

[REDACTED]

From: Richard Daone
Sent: 07 January 2019 16:57
To: Local Plan; Highway Development
Subject: FW: CRM Request

Categories: Green Category

Please log this as comments on the Local Plan and Strategic Transport (OAR) consultations – I will acknowledge.

Richard

From: Amanda Monelle
Sent: 07 January 2019 09:21
To: Richard Daone
Subject: CRM Request

And another one ...

CP-33230 2019-01-05 12:33 2019-01-26 New Stage 1 Planning / Building Control
The usual poor timing to respond to matters that massively affect local people . The local plan proposing huge housing developments without the evidence to support sustainability . Not communicating effectively with residents . Most people found out by accident - many many stressed and anxious residents .

Get your evidence to prove that you can deliver this proposal sustainably . Don't carve up the countryside , explore all possible alternatives before wrecking people's lives with pollution and tarmac . At least be polite enough to tell householders that you would like to build a road alongside them .

ENNERDALE HOUSE SLEEP LANE WHITCHURCH BRISTOL BS14 0QN
Mrs Alyson Lampard

[REDACTED]

Regards

[REDACTED]



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

Bath & North East Somerset Local Plan 2016-36

Representations to the Options Consultation Winter 2018 - 19



On behalf of landowners at North Keynsham

Summary

These representations have been prepared on behalf of land owners who control land within the North Keynsham Strategic Development Location (SDL)

The land owners support the allocation of land at North Keynsham as part of the emerging B&NES Local Plan and are working together with the Council to ensure the delivery of the site.

This document provides comments on the proposed policy approaches included in the consultation Document.

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1 Land owner details

1.1.1 The submission is made on behalf of the following land owners:

Part 1: Contact details Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details	
Title	Mr	Title	Mr
First Name	Doug	First Name	Chris
Surname	Douglas	Surname	Dadds
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	Avon Valley Adventure and Wildlife Park	Organisation	JLL
Email		Email	Chris.dadds@eu.jll.com
Address		Address	31 Great George St
			Bristol
Postcode	BS31 1TP	Postcode	BS1 5QD
Date	7th January 2019	Date	7th January 2019
Part 1: Contact details Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details	
Title	Mr	Title	Mr
First Name	John	First Name	Chris
Surname	Douglas	Surname	Dadds
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	John Douglas Estates	Organisation	JLL
Email		Email	Chris.dadds@eu.jll.com
Address	Avon Valley Farm	Address	31 Great George St
			Bristol
Postcode	BS31 1TP	Postcode	BS1 5QD
Date	7th January 2019	Date	7th January 2019

Part 1: Contact details Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details	
Title	Mr	Title	Mr
First Name	Michael	First Name	Chris
Surname	Bendall	Surname	Dadds
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	MJ Bendall & Partners	Organisation	JLL
Email		Email	Chris.dadds@eu.jll.com
Address	Manor Farm	Address	31 Great George St
			Bristol
Postcode	BA2 9AT	Postcode	BS1 5QD
Date	7th January 2019	Date	7th January 2019
Part 1: Contact details Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details	
Title	Mr	Title	Mr
First Name	Nicholas	First Name	Chris
Surname	Ollis	Surname	Dadds
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	Ollis Keynsham	Organisation	JLL
Email		Email	Chris.dadds@eu.jll.com
Address	Conygre Farm	Address	31 Great George St
			Bristol
Postcode	BS31 1BA	Postcode	BS1 5QD
Date	7th January 2019	Date	7th January 2019

2 Introduction

- 2.1.1 These representations have been prepared by JLL on behalf of landowners who control a significant percentage of the land with the North Keynsham Strategic Development Area (NKSDL) as identified in the West of England (WoE) Joint Spatial Plan Publication Document (JSPPD) and the Bath and North East Somerset (B&NES) Local Plan Options Consultation.
- 2.1.2 These land owners are:
- The John Douglas Estate, owners of Avon Valley Farm which is circa 110 acres of land
 - Avon Valley Adventure and Wildlife Park which occupies an additional 50 acres of land.
 - MJ Bendall and Partners Ltd, owners of circa 75 acres of land
 - Ollis Keynsham, owners of circa 5 acres of land adjacent to the railway line
- 2.1.3 The land owners are working together to bring forward the NKSDL and are in discussions with other adjoining landowners and developers in order that a comprehensive and deliverable urban extension can come forward.
- 2.1.4 The land within the control of this landowner group includes farmland but also Broadmead Lane Industrial Estate and the Avon Valley Adventure & Wildlife Park.
- 2.1.5 These representations to the Options Consultation strongly support the delivery of the land for development, though raise questions and concerns which might be expected by owners of land which is allocated for development. The points raised focus on the deliverability of the SDL and reflect the detailed knowledge of the site and surroundings, which might be anticipated from owners who have had a long association with the land and anticipate continuing that involvement going forward.
- 2.1.6 The concerns expressed should not be seen in any way as a concern about the principle of development, rather the comments are provided in order to support delivery and to seek to ensure development can come forward at the earliest opportunity to deliver a high quality new community.
- 2.1.7 The comments raised focus on the issues around the Keynsham SDL and therefore focus on chapter 5 of the Options document.

3 Response to proposed policy approaches

KSM1 Keynsham Spatial Strategy

- 3.1 The proposed policy approach primarily focuses on updating existing policies to reflect the revised development requirements set out in the JSP. This reflects the emerging strategic planning framework, which will progress through 2019 as the JSP is subject to examination. The B&NES Local Plan will need to reflect updated figures and the wider strategy imposed by the JSP.
- 3.2 The allocation of the Keynsham SDL as part of the JSP is a central element in the delivery of housing and employment land for the wider sub region and the Local Plan must adopt this as part of its overall approach.
- 3.3 The landowners are therefore supportive of the Policy Approach set out in KSM1. However, they would be concerned if matters of local detail in regard of the SDL were to be delegated to the Neighbourhood Plan. The involvement of local people is certainly a central element in the preparation of proposals for a new neighbourhood like North Keynsham and there has already been a significant degree of local involvement, which will continue.
- 3.4 However, the delegation of aspects of the design or layout of the SDL to the Neighbourhood Plan would result in uncertainty for all parties and consequential delay in bringing this important allocation forward.
- 3.5 It is, therefore, requested that all aspects of the SDL delivery are considered through the Local plan and that no aspects are delegated to a Neighbourhood Plan which might follow.

Current Vision for North Keynsham

- 3.6 The vision to create a new sustainable urban neighbourhood is supported and the aspirations set out in the current vision reflect the objectives of the land owners in bringing their land forward.
- 3.7 However, it is considered necessary that the vision should actually refer to the primary objectives of providing homes, jobs and relevant infrastructure. Therefore, it is suggested that the Vision should state:

“To deliver homes, jobs and appropriate community facilities in a new sustainable urban neighbourhood with increased access to the River Avon and connecting Keynsham to strategic walking and cycle routes”.....

KSM3 Policy Options for North Keynsham SDL: Garden Community Principles

- 3.8 The landowners support the inclusion of policies in the Local Plan which will help to deliver the allocated land as identified in the JSP.
- 3.9 It is important that any policy clearly confirms the intention to deliver development at the SDL but provides sufficient flexibility to allow for changes in the market, policy and in construction methods. Therefore, it is important to the landowners that the policy framework confirms the intentions to deliver development in order to give clarity regarding delivery.
- 3.10 The JSP will provide a robust policy basis for the removal of land from the Green Belt and the targets for the delivery of homes and employment land. The Local Plan Policy should thereafter encourage that delivery in a sustainable manner, without fettering the opportunities that the site will undoubtedly provide.
- 3.11 The landowners have been custodians of the land for a long time and they intend to be involved in the delivery of the SDL, taking a long-term interest in the delivery of the new place. This is particularly the case for the owners of the Avon Valley Adventure and Wildlife Park, which is proposed to be relocated as part of the proposals to a new location on the edge of the SDL. This is a major attraction focusing on British Wildlife and the owners are excited at the opportunities to integrate the Park with the wider green and blue infrastructure of the SDL.
- 3.12 Therefore, the land owners will be exploring the opportunities for long term engagement with the development and providing some of the leadership and vision which is identified in the Garden Community Principles. However, it is equally important that the plan does not impose expectations on the SDL which cannot be met or which will impinge on viability.
- 3.13 It is therefore considered that the policy wording should avoid direct reference to the Garden Communities Principles, though they may be included within the wider supporting text and background material.
- 3.14 Option 2, relating to the JSP Policy Framework, is therefore the preferred approach to be adopted by the land owners.

KSM4 Proposed Policy Options for the Link Road Alignment

- 3.15 The Options Assessment Report produced in parallel with the Local Plan Consultation, sets out in detail the options for delivery of the highway link through the SDL. These options all involve a significant amount of land controlled by the landowners submitting this representation.
- 3.16 The landowners represented here are supportive of the road routes and the principle of delivering the link.
- 3.17 Option 3A is indicated as the preferred route in KSM4 and the landowners would support the delivery of this alignment, if it were to be selected as the most deliverable one. However, any of the options would deliver the aim of providing for the SDL and therefore, the landowner group would support the council in securing and delivering whichever of the options are selected.
- 3.18 The Policy Option does, however, repeat the restriction from the JSP that no housing be provided until the link road is completed. The land owner group objected to this element of the JSP when it was issued for consultation and maintains this objection.

- 3.19 The restriction of any development until the link road is completed will result in significant delay to delivery and inhibit the Councils ability to meet targets for homes and jobs during the plan period. Detailed highways assessment will be required to confirm the extent of delivery which can be delivered on the basis of the existing infrastructure. However, the policy should not rule out any development until the link is completed. The policy should be drafted so as to allow for the early release of homes and jobs once the route is secured, if there is sufficient evidence that this can be accommodated by the existing infrastructure.
- 3.20 Introducing a moratorium on development until the link road is completed is not supported by the landowner group.

KSM6 Proposed Policy Options for potential marina locations

- 3.21 One of the landowner group has previously promoted a marina for land within the SDL, which was refused consent due to the location in the Green Belt. The allocation of land as the SDL will provide the opportunity to deliver this vision and the potential locations in the consultation plan provide a starting point for the delivery of an exciting water front location.
- 3.22 There are already floating homes located in this part of the river and the Waterspace Study confirms the demand for additional berths.
- 3.23 The proposals for a formal leisure marina are supported by the land owners. However, the smaller, “natural inlets” are likely to conflict with the proposed Avon Valley Wildlife Park and are therefore not supported at this stage.
- 3.24 Further refined options may deliver small areas of additional floating homes locations. However, the technical constraints to delivery may make these elements undeliverable.
- 3.25 It is however clear that the provision of additional water space may be required as part of the wider flood risk and drainage strategy, and the landowners will wish to work to maximise those opportunities as part of the overall masterplan.

KSM8 Proposed Policy Approach for a Potential Heat Network Priority Area

- 3.26 The delivery of a District Heating Network to the SDL may be a positive aspiration. However, the practical implications of delivering such a system are significant due to the technical and viability constraints to such a system.
- 3.27 The landowners are very supportive of delivering a highly sustainable urban extension, but this will be dependent on viable technologies being available at the time of development and policy should not restrict the flexibility for developers to deliver the most efficient and cost effective solution. Therefore, the landowners would wish to see successful examples of similar sites elsewhere, and the technical supporting material, before supporting a policy which requires such a system to be introduced (and required) at North Keynsham. Alternatively, the policy should be removed to be replaced by a wider policy aspiration for energy efficiency to be at the heart of any development.

