposed capacity of 100 dwellings due to traffic impact. Restrictions required on Winifred's Lane. Essential to protect landscape, habitat, trees, WHS and CA. • Concern relating to orange arrow on diagram showing two way traffic. Fully support the creation of a pedestrian and cycle route within the site boundary running parallel with Winifred's lane. • Concern regarding capacity of 100 dwellings due to traffic impact. Concern that policy does not reference affordable housing requirement. Concern relating to double headed orange arrow along Winifred's Lane. Supports active travel initiatives (walking / cycling). • Object site proposal. Consider 100 dwellings proposal not deliverable given constraint of existing footprint, no encroachment into "sensitive landscaped areas" and "lower in height than existing buildings". Consider proposed path parallel to Winifred's Lane to be problematic taking into account existing land levels, mature tree cover, disabled access, and visibility requirements. • Provision of housing, illustrative of the illogicality of parking standards, with this site very close to city centre qualifying for more generous Zone B standards. • Implications for local traffic. • How is Winifred's Lane being used? Should this not be part of the Liveable Neighbourhood Policy work? | <p>The capacity of 100 dwellings for this site is considered reasonable. It is based on an analysis of the footprint of the existing building, on an average size of 70sqm per apartment and allows for a degree of caution. It should be noted that the Options document was assuming a considerably larger average size for each dwelling and, notwithstanding the concerns over the traffic impact and car parking, it is considered more appropriate to optimise development capacity for this site which will achieve policy compliant levels of affordable housing.</p> <p>There is a requirement to undertake a Transport Assessment for the site and the traffic impact of the proposed development is clearly an important concern which will be one of the key considerations in determining future planning applications for the site. The Council's strategy is to reduce reliance on the private car and to encourage the use of alternative travel modes. Winifred's Lane improvement and/or separate provision within the site is aimed at facilitating greater pedestrian and cycling movement. The orange notation on the concept diagram is not intended to denote two way traffic and it is agreed that this needs to be clarified (see schedule of errata submitted alongside the Draft LPPU). Parking standards will be determined in accordance with the emerging Transport and Developments SPD.</p> <p>There is no need to add reference to affordable housing specifically in this policy as the plan should be read as a whole. The policy requirement on this site would be for 40% affordable housing.</p> |
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| SB26 P&R | <p>Objections to removal of P&R sites from the Green Belt, including:</p> <ul style="list-style-type: none"> - Lack of exceptional circumstances / exceptional circumstances need to be more rigorously evidenced - Additional facilities proposed do not require removal from the GB - No evidence that all other reasonable options examined - Increase of risk from inappropriate development - Increase threat to wildlife (particularly Odd Down) - Newbridge, if removed from GB, would not provide defensible boundary for GB, particularly to SE. | <p>Proposed development inappropriate development in the GB therefore Council unable to allocate sites for proposed uses without removal of sites from GB. Other reasonable options to be submitted with Submission documents. It is considered that exceptional circumstances to remove the P&R sites from the Green Belt exist and these are outlined in the Topic Paper on the 'Exceptional Circumstances Case'. Policy SB26 sets out specific allocation requirements relating to design, biodiversity etc. Details relating to GB boundaries set out in Topic Paper.</p> |
| SB26 P&R | <p>Other comments:</p> <ul style="list-style-type: none"> • Concern relating to amount / type of uses proposed at transport interchanges and impact on Green Belt, WHS and landscape. • Concern relating to increased light spill • Concern relating to visual impact <p>Various transport related comments concerning existing capacity issues and congestion increases.</p> | <p>Criteria set out at policy SB26 seeks to control issues such as visual impact, type of uses, landscape impact etc. The LPPU should be read as a whole and Policy D8 relating to lighting is relevant.</p> |
| <p>Volume 3 Keynsham</p> | | |
| KE1 : Keynsham Spatial Strat | <p>Identify new land to be safeguarded or allocated around Keynsham to ensure that suitable development needs can be maintained in the event of an increased identified need/ housing shortfall and to meet WECA housing needs. The inclusion of the previously safeguarded land, which is allocated for housing under Policy KE3d, is supported</p> | <p>Any additional development in and around Keynsham in order to meet longer term needs will be considered as part of the Strategic Development Strategy and New Local Plan.</p> |