KSM9 Proposed Policy Approach for the Avon Valley Adventure and Wildlife Park

- 3.28 The Park is a very successful attraction and has been built up as a business over the past decade. The identification of the North Keynsham SDL is both a threat and an opportunity for the future of the park.
- 3.29 The prospect of development around the existing park, will significantly threaten the current operations of the park, resulting in some curtailment of existing attractions which might be considered to be a “bad neighbour” to new residents.
- 3.30 However, the existing park has been built up incrementally on the basis of the original farm buildings, and as such the relocation of the main built part of the park to a new site, provides the opportunities to invest significantly in the fabric, whilst retaining its inherent character.
- 3.31 The proposed policy approach provides for the relocated Park on the eastern edge of the SDL, thus providing a transition from the new urban neighbourhood to the countryside beyond. The Park could retain much of its waterfront areas, but relocate the main built estate to the east, located close to the existing Avon Valley Farm.
- 3.32 Proposals are being prepared for the relocated park building, which would replicate the existing attraction in new, purpose built, buildings. As part of these proposals, options for the Park to act as the focus for community facilities, such as café and shops are being explored, as well as potentially education provision. Therefore, the Park could act as a focus for the new community, embedding the ethos of the Park (and its focus on British Wildlife) into the wider neighbourhood.
- 3.33 Therefore, a policy approach which supports the relocation of the Park and provides for its successful relocation to the edge of the SDL is supported by its owners, who will work with the wider site promoters to ensure a seamless transition for this important attraction and local employer.



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Paul Rixon

From: Richard Daone
Sent: 07 January 2019 09:58
To: Rob Langley
Cc: Sally Davis (Cllr); Local Plan
Subject: RE: proposed planning in Writhlington and local plan

Categories: Green Category

Dear Mr Langley

I am contacting you to confirm that we will treat your email to Cllr Davis as comments on the Local Plan Options document. I therefore, acknowledge receipt of your comments. The Council will carefully consider the issues raised in all the comments received in preparing the Draft Local Plan, which will propose sites for allocation for housing development and which will be published and consulted upon in the summer next year. The Council also holds a database/mailling list of individuals and organisations that wish to be kept informed of the next stages of Local Plan preparation and future opportunities to comment. Please can you let me know if you would like your contact details added to this database – please note we will only use your information for the purpose set out above. Thank you.

Regards

Richard Daone

Deputy Head of Planning (Policy)

Bath & North East Somerset Council

Email: richard_daone@bathnes.gov.uk

Telephone: 01225 477546 or Mobile: 07977228100

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

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

From: Sally Davis (Cllr)
Sent: 04 January 2019 20:57
To: Rob Langley
Cc: Richard Daone
Subject: Re: proposed planning in Writhlington and local plan

Dear Mr Langley,

Thank you for your email which I'm copying to the Officer responsible for collating responses to the Local Plan so they can be included.

I note the points you have made.

Kind regards,
Sally

Sally Davis
Farmborough Ward Councillor
DMC
472356

Conservative
Chairman
01761

07866193911

I, as a Bath & North East Somerset Councillor, am the data controller for the purposes of the Data Protection Act and other regulations including the General Data Protection Regulation (Regulation (EU) 2016/679). For more information click on the link below:

<http://www.bathnes.gov.uk/services/your-council-and-democracy/councillors-and-how-council-works/councillor-privacy-notice>

On 4 Jan 2019, at 20:38, Rob Langley [REDACTED] wrote:

Good evening, I am writing to you, not only as a town councillor but as a resident of Writhlington.

I would like to express my concerns with the local development plan that has recently been published. Writhlington is a small village on the edge of the county, with history dating back to the doomsday book. By building anymore houses in the village will damage the rural area.

Request to remove, from the local plan for Writhlington, RAD25 and RAD26 as sites suitable for development.

SUMMARY

- Writhlington has already met its quota of new houses until 2029
- RAD25 and RAD26 are outside the Housing Development Boundary
- The road infrastructure is already overloaded and dangerous.
- RAD25 and RAD26 are green field sites
- There is minimal employment in Writhlington so new houses means out commuting, and more traffic on the roads
- There is no drains or sewage infrastructure
- Very poor public transport

Having attended the recent B&NES Planning Department public consultation event, I am writing to you regarding the exhibition with specific reference to the plans outlined for Writhlington. My comments are made in the context of the B&NES Topic Paper: "Developing an appropriate special strategy for non-strategic growth". This defines Writhlington as a RA1 village and suggests that for the period [2011-2029 50](#) new dwellings should be built in the village within the Housing Development Boundary (HDB). Writhlington village is over this quota because 58 houses have been built within the last 18 months, 55 on a housing estate opposite the Comprehensive School in Knobsbury Lane and the Methodist Chapel has been changed into two dwellings and a new house has been built, both on Manor Road.

Because Writhlington has fulfilled its commitment, I would request that the B&NES planning committee removes the marker placed on the plan against Old Road/Manor Road which suggests that this is an area with land available for development.

In support of my request I would point out that RAD 25 and RAD 26 are outside the Housing Development Boundary (HDB) and according to BANES Core Strategy & PLacemaking Plan 'house development will be acceptable within the HDB and residential development outside the HDB will ONLY be acceptable if identified in an adopted Neighbourhood Plan. Radstock has not developed a Neighbourhood Plan.

In the Placemaking Plan 2017 BANES identified that in the Somer Valley there is a 'high level of existing housing commitments exacerbating the imbalance of housing over jobs' 'It is important that additional housing does not worsen the balance between homes and jobs and the out-commuting problem'.

There is minimal employment in Writhlington so new house holders would all have to 'out' commute for work. so any new development in the village goes against BANES Spatial Vision of 'reducing car use' and 'maintaining a low carbon economy'

It should also be noted that Writhlington village infrastructure is limited and badly positioned. It has only a small village shop and very limited public transport. All residents are car dependent as they need to travel to both employment and amenities. For most people employment is in Bath so there is likely to be a significant increase in traffic using Church Hill or Green Parlour Lane and on into Braysdown Lane in order to avoid to avoid Radstock centre and the standstill commuter traffic there.

BANES Strategic Objectives include 'ensure the location and layout of new development enables and encourages people to make the best use of public transport, walking and cycling'. However public transport in Writhlington has been severely reduced and it would be dangerous to cycle on any of the access roads due to heavy traffic and narrow steep lanes (1 in 4 in parts) with poor visibility. Walking is also dangerous and difficult in view of the steep terrain, lack of pavements and distances involved.

The [5 road](#) [Manor Road/ Knobsbury Lane/](#) Old Lane/ Frome Road junction is gridlocked at peak times with the huge amount of traffic on account of nearly [1500 children accessing StMary's Primary school](#) and Writhlington comprehensive school, members of the public visiting the local sports centre and customers visiting a local garage business, and a corner shop. This junction already requires significant improvement.

Access to both RAD25 and RAD26 would be along Old Lane, Green Parlour Lane, Church Hill or Manor Road. All these roads are effectively single track as they are narrowed into single track roads due to business, resident and visitor parking. Only 18 months ago my 8 year old daughter and her grandfather were hit by a car on Manor road due to the congestion that is already there. Thankfully neither were hurt.

Also every Monday morning Manor road becomes gridlocked for around 30 mins whilst the bin lorry and recycling lorries come down the road. By adding more traffic to this road will only endanger more lives in the village.

It has already been brought to B&NES council's attention the numerous accidents which have occurred on the 'rat run' between Writhlington and The Peasedown by pass which involves Church Hill, Green Parlour Lane and Braysdown Lane. These lanes (1 in 4) are both steep and narrow with high hedges and poor visibility leading to a narrow bridge and railway arch on a blind right angle bend. Commuters to Bath use these roads to avoid the heavy congestion in Radstock town centre at peak times Increasing the level of traffic. Students who walk down up and down Church Hill to access school from Peasedown St John already take their lives in their hands as there are no pavements and drivers who use this route as a rat run show them no consideration.

Also Church Hill and Green Parlour Lane regularly turn into rivers with their land drains unable to cope and in the winter months icy conditions have caused cars to completely lose control. The water run off means the road surface is poor and damaged increasing the poor quality of these roads.

Clearly RAD26 and RAD25 are not suitable for development on the new Local Plan without significant upgrades of the current road and improved access. The Placemaking Plan states 'there is no immediate prospect of large scale funding to trigger road infrastructure improvements within the plan period'. Thus with an overloaded and dangerous road network further housing development is not appropriate.

In addition suggesting that land is available for development appears to be at odds with BANES Green Infrastructure Strategy. The proposed sites are green fields. Also BANES has identified the woodland below RAD26 as a site of Nature Conservation Importance and building on the hill above will increase water run off potentially contaminating and damaging this protected woodland

There is no drainage or mains sewer infrastructure in RAD26 and the slope of the land in both RAD25 and RAD26 would make achieving an effective drainage or sewage system extremely difficult. Radstock's sewage system is already over capacity with the increased amount of housing in Writhlington and Radstock it would not sustain more development because it would take massive and expensive groundworks.

CONCLUSION

Housing needs to be provided where there is a good road, drainage and public sewer infrastructure, strong transport links and plenty of amenities both medical and social. This is not the case with regard to RAD25 and RAD26

Thank you for taking the time to read this

With kind regards
Rob Langley

Sent from my iPad

Paul Rixon

From: Richard Daone
Sent: 07 January 2019 09:58
To: Amy Langley
Cc: Sally Davis (Cllr); Local Plan
Subject: RE: Development in Writhlington

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Regards

Richard Daone

Deputy Head of Planning (Policy)

Bath & North East Somerset Council

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

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

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To: Amy Langley
Cc: Richard Daone
Subject: Re: Development in Writhlington

Dear Ms Langley,

Thank you for your email which I'm copying to the Officer responsible for collating responses to the Local Plan so they can be included.

I note the points you have made, as I'm sure you're aware they are similar to many others I've received.

Kind regards,
Sally

Sally Davis
Farmborough Ward Councillor
Chairman DMC
472356

Conservative

01761
07866193911

I, as a Bath & North East Somerset Councillor, am the data controller for the purposes of the Data Protection Act and other regulations including the General Data Protection Regulation (Regulation (EU) 2016/679). For more information click on the link below:

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On 4 Jan 2019, at 20:42, Amy Langley [REDACTED] wrote:

Request to remove, from the local plan for Writhlington, RA 25 and RA 26 as sites suitable for development.

SUMMARY

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- There is no drains or sewage infrastructure
- Very poor public transport

Having attended the recent B&NES Planning Department public consultation event, I am writing to you regarding the exhibition with specific reference to the plans outlined for Writhlington. My comments are made in the context of the B&NES Topic Paper: "Developing an appropriate special strategy for non-strategic growth". This defines Writhlington as a RA1 village and suggests that for the period [2011-2029 50](#) new dwellings should be built in the village within the Housing Development Boundary (HDB). Writhlington village is over this quota because 58 houses have been built within the last 18 months, 55 on a housing estate opposite the Comprehensive School in Knobsbury Lane and the Methodist Chapel has been changed into two dwellings and a new house has been built, both on Manor Road.

Because Writhlington has fulfilled its commitment, I would request that the B&NES planning committee removes the marker placed on the plan against

Old Road/Manor Road which suggests that this is an area with land available for development.

In support of my request I would point out that RAD 25 and RAD 26 are outside the Housing Development Boundary (HDB) and according to BANES Core Strategy & PLacemaking Plan 'house development will be acceptable within the HDB and residential development outside the HDB will ONLY be acceptable if identified in an adopted Neighbourhood Plan. Radstock has not developed a Neighbourhood Plan.

In the Placemaking Plan 2017 BANES identified that in the Somer Valley there is a 'high level of existing housing commitments exacerbating the imbalance of housing over jobs' 'It is important that additional housing does not worsen the balance between homes and jobs and the out-commuting problem'.

There is minimal employment in Writhlington so new house holders would all have to 'out' commute for work. so any new development in the village goes against BANES Spatial Vision of 'reducing car use' and 'maintaining a low carbon economy'

It should also be noted that Writhlington village infrastructure is limited and badly positioned. It has only a small village shop and very limited public transport. All residents are car dependent as they need to travel to both employment and amenities. For most people employment is in Bath so there is likely to be a significant increase in traffic using Church Hill or Green Parlour Lane and on into Braysdown Lane in order to avoid to avoid Radstock centre and the standstill commuter traffic there.

BANES Strategic Objectives include 'ensure the location and layout of new development enables and encourages people to make the best use of public transport, walking and cycling'. However public transport in Writhlington has been severely reduced and it would be dangerous to cycle on any of the access roads due to heavy traffic and narrow steep lanes (1 in 4 in parts) with poor visibility. Walking is also dangerous and difficult in view of the steep terrain, lack of pavements and distances involved.

The [5 road Manor Road/ Knobsbury Lane](#)/ Old Lane/ Frome Road junction is gridlocked at peak times with the huge amount of traffic on account of nearly [1500 children accessing St Mary's Primary school](#) and Writhlington comprehensive school, members of the public visiting the local sports centre and customers visiting a local garage business, and a corner shop. This junction already requires significant improvement.

Access to both RAD25 and RAD26 would be along Old Lane, Green Parlour Lane, Church Hill or Manor Road. All these roads are effectively single track as they are narrowed into single track roads due to business, resident and visitor parking.

It has already been brought to B&NES council's attention the numerous accidents which have occurred on the 'rat run' between Writhlington and The Peasedown by pass which involves Church Hill, Green Parlour Lane and Braysdown Lane. These lanes (1 in 4) are both steep and narrow with high hedges and poor visibility leading to a narrow bridge and railway arch on a blind right angle bend. Commuters to Bath use these roads to avoid the heavy congestion in Radstock town centre at peak times Increasing the level of traffic. Students who walk down up and down Church Hill to access school from Peasedown St John already take their lives in their hands as there are no pavements and drivers who use this route as a rat run show them no consideration.

Also Church Hill and Green Parlour Lane regularly turn into rivers with their land drains unable to cope and in the winter months icy conditions have caused cars to completely lose control. The water run off means the road surface is poor and damaged increasing the poor quality of these roads.

Clearly RAD26 and RAD25 are not suitable for development on the new Local Plan without significant upgrades of the current road and improved access. The Placemaking Plan states 'there is no immediate prospect of large scale funding to trigger road infrastructure improvements within the plan period'. Thus with an overloaded and dangerous road network further housing development is not appropriate.

In addition suggesting that land is available for development appears to be at odds with BANES Green Infrastructure Strategy. The proposed sites are green fields. Also BANES has identified the woodland below RAD26 as a site of Nature Conservation Importance and building on the hill above will increase water run off potentially contaminating and damaging this protected woodland

There is no drainage or mains sewer infrastructure in RAD26 and the slope of the land in both RAD25 and RAD26 would make achieving an effective drainage or sewage system extremely difficult. Radstock's sewage system is already over capacity with the increased amount of housing in Writhlington and Radstock it would not sustain more development because it would take massive and expensive groundworks.

CONCLUSION

Housing needs to be provided where there is a good road, drainage and public sewer infrastructure, strong transport links and plenty of amenities both medical and social. This is not the case with regard to RAD25 and RAD26

Sent from my iPhone

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

COMMENTS FORM

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

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Options document.

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

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

Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	Mr	Title	Mr
First Name	I	First Name	Chris
Surname	Lapraik	Surname	Beaver
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>		Organisation	PlanningSphere Ltd
Email		Email	chris@planningsphere.co.uk
Address		Address	Coworking Bath, The Guild, High Street, Bath
Postcode		Postcode	BA1 5EB
Date	December 2018	Date	December 2018

Please tick

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

YES

Part 2:

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

Land at Holly Bush Farm, Temple Cloud proposed for self-build plots:

- Policy SS1 – focused approach avoiding the Green Belt
- Policy SS2 – more dispersed approach avoiding the Green Belt
- Policy SS3 - combination of locations outside and within the Green Bel
- Policy DM5 – approaches for the delivery of self-build plots

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

Please make your comments as succinct as possible.

Please refer to the accompanying Representation Statement (with Appendices) submitted with this form.

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

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

Representation in response BANES Council's Issues & Options Consultation: Winter 2018

Client: Mr I Lapriak

Date: December 2018

Site: Land at Holly Bush Barn,
Temple Cloud BS39 5DQ



Contents

Sections

- 1.0 Introduction
- 2.0 Relevant background information
- 3.0 Response to the Consultation
- 4.0 Suitability of Land at Former Recreation Ground
- 5.0 Conclusions

Appendices

- A Landscape Strategy (Greenhalgh LA)

1.0 Introduction

- 1.1 PlanningSphere has been instructed to make representations to the emerging Bath and North East Somerset (BANES) Local Plan 2016-2036 on behalf of the owners of land at Holly Bush Barn, Temple Cloud.
- 1.2 The subject site is being promoted for 2 No. serviced self-build plots, and is the subject of a current pre-application enquiry (Ref: 18/04870/PA03).
- 1.3 The representations should also be read with the Landscape Strategy at Appendix A.

2.0 Relevant Background Information

Site Description

- 2.1 The subject site, which extends to 0.25 ha, is located to the west of the A37, approximately 400m north of Temple Cloud village centre.
- 2.2 The site is set back from the A37, buffered from the road by a small cluster of 6 existing dwellings and is currently used as a paddock, with a productive garden area in the western corner, and young orchard trees along the south east boundary. The site is bounded by mature hedgerows and trees which form the south west and south east boundaries with fields beyond the south west boundary. The northern boundary is defined by a mature hazel hedge that separates the site from the northern cluster of dwellings and the north eastern boundary is defined by a low stone wall.
- 2.3 The cluster of dwellings in this location and their arrangement has evolved from their former use as barns and cottages associated with the original main farm house, The Mount. As such there is a coherent character in built form and materials within the cluster of buildings. Annotated site photographs included as part of the accompanying Landscape Strategy demonstrate the context of the site which is accessed from the A37 via a private lane that runs between Templar's Keep and Long Barn.
- 2.4 Prospect House (Grade II Listed building) is located to the south east of the site, however, due to the mature vegetation, there is no inter-visibility between Prospect House and the site. The local visual context is described further in the accompanying Landscape Strategy which concludes that due to the local topography and vegetation, the site is not visible from key viewpoints and does not form part of the landscape backdrop that defines the Landscape Setting to Temple Cloud.

Proposal

- 2.5 The subject site has potential to accommodate up to 2 No. self-build plots, which could be served from the existing private drive access from A37. The proposed subdivision of the land is illustrated in the Landscape Strategy at Appendix A.

- 2.6 The plots would be provided as full serviced plots to be built to a predetermined design code. In the event that the site is allocated for self-building housing, and outline planning permission is granted, one plot will be developed by the applicant for their own occupation, and the second plot will be offered to people who have registered their details on the Council's statutory self-build register.

3.0 Response to the Consultation

- 3.1 Our response to the consultation is focused solely on the matter of self-build, as set out under draft Policy DM5 – approaches for facilitating the delivery of self-build plots.
- 3.2 National planning policy and guidance is set out in the NPPF (2018) and web-based guidance in the NPPG (from 2014). There is a strong focus upon housing delivery, which has been further emphasised in the Housing White Paper (2017).
- 3.3 The benefits of self-build housing as a way of increasing choice and creating a more diverse and a resilient housing market were identified in the 2017 Housing White Paper and this has been translated into both the NPPF (Paragraph 61 and associated footnote 26) and NPPG. Furthermore, legislation requires Councils to maintain a self-build housing register, and LPAs are encouraged to support self-build opportunities.
- 3.4 For ease of reference paragraphs 61 (and footnote 26) and 84 of the revised NPPF are set out below:

*61. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and **people wishing to commission or build their own homes** ²⁶.*

*Footnote 26: Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. **They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand.** Self and custom-build properties could provide market or affordable housing.*

(our emphasis in **bold**)

- 3.5 Paragraph 81 of the NPPF states:

*81. **Planning policies** and decisions **should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements**, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, **and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.***

(our emphasis in **bold**)

- 3.6 National Planning Practice Guidance (NPPG) was published on 6th March 2014 and provides a web-based source of supporting guidance to supplement Policies in the NPPF. In response to the question “*How can relevant authorities increase the number of planning permissions which are suitable for self-build and custom-build housing?*” NPPG: Paragraph: 025 (Reference ID: 57-025-201760728) states:

Relevant authorities should consider how they can best support self-build and custom housebuilding in their area. This could include:

- ***developing policies in their Local Plan for self-build and custom house building;***
- ***using their own land if available and suitable for self-build and custom housebuilding and marketing it to those on the register;***
- ***engaging with landowners who own sites that are suitable for housing and encouraging them to consider self-build and custom housebuilding and facilitating access to those on the register where the landowner is interested; and***
- ***working with custom build developers to maximise opportunities for self-build and custom housebuilding***

(our emphasis in **bold**)

- 3.7 The Self-Build and Custom Housebuilding Regulations 2016 have allowed local authorities to set local eligibility criteria ("a local connection test"). These are divided into:

- Part 1 – people who meet the local connection test and the basic eligibility (as listed in the 2016 Regulations). This part of the register keeps track of local demand. The Council will need to consider the number of registrations when consider how to provide serviced plots for self and custom-build projects.
- Part 2 – people without a local connection but meet the basic eligibility. This part of the register keeps track of general demand for self-build and custom-build and will inform planning policy and the Council’s overall approach to self-build and custom housebuilding. There is no requirement for the Council to grant sufficient development permissions for serviced plots of land to meet this demand.

- 3.8 The Register is run on an annual basis. Each Base Periods starts from the 31st of October.

- 3.9 Data collected on a district-wide basis has been recorded as follows:

Base Period	Number of entries
1 (ending 30/10/2016)	463
2 (ending 30/10/2017) Part 1 only	189
3 (ending 30/10/2018)	n/k

Representations to the Options Consultation Paper

- 3.10 Self and custom-build is an important sub-sector of the housing market as it is a form of housing provision that seeks diversify the new homes market away from the volume home builder sector.
- 3.11 Paragraph 8.7.2 of the consultation document correctly states that PMP Policy H4 encourages self-build, but it does not create a policy environment that directly facilitates delivery of self and custom-build housing. There is also an acknowledgement that only a small number of self-build homes are being brought forward within existing Housing Development Boundaries, which will not meet the level of demand, as quantified in statutory BANES Self-Build Register, as noted above. Indeed, the Self-Build Register itself is unlikely to capture the real demand for self and custom-build homes as it is not well publicised, and at present there is no track record delivery within BANES administrative district for the delivery of self or custom build schemes.
- 3.12 Paragraph 8.7.4 of the consultation examples cites examples from other Council areas where self/custom-build is subject to a % requirement above a certain minimum greenfield site threshold, and other examples of Council's taking a more proactive role by purchasing or using their own land to promote their own schemes.
- 3.13 Given the constrained nature of the BANES administrative district, and to address the potential problem of speculative / volume home builders being able to outbid speculative and custom-build providers, because speculative developers also make a return on building as well land value uplift, we consider that the most appropriate approach for the delivery small-scale self-build, and small and larger scale custom-build schemes, would be for the Council to formulate a 'rural exceptions' form of self and custom-build provision in suitable locations that are adjacent to existing Housing Development Boundaries and other appropriate locations as well as making self and custom-build allocations.

4.0 Suitability of the Land at Holly Bush Barn

- 4.1 The site lends itself to two distinct development areas, north and south, based on proximity to built form, topography and external views, providing a design solution that respects the character and amenity of the surroundings homes and landscape whilst making the best use of the available land.
- 4.2 The northern part of the development (Area A) is within relatively close proximity to the surrounding built form and has internal views only, with potential for the self-build design to reflect the adjacent rural vernacular buildings.
- 4.3 The southern area (Area B) is slightly elevated and is partially visible from a limited number of long-distance views. This area has framed long distance views to the north east and its design will reflect its relationship to this wider countryside allowing it to sensitively blend in with this environment.
- 4.4 In summary the Landscape Strategy at Appendix B establishes the following concept principles:
- potential for the site to be split into 2 plots;
 - retention of key trees and boundary vegetation that create a buffer between adjacent dwellings;
 - new tree planting to reinforce new boundaries; and
 - built form to respond to the context.

Building A (North)

- 2-2.5 storey high building to respond to the scale of buildings in the northern cluster.
- Rubble stone cladding and tile roof to match the built form.
- Alignment to respond to Templar's Keep and northern cluster.
- Fabric first sustainable development philosophy in relation air tightness and thermal performance.
- Potential for Photovoltaic panels on southern side the of roof as this elevation will not be visible from surrounding viewpoints.