| KE2b: Riverside and Fire Station Site | <p>The Fire Station Site (Policy KE2b) has a withdrawn application associated with it ... one would still expect to see evidence demonstrating that any previous areas of concern can be overcome whilst still delivering a viable scheme.</p> | <p>It is anticipated that there is a reasonable prospect of this site coming forward in the plan period.</p> |

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| KE3C and 3D East of Keynsham | Insufficient transport infrastructure to deliver the Safeguarded Land | The Policy and technical work within the evidence base seeks to ensure that sufficient transport measures are provided. |
| KE3C and 3D East of Keynsham | Consider existing transport issues in Keynsham need to be addressed prior to attempting to mitigate new development | Through the planning system the impacts of the proposed development need to be mitigated. The policy effectively seeks to address a proportionate level of existing issues to enable development to come forward by creating sufficient “headroom” in the transport network to ensure that the development does not have a severe impact on the highway network as required by national policy. |
| KE3C and 3D East of Keynsham | General support for principal of improving sustainable transport | Noted |
| KE3C and 3D East of Keynsham | Need to deliver infrastructure to achieve mode shift at the outset. | Policy seeks to do this. |
| KE3C and 3D East of Keynsham | Development of safeguarded land at East Keynsham to be premature ... brownfield sites should be considered first. If insufficient brownfield sites exist an “ecological recovery and development land trade” approach with neighbouring local planning authorities in WECA should be applied. Lack of public green space near where people live needs rectifying as a priority before further new housing developments are built, provided through developer contributions. | The land was removed from the Green Belt and safeguarded for development in the Core Strategy. There is considered to be a need to release the safeguarded land to meet our housing land supply requirements. New public open space is provided as part of the development requirements. |
| KE3C and 3D East of Keynsham | Mactaggart and Mickel Homes Ltd supports allocation of safeguarded land, but considers policy criteria to be onerous and unachievable / undeliverable as currently drafted, and requires amendment. | It is considered the policy requirements are deliverable and necessary to address impacts of development (especially transport). |

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| KE5 Treetops Nursing Homes | Whilst it may be possible to overcome the reasons for refusal, there remains a question as to whether the development would be viable. Further evidence should be provided to confirm that the previous reasons for refusal can be overcome and that the site is actually viable and can be delivered in the plan period. | It is considered that there is a reasonable prospect of this site coming forward in an acceptable way within the plan period. |
| Volume 4 Somerset Valley | | |
| SV1 : Somerset Valley Spatial Strategy | A more permissive approach should be taken to allow for sites to come forward in the Somerset Valley. Settlements such as Radstock will not meet their full development potential. | To date the Somerset Valley policy area has delivered 1,872 dwellings with a further 823 to be delivered before the end of the plan period which will meet the aims of policy SV1. The housing requirements will be reviewed through the new Local Plan. |
| SSV2 South Road Car Park | Significant objections to reference in the supporting text that the car park may be redeveloped for housing/renewable energy. | The car park survey supports the car park being used by visitors to the High Street and is considered to support the vitality and viability of the High Street. The allocation has been in place since 2017 and has not progressed. Therefore, it is considered there is sufficient evidence to remove the retail allocation and therefore, retain it as a car park. Reference in the supporting text is only to exploring the future potential for other uses (if circumstances allow) and ensuring existing parking is retained. Renewable energy could for example be provided on canopies above parking spaces. |
| SV2 Midsomer Norton Town Centre Strategic Policy | The allocation for South Road car park should be retained as it provides an opportunity for economic investment. Also the Policy should encourage more retail uses on the northern end of the High Street to address existing deficiencies in this area. Welton Manufacturing site bears no relation to the retail heart of the town, its development as a supermarket will not support the town centre. The site should be protected for economic use and housing. | Policy SSV4 requires that connections between the Welton Manufacturing site and the northern end of the High Street/Town Centre are improved in order that retail does benefit the town centre. Residential and other uses still form part of the site allocation. Evidence demonstrates the importance of South Road Car Park in providing parking that helps to underpin the vitality and viability of the town centre and therefore, removal of the retail allocation on this site is justified. |