Building B (South)

- 1.5 storey high building due to higher site topography
- Alignment to respond to Long Barn and Holly Bush Barn protecting views and amenity.
- Potential for green roof.
- Long distance views to the north east.
- Fabric first sustainable development philosophy in relation air tightness and thermal performance.



Fig 1. Extract of proposed plan from Landscape Strategy.

5.0 Conclusions

- 5.1 The Issues and Options Consultation has correctly identified that it will be necessary for the replacement Local Plan to include policy that will enable the deliver of self and custom-build to replace PMP Policy H4, and to meet statutory and national policy requirements.
- 5.2 The analysis set out in Section 3 of this statement suggests that in the highly constrained BANES administrative district, it would be appropriate for the Council to allocation land for self and custom-build plots, and to also evolve a rural exceptions type criteria-based policy to enable self and custom-build developments to come forward in locations adjacent to but outside Housing Development Boundaries, and other suitable locations that meet accessibility criteria.
- 5.3 We submit that our client's land at Holly Bush Barn should be allocated for self-build housing.

**HOLLY BUSH BARN
TEMPLE CLOUD**

Landscape Strategy

Document reference: 098-G100

Revision: A

Date: 05.10.2018

GREENHALGH



Landscape Architecture

Rev	Issue Status	Date
-	For discussion	14.09.2018
A	Illustrative Landscape Plan added	05.10.2018

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1.0 INTRODUCTION

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2.5 PLANNING CONTEXT

2.6 SUMMARY

3.0 LANDSCAPE PROPOSALS

3.1 CONCEPT

3.2 ILLUSTRATIVE LANDSCAPE PLAN

1.0 INTRODUCTION

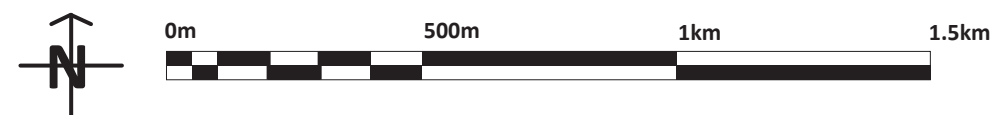
Greenhalgh Landscape Architecture have been appointed to carry out a Landscape Appraisal of the area to the south of Holly Bush Barn, Temple Cloud in order to assess development potential and inform the Landscape Strategy for any proposed development.

The site analysis and observations were undertaken in September 2018.

Based on the findings of the Site Appraisal, a Landscape Strategy for the development of the site is established and described in the later chapters of the report.

This is a standalone report and should be read in conjunction with the supporting submission documents.

SITE ANALYSIS
2.1 CONTEXT



The site is located to the west of the A37, approximately 400m north of Temple Cloud Village centre. The village of Clutton lies approximately 0.7km to the north.

The site lies in a dip in the A37, at approximately 130m AOD with the topography rising to 165m AOD to the south west at Paul Wood approximately 0.5Km away. To the north east the topography rises to 170m AOD at Clutton Hill approximately 1.5Km from Holly Bush Barn.

Two Long Distance Paths run within 1Km of the site. The Three Peaks National Trail runs East-West to the north of Clutton, approximately 1Km from the site. The Limestone Link National Trail that links the Cotswolds to the Mendip Hills runs in between Temple Cloud and Clutton, approximately 130m to the north of the site.

Other public footpaths lie on the other side of the A37 to the east of the site linking Temple Cloud to Clutton and Cholwell.

Footpaths to the south and west of the site are limited and are screened from the site by the surrounding built form and topography.



The site is set back from the A37, buffered from the road by existing dwellings. Public footpaths are on the opposite side of the A37.

The site area is currently used as a paddock, with a productive garden area in the western corner, and young orchard trees along the south east boundary.

Vegetation including mature trees form the south west and south east boundaries. The fields beyond the south west boundary are laid to pasture.

The arrangement of dwellings have evolved from their former use as barns associated with the original Main House with is now referred to as The Proles/Waunakee House. As such there is a coherent character in built form and materials within the cluster of buildings.

Prospect House (Grade II Listed building) is located to the south east of the site, however, due to the mature vegetation, there is no intervisibility between Prospect House and the site. According to Historic England, the description of the listing is as follows:

PROSPECT HOUSE.
List entry Number: 1312845.

House. Early C18 with C19 addition. Rubble rendered and colourwashed, pantile roof. 2 storeys, 3 windows with 2 storey, 1 window south extension. Windows in C18 wing are 2-light ovolo moulded mullions with 2 pane casements. Each has a raised keystone, those on ground floor set above a projecting string course. Central upper window has been blocked and reopened into an oculus. C19 wing has 2-light casements. C20 gabled stone porch. 3 brick stacks.

SITE ANALYSIS
2.3 EXISTING SITE PHOTOGRAPHS



View 1 from the paddock.
Looking north east with The Proles on the left and Holly Bush Barn on the right.



View 2 from the paddock.
Looking north east with Holly Bush Barn on the left and the roof of Long Barn in the centre. Clutton Hill incorporating part of the Three Peaks Long Distance Path is in the far distance.



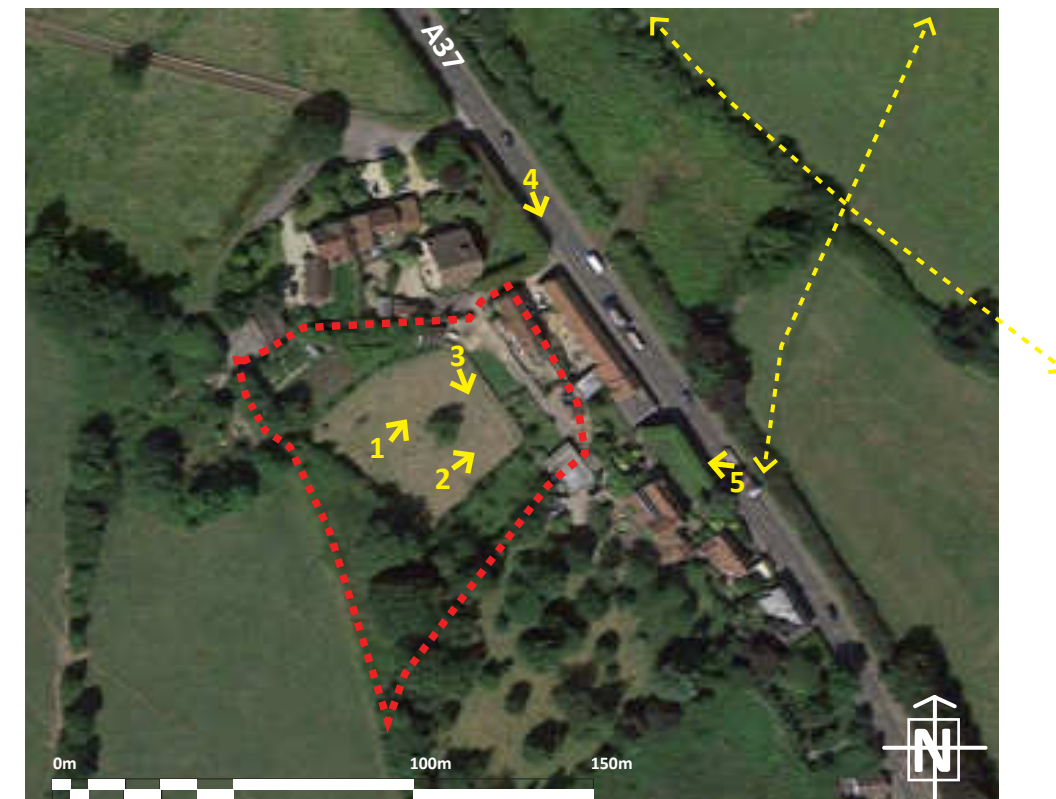
View 3 from the paddock.
Looking south east towards the vegetated boundary.



View 4 from the A37
Looking south east towards the Long Barn and the lane accessing the existing dwellings.



View 5 from the A37
Looking north west towards the Long Barn with glimpsed views to the roofscape of The Proles and Holly Bush Barn.



HOLLY BUSH BARN, TEMPLE CLOUD

SITE ANALYSIS
2.4 WIDER CONTEXT PHOTOGRAPHS

Roof of Holly Bush Barn
Waunakee House



View A from The Three Peaks Long Distance Walk
Looking south west
Distance to site: 1.5Km
Summary: Glimpsed view to the site and the roof of Holly Bush Barn.

Waunakee House



View B from the Public Footpath
Looking south west
Distance to site: 650m
Summary: Glimpsed view to the roof of Waunakee House, but Holly Bush Barn and the site is screened by mature field boundary vegetation.

Glimpsed view of Roof of Holly Bush Barn
Waunakee House



View C from the Public Footpath
Looking south west
Distance to site: 200m
Summary: Glimpsed view to the roof of Waunakee House, but Holly Bush Barn and the site is screened by mature field boundary vegetation.

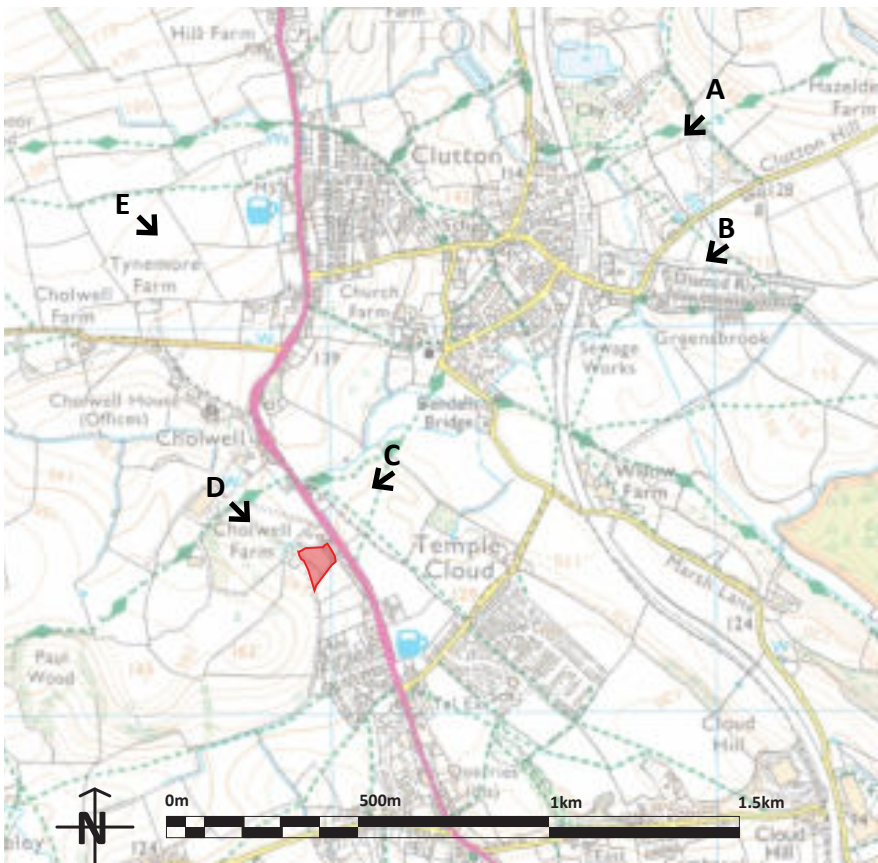
The site (behind vegetation)



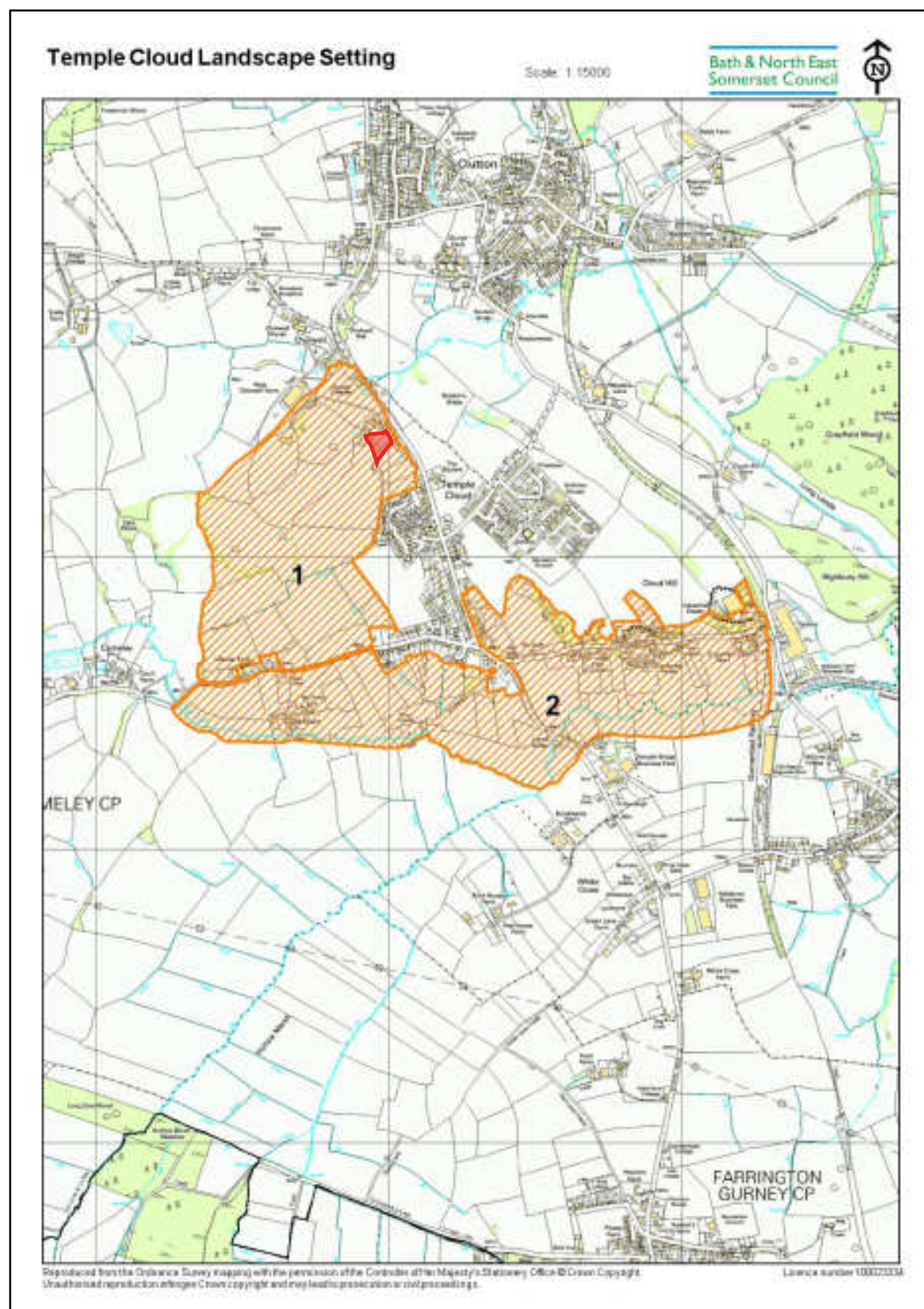
View D from The Three Peaks Long Distance Walk
Looking south east
Distance to site: 250m
Summary: The site is completely screened by mature boundary vegetation.



View E from the Public Footpath
Looking south east
Distance to site: 1Km
Summary: The site is completely screened by mature field boundary vegetation.



HOLLY BUSH BARN, TEMPLE CLOUD



According to the Bath and North East Somerset Placemaking Plan, the site falls within the boundaries of Policy NE2A Landscape Setting of Settlements, Area 1 of Temple Cloud

Landscape Setting.

The following text is extracted from the character description:

Overview

Temple Cloud lies within the Hinton Blewett and Newton St Loe Plateau Lands landscape character area towards its western end. The older part of the village nestles within the undulating eroded part of the plateau formed by the indented valley sides and tributaries of the Cam Brook. Modern development has been built on a small area of slightly higher plateau top along the lane linking Temple Cloud to Clutton. The Landscape character changes markedly to Hollow Marsh immediately south of Camely Road, a lane which runs eastwest along the very southern edge of the village. This is much lower lying land, marked by the route of the meandering Cam Brook Valley

Area 1

Natural Factors:

- *The landscape to the west and north-west of the village rises markedly up to 165m and forms an indented, undulating landscape backdrop which is especially prominent around Cholwell Farm.*

Visual and Perceptual Factors:

- *Approaching Temple Cloud from the north along the A37, the sweeping, hillside landscape of pasture and copse and mature trees associated with Cholwell Farm and estate is a prominent and distinctive landscape setting feature.*

Following the visual appraisal including the analysis of views from the A37 and from the surrounding footpaths it is considered that due to the topography and vegetation, the site is not visible from key viewpoints and does not form part of the landscape backdrop that defines the Landscape Setting to Temple Cloud.



Following the site appraisal, the following observations were noted:

1. The site is currently accessed from the A37 via a private lane that runs between Waunakee House and Long Barn.
2. The northern boundary is defined by a mature hazel hedge that separates the site from the northern cluster.
3. The north eastern boundary is defined by a low stone wall, but existing dwellings and gardens are visible
4. South eastern and south western boundaries are defined by mature boundary vegetation that screen all potential views from the south and west.
5. The site lends itself to two distinct development areas, based on proximity to built form, topography and external views.
6. Area A is within relative close proximity to the surrounding built form and has internal views only. This area is not visible from the surrounding context.
7. Area B is slightly elevated and is partially visible from a very few number of long distance views. This area has framed long distance views to the north east.

LANDSCAPE PROPOSALS

3.1 LANDSCAPE CONCEPT

The following concept principles have therefore been established:

- Potential for the site to be split into 2 plots;
- Retain key trees and boundary vegetation that create a buffer between adjacent dwellings;
- New tree planting to reinforce new boundaries;
- Built form to respond to the context;

Building A

- 2-2.5 storey high building to respond to the northern cluster.
- Rubble stone cladding and tile roof to match the built form.
- Alignment to respond to Waunakee House and northern cluster.
- Potential for Photovoltaic panels on southern side of roof as this elevation will not be visible from surrounding viewpoints.

Building B

- 1.5 storey high building due to higher site topography
- Alignment to respond to Long Barn and Holly Bush Barn.
- Potential for green roof.
- Long distance views to the north east.





GREENHALGH LANDSCAPE ARCHITECTURE

7 Sydney Wharf

Bath

BA2 4EF

Registered in England Company Number 09118428

From: Richard Daone
Sent: 20 December 2018 15:24
To: Sally Davis (Cllr); Paul Latchem
Cc: Local Plan
Subject: RE: Writhlington - Proposed Residential Development off Manor Road

Categories: Green Category

Dear Sally

Thank you for forwarding the email from Ms Shaw.

Dear Mr Latchem

We will treat your email to Cllr Davis as comments on the Local Plan Options document. I therefore, acknowledge receipt of your comments. The Council will carefully consider the issues raised in all the comments received in preparing the Draft Local Plan, which will propose sites for allocation for housing development and which will be published and consulted upon in the summer next year. The Council also holds a database/mailling list of individuals and organisations that wish to be kept informed of the next stages of Local Plan preparation and future opportunities to comment. Please can you let me know if you would like your contact details added to this database – please note we will only use your information for the purpose set out above. Thank you.

Regards

Richard Daone

Deputy Head of Planning (Policy)

Bath & North East Somerset Council

Telephone: 01225 477546 or Mobile: 07977228100

Email: richard_daone@bathnes.gov.uk

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

From: Sally Davis (Cllr)
Sent: 19 December 2018 18:12
To: Paul Latchem
Cc: Richard Daone
Subject: Re: Writhlington - Proposed Residential Development off Manor Road

Dear Mr Latchem,

Thank you for your email which I have forwarded to the Officer collating the responses to the Local plan, I note your views.

Kind regards,
Sally

*Sally Davis
Farmborough Ward Councillor
Chairman DMC
472356*

Conservative

*01761
07866193911*

I, as a Bath & North East Somerset Councillor, am the data controller for the purposes of the Data Protection Act and other regulations including the General Data Protection Regulation (Regulation (EU) 2016/679). For more information click on the link below:

<http://www.bathnes.gov.uk/services/your-council-and-democracy/councillors-and-how-council-works/councillor-privacy-notice>

On 19 Dec 2018, at 15:28, Paul Latchem [REDACTED] wrote:

Please see my comments and observations regarding a consultation document I have recently received regarding a proposed residential development in Writhlington. I send them to you in the hope that you can support my views and when your own views are called for, you may take them into account.

I am not against further development in Writhlington however I took part in a consultation process for the recent Development on Knobsbury Lane. Unfortunately the developers did not take comments from local residents into account, notably the 5 way junction on the Frome Road. It was stressed at that time improvements to this junction to improve the safety and usability were already required and should be carried out prior to the increase in traffic that would be created by the proposed development. This did not happen and this junction has, as expected, become an increased bottle neck. With 2 schools, the only local shop, village hall, play park and a busy garage all sited on this junction feeding pedestrians of all ages into the area, where drivers are invariably highly stressed it has become increasingly unsafe; it is a recipe for disaster. Accidents and near misses are common place.

Any increase in development, using this junction as part of its access, will further exasperate the situation.

Manor road itself, in my opinion, cannot cope with any increase in traffic due to the parking situation along it and especially at the junction. The proposal of increased off-road parking will have no beneficial affect, it is at the far end away from the junction and residents, who currently choose to park on the road, would only use the off-road parking when the on-road parking is full.

The supposition that the development will improve the commuting situation is unfounded. The current situation shows residents from the area work away from the local community. The bus service is poor and the development is on top of a hill, so cars will be predominantly used to commute and shop.

The increase of online shopping will also create increased traffic.

I could only support this development, if a two way access road was included onto Green Parlour Road and as on the proposal this road was widened. A round-about was installed onto the Frome Road crossroads with Green Parlour Road. A two way access off Manor Road could be linked to the development's Green Parlour entrance by a through road. This would effectively reduce the pressure on the 5 way junction at Manor road with Frome Road.

In its current guise I am totally against the proposal for the reasons I have stated. Additionally it develops land on the outskirts of the town, without any improvements to the infrastructure, when there are brown field and infill sites closer to the town centre that could provide the residential properties in this proposal.

Writhlington has provided the total of properties in the area's outline plan, when other areas closer to the main cities of Bath and Bristol have not.

Outlying residential developments exasperate the commuting and air quality problems that will continue to become high priorities in the coming years.

I understand that there is no plan to improve the infrastructure or for any road improvements in the Writhlington area and would suggest it has therefore reach saturation level for residential

development. I would also submit that any developments should be around the area where improvements are planned or have already taken place or where there is expected increases to employment, e.g. near Bristol Airport.

Kind regards
Paul Latchem (concerned resident)

Sent from my iPad

[REDACTED]

From: jane latham [REDACTED]
Sent: 05 January 2019 13:17
To: Local Plan
Subject: Rejection

Categories: Green Category

Sent from my iPhone

Dumping ground for 2500

[REDACTED]

From: [REDACTED]
Sent: 04 January 2019 17:31
To: Local Plan
Subject: Proposed housing Whitchurch
Categories: Green Category

Hi,

I am strongly against the housing development and new road that is being proposed in the Whitchurch area. I don't believe Whitchurch could handle the increased level of infrastructure. Building 2000 new homes will create a new village which will detriment whitchurch's growth.

Kind Regards
Laura

Sent from my Samsung device

HELAA: Call for Sites 2018

GUIDANCE ON COMPLETING THIS FORM

Sites can be submitted for the HELAA between 12th November 2018 and 7th January 2019. Please return this form, a plan that clearly and accurately identifies the site boundary and any other attachments to: **planning_policy@bathnes.gov.uk** or Planning Policy, Planning Services, Bath & North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG (email preferred) by 7th January 2019.