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| SV2 Midsomer Norton Town Centre Strategic Policy | General support on the removal of the allocation on the South Road Car Park. However multiple objections to redevelop the car park for housing stating that the car park is vital to the town centre and it should not be used for housing or a supermarket. The option to allow residential development should be removed from the plan. The final sentence in paragraph 46a should be removed. | As para 46a states potential for other uses such as minor residential development or renewable energy provision will continue to be explored, but only where this is complementary to the car parking function and provision of public parking spaces. |
| SSV4 (Former Welton Bibby Baron) | Support proposed development and infrastructure. But must ensure that the MSN social club is unaffected by the plans. | Support noted. |
| SSV4 (Former Welton Bibby Baron) | There has been no change to the community aspirations and retail health of MSN. There is no justification for including retail in the site allocation. The site bears no relation to the retail heart of the town, its development as a supermarket will not support the town centre. The site should be protected for economic use and housing. | The development of the Welton Manufacturing site will provide 100 dwellings. The provision of a retail unit will allow for linked trips into the town centre alongside public realm improvements and the policy requires improved connections between the site and the northern end of the town centre. The site is the edge of the centre which is preferable than out of centre locations. |
| SSV4 (Former Welton Bibby Baron) | The developer of the site requests to include a concept plan. | It is not considered necessary to include a concept plan for this site and that there is sufficient detail in the policy wording to which a development proposal can respond. |
| SSV4 – Former Welton Manufacturing site | Environment Agency is pleased to see retention of point 5, deculverting of the Wellow Brook. Any proposed re-development of the site must incorporate proposals to deculvert/restore the watercourse. This would deliver multiple benefits and such an approach is supported by national planning policy and associated guidance. | Comment noted. |

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| SSV9 Old Mills | <p>Farrington Gurney PC, Paulton PC and High Littleton PC support plans for sustainable growth of the SVEZ but object to the amendments based on:</p> <ul style="list-style-type: none"> • the impact on local high streets in Midsomer Norton and smaller retail the enterprises within the Farrington Gurney and the impact on fast-food on health and drive-thru packaging pollution. Whilst a complimentary hotel would be welcome, other uses including public houses, restaurants, drive thru fast-food establishments would have a major negative effect on the already struggling retail sector locally. • Reallocation of the former Welton Bibby Baron site at the top of the High St is sequentially more appropriate. • Retail uses within SVEZ would increase traffic and air pollution, and the main route being the A362 through the village of Farrington Gurney. The A37/A362 is already an area with high air pollution. • Objects to increase in site area of the SVEZ and proposed allocation of further land to the south of Old Mills based on recent lack of demand for industrial uses. • Request that highway upgrades on the A362 (including cycle path) are completed prior to any development of SVEZ. • highway upgrades on the A362 including cycle path should be completed prior to construction commencing. • Request to revert to the original policy requirements. ie employment uses. <p>The developer promoting the Former Welton Bibby Baron object on the retail element of the requirements.</p> | <p>References to potential for other uses as part of the SVEZ and the policy safeguards in respect of complimenting and not harming the town centres are considered to be appropriate and in line with the evidence work undertaken.</p> |
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| SSV22 (Former Paulton Printworks) | Paulton Parish Council does not support allocation of 80 new homes due to impact on infrastructure (schools, surgery and roads). | The Council as the Local Education Authority has confirmed that sufficient capacity is currently available in primary school to accommodate children that would be generated by development of this site, but that there is a deficit in early years provision. Early years facility therefore required prior to occupation of any new homes. |
| SSV22 (Former Paulton Printworks) | General support from landowner, but concern relating to detailed elements of the policy wording including delivery of early years facility, green infrastructure link and number of trees required. | Policy requirements all considered to be required. |