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

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

1. PREVIOUS SUBMISSIONS
a. Has this site previously been submitted? Yes
b. Previous reference number (if known): K11 (Ref no. within Draft HELAA 2018)
c. If the site has already been submitted, how does the information provided in this form change the information you have previously provided to us? Please see supporting statement attached

***Please choose/delete where applicable**

2. YOUR DETAILS		
a. Name:	Rhian Lees	
b. Company/organisation:	RPS	
c. Address:	Park House, Greyfriars Road, Cardiff	
d. Postcode:	CF10 3AF	
e. Telephone:	02920 668662	
f. Email:	Rhian.lees@rpsgroup.com	
g. Status (please mark all that apply):		
i. Owner (all/part of site) <input type="checkbox"/> ii. Land agent <input type="checkbox"/> iii. Planning consultant <input checked="" type="checkbox"/> iv. Developer <input type="checkbox"/> v. Amenity/community group <input type="checkbox"/> vi. Registered housing provider <input type="checkbox"/> vii. Other: Please enter text here.	<i>If acting on behalf of landowner/ developer, please provide client name and address details (including postcode):</i> Taylor Wimpey Bristol Ground Floor 730 Watersdie Drive Aztec West Almondsbury BS32 4UE	
h. Ownership details (please mark where applicable):		
i. Owner of entire site <input checked="" type="checkbox"/>	ii. Owner of part of site <input type="checkbox"/>	iii. No ownership of site <input type="checkbox"/>
i. If owner/part owner, have you attached a title plan and deeds with this form?		Yes
j. If you are not the owner of the entire site, please provide details of the (other) owner(s), if known		
k. Does the owner (or other owner(s)) support your proposals for the site?		Yes/No*

*Please choose/delete where applicable

3. SITE DETAILS		
a. Site Address:	Bristol Road, Keynsham	
b. Postcode (where applicable):	Please enter text here.	
c. Current Land Use	Vacant	
d. Adjacent Land Use(s)	Keynsham RFC/residential/commercial	
e. Relevant Planning History (including reference numbers, if known)	96/02786/FUL – use of agricultural land as target archery ground and ancillary works – approved 14/01/1997 97/02790/FUL – erection of 1 no. bungalow – refused 27/11/1997; later allowed on appeal	
f. Please confirm that you have provided a site plan:	Yes	

4. POTENTIAL USES & CAPACITY		
Suggested uses (please tick all that apply and where mixed use indicate % of overall site for each use)		
USE	SELECT	Capacity (number of units) and indication of possible residential tenures, types and housing for different groups
Residential dwellings (C3)	Yes	Approx. 75
Residential – self-build dwellings only	No	Please enter text here.
Other residential, e.g. student accommodation, residential care homes etc (specify)	No	Please enter text here.
Office, research & development, light industrial (B1)	No	Please enter text here.
General industrial (B2) / warehousing (B8)	No	Please enter text here.
Sports / leisure (please specify)	Yes	Site adjoins Keynsham RFC – please see supporting statement for further details.

***Please choose/delete where applicable**

Retail	No	Please enter text here..
--------	----	--------------------------

5. SITE SUITABILITY		
Question	Answer	Further details including details of further studies undertaken / mitigation proposed
Does the site have any physical constraints (e.g. topography, access, severe slope, vegetation cover etc.)?	No	Please see enclosed access arrangement
Is the site subject to flooding?	Yes	See enclosed Flooding Constraints Plan
Is the site affected by 'bad neighbour' uses (e.g. power lines, railway lines, major highways, heavy industry)?	No	
Is there a possibility that the site is contaminated?	No	
Can satisfactory vehicular access to the site be achieved?	Yes	See enclosed Access Arrangement drawing
Has the Highways Agency been consulted?	No	
Is the site subject to any other key constraints?	Yes	Site currently falls within the Green Belt
a. UTILITIES / INFRASTRUCTURE PROVISION Please tell us which of the following utilities are currently available to the site:		
i. Mains water supply <input type="checkbox"/>	ii. Mains sewerage <input type="checkbox"/>	
iii. Electrical supply <input type="checkbox"/>	iv. Gas supply <input type="checkbox"/>	
v. Landline telephone <input type="checkbox"/>	vi. Broadband internet <input type="checkbox"/>	
vii. Other (please specify): Please enter text here.		viii. Please provide any other relevant information relating to site suitability: Please enter text here.

***Please choose/delete where applicable**

6. SITE AVAILABILITY

Question	Answer	Further details including details of further studies undertaken / mitigation proposed									
Are there any legal/ownership constraints on the site that might prohibit or delay development of the site (e.g. ransom strip/covenants)?	No										
Must land off-site be acquired to develop the site?	No										
Are there any current uses which need to be relocated?	No										
Is the site owned by a developer or is the owner willing to sell?	Yes	Site is owned by Taylor Wimpey									
a. When do you estimate the first housing completion could realistically occur (if applicable)?											
<div> <div>i. Within the next 5 years <input checked="" type="checkbox"/></div> <div>ii. 6 to 10 years <input type="checkbox"/></div> <div>iii. 11 to 20 years <input type="checkbox"/></div> </div>											
b. What do you estimate the rate of delivery to be? <i>NB Year 1 is the first year of delivery:</i>											
Year	1	2	3	4	5	6	7	8	9	10	11-20
Number of units completed in year	Enter Units	Enter Units	Enter Units	25	25	25	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units
c. Do you have any information to support when the site will come forward and its phasing? Please consider suitability, achievability and constraints.											

*Please choose/delete where applicable

7. SITE ACHIEVABILITY

Question	Answer	Comments / Further Details
Are there any known significant abnormal development costs (e.g. contamination remediation, demolition, access etc.)? If yes, please specify.	No	Please enter text here.
Does the site require significant new infrastructure investment to be suitable for development? If yes, please specify.	Yes	Site does not currently benefit from any mains services.
Are there any issues that may influence the economic viability, delivery rates or timing of the development? If yes, please specify.	Yes	The site falls within Flood Zone 2 and any engineering solution to overcome this could impact on viability.
Has a viability assessment / financial appraisal of the scheme been undertaken?	No	
Have any design work studies been undertaken?	Yes	An access solution has been identified – please see enclosed drawing.

8. ADDITIONAL COMMENTS

Please see enclosed Supporting Statement.

***Please choose/delete where applicable**



Bath and North East Somerset Council

Housing and Environmental Land Availability Assessment: Call for Sites 2018

Land at Bristol Road, Keynsham

- 1.1 The proposed candidate site extends to 3.18ha and is located on the northern edge of Keynsham. It is bordered to the south and south east by residential development, to the west by Keynsham Rugby Ground and to the north east by the A4 (Keynsham Bypass). A landscaping buffer separates much of the site from the A4, providing a visual and acoustic barrier. Views into the site are limited to those travelling north bound on the A4 via a break in the buffer in the south eastern corner.
- 1.2 The site is located close to existing services and public transport infrastructure. The northern boundary of Keynsham town centre lies 200m to the south, Keynsham Train Station lies 400m to the east and there are also a number of schools within walking distance.
- 1.3 The site falls outside of, but immediately adjacent to, the defined settlement boundary of Keynsham. It has been allocated as Green Belt since 1989 and is allocated as such in the Adopted Core Strategy and Placemaking Plan (July 2017).
- 1.4 The Core Strategy seeks to enable Keynsham to evolve into a market town fit for the 21st century, becoming a more significant location for business and a more sustainable, desirable and well connected place to live and work. Opportunities for growth are currently concentrated in the south west and east of the town across three strategic sites, with a further site allocated to the north of the A4.
- 1.5 The Local Plan 2016 – 2036 Options Consultation document (Winter 2018) builds on this approach and also includes a major allocation on the north eastern side of the town, which has been assessed through the Core Strategy and West of England Joint Spatial Strategy. The North Keynsham Strategic Development Location (NKSDL) will deliver around 1,500 new homes, 50,000 sq m of employment floorspace, a new local centre and a new primary school, with potential for a new mixed tenure marina. The proposed NKSDL is the primary focus for housing delivery and growth in Keynsham over the Plan period.
- 1.6 Previous calls for sites have identified potential development sites in Keynsham and a Draft Housing and Economic Land Availability Assessment (“HELAA”) was published in 2018. Forty sites in total were assessed and of those, thirty sites have been classified as ‘unsuitable’ on the basis of their location within the Green Belt or their landscape designation, including the proposed candidate site (Ref. K11). A further four have been classified as ‘suitability not proven’, requiring a more detailed assessment to be undertaken. Six have not been assessed as they have already been assessed or safeguarded through the Local Plan, Core Strategy or Joint Spatial Plan.

- 1.7 The proposed candidate site is assessed as unsuitable in the Draft HELAA (2018), on the basis of its location within the Green Belt, position within open flood plain and its setting in relation to the settlement. The Draft HELAA considers development would be considered incongruous both in visual and landscape terms.
- 1.8 Aside from the four sites classified as 'suitability not proven', and the four sites already allocated, all growth within Keynsham is therefore proposed to be accommodated within the NKSDL (subject to the outcome of this latest call for sites). Reliance on a small number of larger sites to deliver all planned growth is a flawed strategy. Given how tightly constrained the settlement boundary of Keynsham is, a more flexible approach needs to be taken in assessing sites already discounted, including this proposed candidate site, if Keynsham is to achieve the growth aims set down in the Core Strategy.
- 1.9 The proposed candidate site is considered suitable for residential development, capable of delivering up to 75 units, but, as an alternative use, could also be utilised for sport and recreation, given its close proximity to Keynsham Rugby Ground.
- 1.10 An access solution has been identified, as shown on RPS Drawing No. JNY10012-001.
- 1.11 With regard to the Green Belt designation, Paragraph 134 of the NPPF (July 2018) sets out the five purposes of the Green Belt including preventing neighbouring towns merging into one another, safeguarding the countryside from encroachment and preserving the setting and special character of historic towns:
- 1.12 The NPPF makes it clear that once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. It is acknowledged the Green Belt was reviewed as part of the Core Strategy. However, the preparation of B&NES' new Local Plan provides an opportunity to reassess the Green Belt boundary for Keynsham and consider if it remains fit for purpose in the context of its original aims.
- 1.13 In terms of the proposed candidate site, releasing it from the Green Belt and incorporating it into Keynsham's settlement boundary would not compromise the Green Belt as the site serves none of the specific purposes intended by the Green Belt. There are existing physical barriers that would prevent further coalescence to the nearest settlement (Bristol, which lies to the north west); the A4 Keynsham Bypass to the north east and Keynsham RFC to the north and west.
- 1.14 Whilst the Draft HELAA finds the site unsuitable because of its landscape qualities, there is no formal designation and no formal landscape and visual impact study has been undertaken. This process must be undertaken to ensure a comprehensive assessment of the landscape qualities of the site, rather than the arbitrary assessment that has been done to date.
- 1.15 In terms of flood risk, the site comprises two distinct parcels (see enclosed plan prepared by Ashfield, Drawing No. 75417-F01 Drawing 02).
- 1.16 Area A, in the north western corner, extends to 0.5ha and falls within Flood Zone 3a. Residential development would not be appropriate on this part of the site, but it could be utilised for less vulnerable development, including sport and recreation.

- 1.17 Area B covers the remainder of the site and falls within Flood Zones 1 and 2. Subject to compliance with the Exception test, the site could accommodate residential development. Sport and recreation uses would also be acceptable.
- 1.18 Overall the site serves no purpose within the Green Belt and flooding constraints can be managed. It is in a highly sustainable location, within walking distance of the town centre, public transport links and schools and services. The proposed candidate site would form a natural rounding off for Keynsham and represents an appropriate extension to the existing settlement boundary.



Official copy of register of title

Title number ST163510

Edition date 15.10.2007

- This official copy shows the entries on the register of title on 26 Nov 2008 at 14:26:48.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 26 Nov 2008.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- For information about the register of title see Land Registry website www.landregistry.gov.uk or Land Registry Public Guide 1-A *guide to the information we keep and how you can obtain it*.
- This title is dealt with by Land Registry Plymouth Office.

A: Property Register

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

BATH AND NORTH EAST SOMERSET

- 1 (22.10.1998) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being Land on the north side of Bristol Road, Hawkswell, Keynsham.
- 2 (22.10.1998) The land has the benefit of the following rights contained in a Deed of Assent of the land in this title and other land dated 7 February 1969 in favour of Wilfrid Stanley Scammell and Thomas William Carpenter:-

"TOGETHER WITH the rights of way and access for all purposes and of ingress egress and regress on foot and with horses vehicles and other things to and from the said properties secondly thirdly and fourthly hereinbefore described vested in us as such Personal Representatives of the said deceased as aforesaid which said properties secondly thirdly and fourthly hereinbefore described together with such right were more particularly described with other property in an Indenture of Conveyance dated the thirtieth day of October One thousand nine hundred and eighteen and made between Charles Whitchurch Wasbrough of the one part and the said Deceased of the other part."

NOTE 1: The land in this title comprises the land fourthly described

NOTE 2: Neither the Original Conveyance dated 30 October 1918 referred to nor a certified copy or examined abstract thereof was produced on first registration.

B: Proprietorship Register

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

Title absolute

- 1 (22.10.1998) PROPRIETOR: TAYLOR WIMPEY UK LIMITED (Co. Regn. No. 01392762)

Title number ST163510

B: Proprietorship Register continued

of St Davids Court, Union Street, Wolverhampton, WV1 3JE.

End of register



These are the notes referred to on the following official copy

The electronic official copy of the title plan follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.


This official copy was delivered electronically and when printed will not be to scale. You can obtain a paper official copy by ordering one from Land Registry.

This official copy is issued on 26 November 2008 shows the state of this title plan on 26 November 2008 at 14:26:12. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - *Title Plans and Boundaries*.

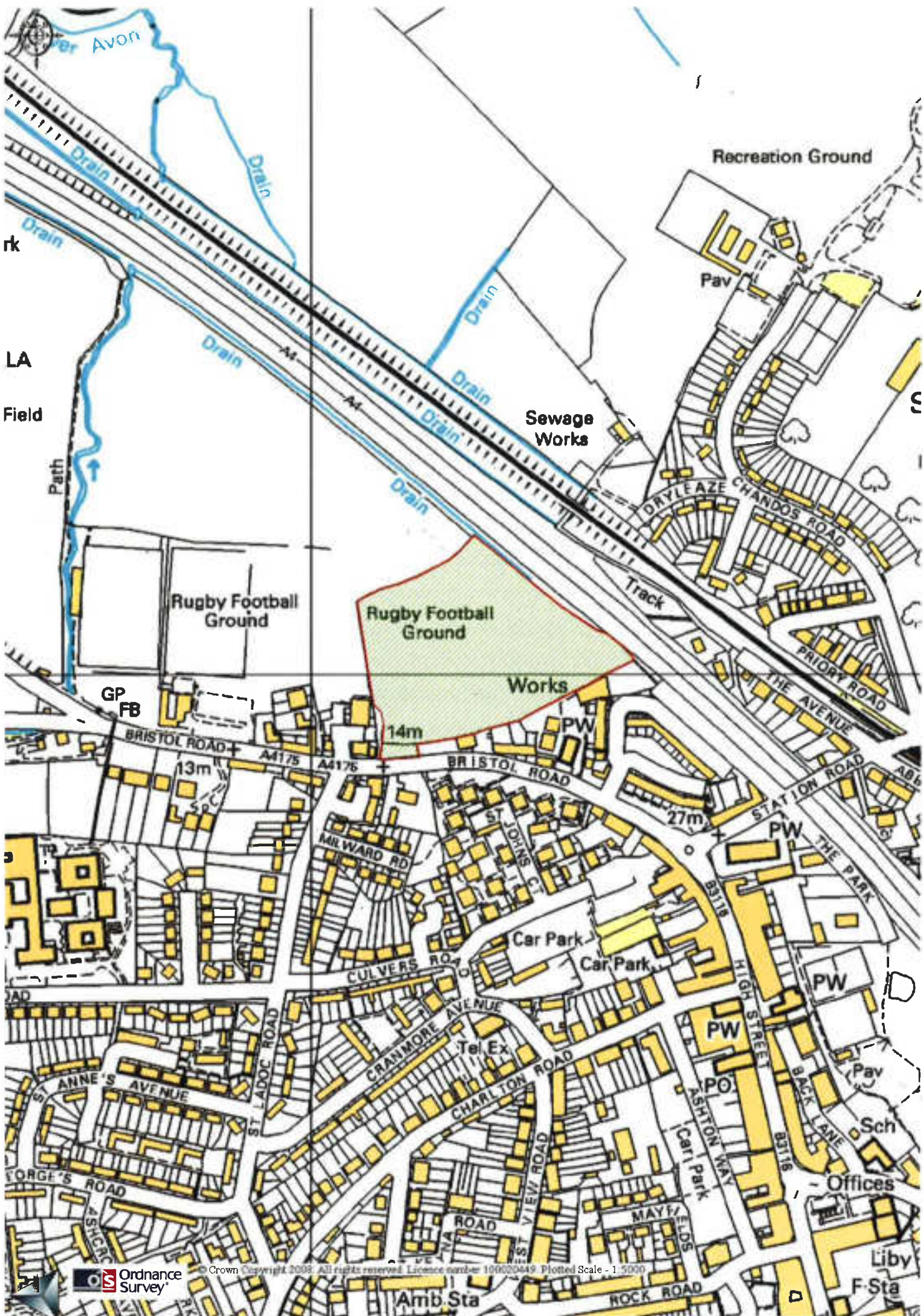
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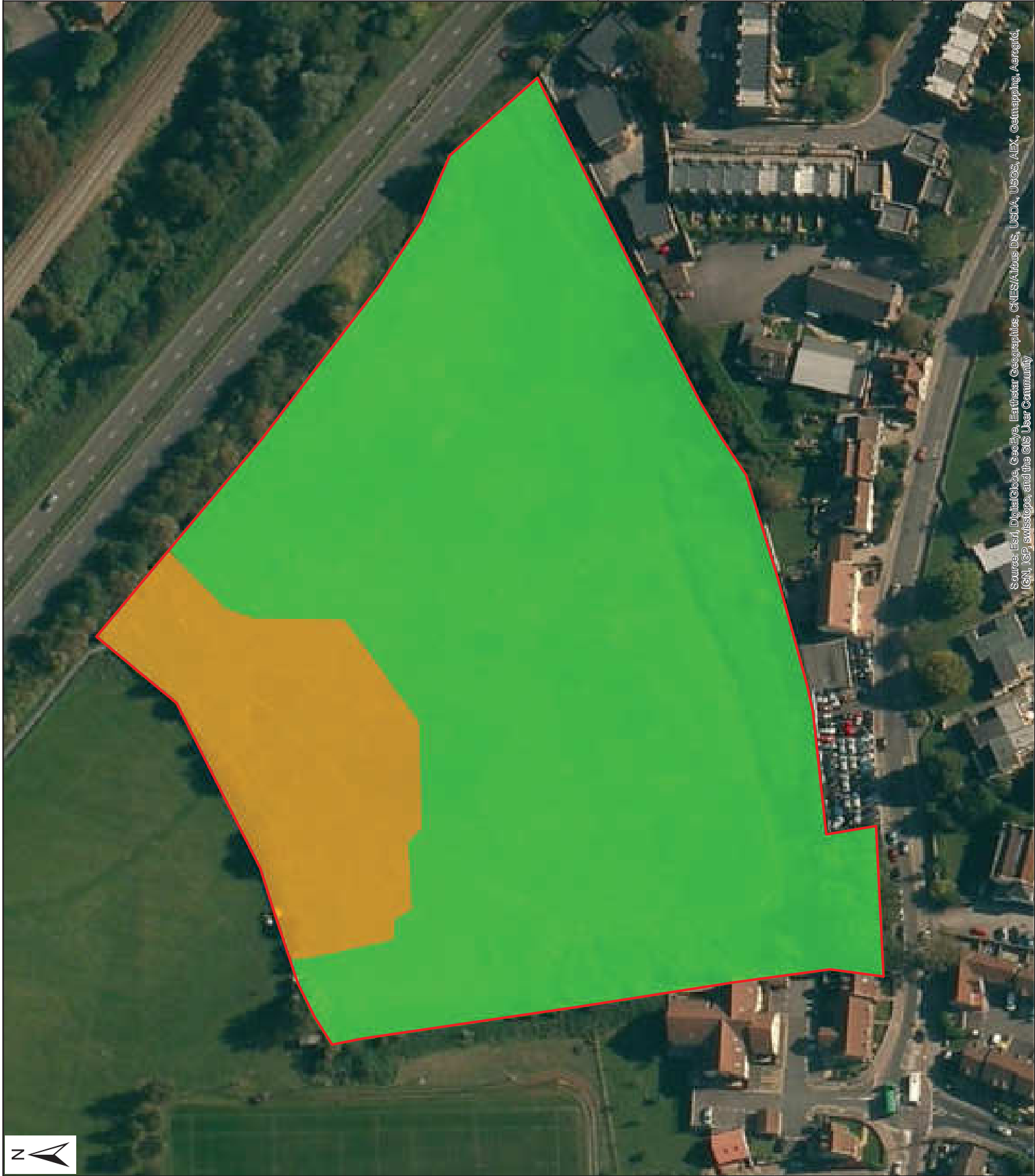


H.M. LAND REGISTRY		TITLE NUMBER	
		ST163510	
ORDNANCE SURVEY PLAN REFERENCE	ST6569	Scale 1/1250 enlarged from 1/2500	
ADMINISTRATIVE AREA BATH & NORTH EAST SOMERSET		Crown copyright	

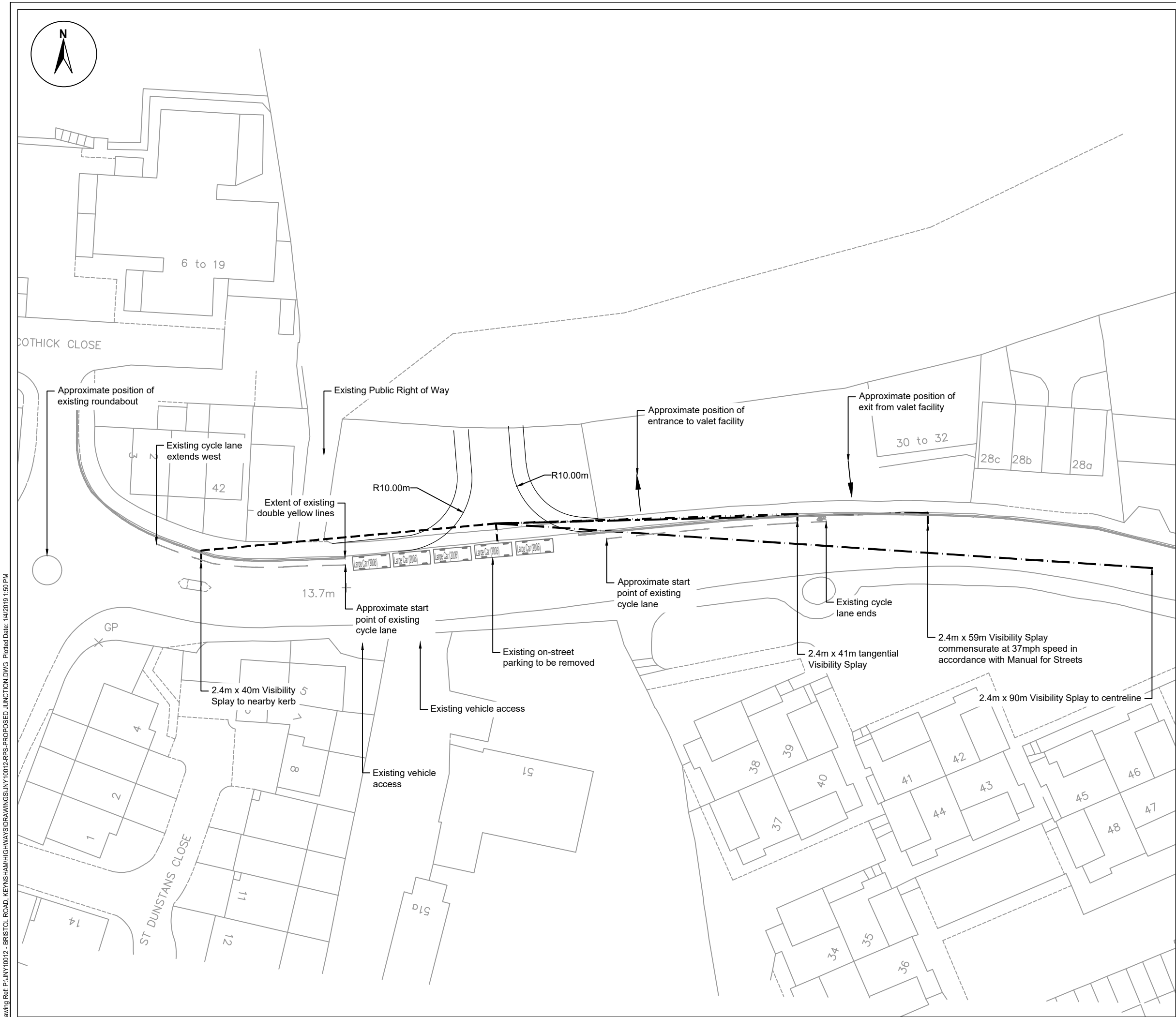




rk
LA
Field



<div>Legend</div> <div><div><div></div>Site Boundary</div><div><div></div>Area A - (0.5 Ha)</div><div><div></div>Area B - (2.4 Ha)</div></div>			
</			



NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.

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Rev	Description	Date	Initial	Checked

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Client TAYLOR WIMPEY

Project BRISTOL ROAD, KEYNSHAM

Title PROPOSED JUNCTION ARRANGEMENT

Status	Drawn By	Checked by
PRELIMINARY	DH	CMR
Project Number	Scale @ A3	Date Created
JNY10012	1:500	21/12/2018

Drawing Number	Rev
JNY10012-001	-

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Title Number : ST162967

This title is dealt with by Land Registry Plymouth Office.

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

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he suffers loss by reason of a mistake in an official copy.

This extract shows information current on 2008-10-02 at 15:35:26 and so does not take account of any application made after that time even if pending in the Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: ST162967
Address of Property	: Land on the north side of Bristol Road, Hawkswell, Keynsham
Price Stated	: Not Available
Registered Owner(s)	: TAYLOR WIMPEY UK LIMITED (Co. Regn. No. 01392762) of St Davids Court, Union Street, Wolverhampton, West Midlands WV1 3JE.
Lender(s)	: ALEXANDER WILLIAM MARTIN MITCHELL PETER DUNCAN LAWS

Title number ST162967

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 2008-10-02 at 15:35:26. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

A: Property Register

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

BATH AND NORTH EAST SOMERSET

- 1 (22.10.1998) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being Land on the north side of Bristol Road, Hawkswell, Keynsham.

NOTE: The land tinted green on the filed plan is not included in this title.

- 2 (22.10.1998) The land has the benefit of the following rights contained in a Deed of Assent of the land in this title and other land dated 7 February 1969 in favour of Wilfrid Stanley Scammell and Thomas William Carpenter.

"TOGETHER WITH the rights of way and access for all purposes and of ingress egress and regress on foot and with horses vehicles and other things to and from the said properties secondly thirdly and fourthly hereinbefore described vested in us as such Personal Representatives of the said deceased as aforesaid which said properties secondly thirdly and fourthly hereinbefore described together with such rights were more particularly described with other property in an Indenture of Conveyance dated the thirtieth day of October One thousand nine hundred and eighteen and made between Charles Whitchurch Wasbrough of the one part and the said Deceased of the other part."

NOTE 1: The land in this title comprises part of the land secondly described

NOTE 2: Neither the Original Conveyance dated 30 October 1918 referred to nor a certified copy or examined abstract thereof was produced on first registration.

B: Proprietorship Register

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

Title absolute

- 1 (22.10.1998) PROPRIETOR: TAYLOR WIMPEY UK LIMITED (Co. Regn. No. 01392762) of St Davids Court, Union Street, Wolverhampton, West Midlands WV1 3JE.
- 2 (22.10.1998) The Transfer to the proprietor contains a covenant to observe and perform the obligations of the Vendors so far as the same affect the property and are still subsisting and capable of being enforced and of indemnity in respect thereof.

C: Charges Register

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

- 1 (22.10.1998) The parts of the land affected thereby are subject to the

C: Charges Register continued

following rights granted by a Grant of Easement dated 4 June 1959 made between (1) Wilfrid Stanley Scammell and Thomas William Carpenter (Grantors) and (2) South Western Gas Board (Board):-

"The Grantors as Personal Representatives of the Testator hereby grant and convey unto the Board for the benefit and extension of and to be used in connection with and as appertaining to such of the lands and easements of the Board forming part of the statutory gas undertaking of the Board and every part thereof including the enlargement of any estate or interest subsisting therein at the date hereof as are accommodated by and capable of benefiting therefrom the easements and rights to construct lay connect use inspect maintain repair alter enlarge renew remove replace and/or render unusable a gas main or pipe for the distribution or storage of gas and any necessary apparatus ancillary thereto in the approximate position indicated by a red line drawn on the plan hereto annexed in over and upon the said land TOGETHER WITH the right at all times to enter upon the said land and open up the same for any of the said purposes doing as little damage as may be and restoring so far as practicable the surface of the land disturbed as soon as reasonably possible thereafter.

2. THE Board hereby covenants with the Grantors that the Board will

(a) Pay all rates and taxes which may be imposed in respect of the works and of the easements and rights hereby granted.

(b) Forthwith from time to time repair or make compensation for all loss of crops or damage that may be caused to any part of the Grantors property by the exercise of the said easements and right (including damage to the existing water supply and in particular the existing springs of water well and trough and the ancillary works connected therewith on the Grantors said property).

(c) Keep the Grantors indemnified against all claims expenses and demands arising out of or in consequence of the exercise of the said easements and rights."NOTE: The red line referred to is shown by a blue broken line on the filed plan so far as it affects the land in this title.

2 (22.10.1998) The parts of the land affected thereby are subject to the following rights granted by a Grant of Easement dated 15 February 1960 made between (1) Wilfrid Stanley Scammell and Thomas William Carpenter (Grantors) and (2) South Western Gas Board (Board):-

"The Grantors as Personal Representatives of the Testator hereby grant and convey unto the Board for the benefit and extension of and to be used in connection with and as appertaining to such of the lands and easements of the Board forming part of the statutory gas undertaking of the Board and every part thereof including the enlargement of any estate or interest subsisting therein at the date hereof as are accommodated by and capable of benefiting therefrom ALL THOSE the easements and rights to construct lay connect use inspect maintain repair alter enlarge renew remove replace and/or render unusable a gas main or pipe for the distribution or storage of gas and any necessary apparatus ancillary thereto in the approximate position indicated by a red line drawn on the plan hereto annexed in over and upon the said land TOGETHER WITH the right at all times to enter upon the said land and open up the same for any of the said purposes doing as little damage as may be and restoring so far as practicable the surface of the land disturbed as soon as reasonably possible thereafter.

2. THE Board hereby covenants with the Grantors that the Board will

(a) Pay all rates and taxes which may be imposed in respect of the works and of the easements and rights hereby granted.

(b) Forthwith from time to time repair or make compensation for all loss of crops or damage that may be caused to any part of the Grantors property by the exercise of the said easements and rights.

(c) Keep the Grantors indemnified against all claims expenses and demand arising out of or in consequence of the exercise of the said easements and rights Provided that when any loss or damage occurs which might give rise to a claim against the Board under this Clause the Grantors as soon as possible give notice thereof to the Board and shall not settle or compromise any claim made upon them without the concurrence of the Board."

C: Charges Register continued

NOTE: The red line referred to is shown by a mauve broken line on the filed plan so far as it affects the land in this title.

- 3 (22.10.1998) The parts of the land affected thereby are subject to the following rights granted by a Conveyance of the Gas Governor Kiosk dated 23 July 1970 made between (1) Edwin Henry Rowlands and Richard Trevor Johnson (Vendors) and (2) South Western Gas Board (Board):-

"TOGETHER WITH for the benefit and extension of and to be used in connectin with and as appertaining to such of the lands and easements of the Board forming part of the statutory gas undertaking of the Board and every part thereof including the enlargement any estate or interest subsisting therein at the date hereof as are accommodated by and capable of benefitting therefrom the right to construct use inspect maintain repair alter renew remove replace and/or render unusable gas mains (hereinafter called "the said mains") for the distribution and storage of gas the approximate position indicated by a red line on the plan TOGETHER WITH the right at all times to enter with all necessary workmen vehicles machinery and apparatus upon the land coloured green and hatched green on the said plan and open up the same for any of the aforesaid purposes doing as little damage as be and restoring so far as practicable the surface of the land disturbed as reasonably possible thereafter.

.....

2. THE Board hereby covenants with the Vendors that the Board will

(a) Pay all rates and taxes which may be imposed in respect of the easements and rights hereby granted.

(b) Forthwith from time to time repair or make compensation for all damage that may be caused by the exercise of the said easements and rights.

(c) Keep the Vendors indemnified against all claims expenses and demands arising out or in consequence of the exercise of the said easements and rights Provided that when any loss or damage occurs which may give rise to a claim against the Board under this Clause the Vendors shall as soon as possible give notice thereof to the Board and shall not settle or compromise any claim made upon them without the concurrence of the Board."

NOTE: The red line referred to is shown by a brown broken line on the filed plan so far as it affects the land in this title. The land coloured green referred to is shown tinted pink on the filed plan so far as it affects the land in this title. The land hatched green referred to is shown tinted yellow on the filed plan.

- 4 (22.10.1998) The parts of the land affected thereby are subject to the following rights granted by a Deed of Grant dated 28 June 1973 made between (1) Edwin Henry Rowlands and Richard Trevor Johnson and (2) British Gas Corporation:-

"WHEREAS:-

(1) The Grantor is seised in fee simple in possession in the capacity referred to in the First Schedule hereto the whole or part whereof is edged green on the plan or plans annexed hereto (hereinafter called "the said land").

(2) The Corporation are a statutory corporation established under the provisions of the Gas Act 1972 and are the owners of a statutory undertaking and desire to lay and thereafter maintain a main or pipe and ancillary apparatus in the said land.

(3) The Grantor has agreed to grant the Corporation the easements hereinafter mentioned and the Corporation have agreed to enter into the covenants hereinafter contained.

NOW THIS DEED WITNESSETH as follows:-

IN pursuance of the said agreement and in consideration of the sum of Forty five pounds now paid by the Corporation to the Grantor (the receipt

C: Charges Register continued

whereof the Grantor hereby acknowledges) and of the Corporation's covenants hereinafter contained the Grantor as Trustees (and to the intent that the easements hereby granted shall be appurtenant to the statutory gas undertaking of the Corporation) hereby grants unto the Corporation THE easements to lay construct erect use maintain inspect alter enlarge renew replace remove or render unusable a main or pipe for the transmission or storage of gas or other materials connected with the exercise and performance of the functions of the Corporation and all necessary apparatus ancillary thereto (hereinafter called "the said works") in through upon and over a strip of the said land lying and being twenty feet on either side of the line or lines marked in red on the plan or plans annexed hereto (hereinafter called "the said strip of land") and to pass over the said strip of land for the purposes of the said works and of any works of the Corporation contiguous therewith and over the said land at all reasonable times and in an emergency at any time whether or not with workmen vehicles machinery and apparatus.

2. THE Corporation (to the intent and so as to bind the easements hereby granted into whosoever hands the same may come and to benefit and protect the said land and every part thereof) hereby covenant with the Grantor as follows:-

(i) In exercising the easements hereby granted the Corporation shall take all reasonable precautions to avoid obstruction to or interference with the user of the said land and damage or injury thereto.

(ii) The Corporation shall so far as is reasonably practicable make good all damage or injury to the said land caused by the exercise by the Corporation of the easements rights and privileges hereby granted and shall make full compensation to the Grantor in respect of any such damage or injury in so far as the same shall not have been made good as aforesaid.

(iii) The Corporation shall so far as is reasonably practicable and so long as the said works are used for or in connection with the transmission or storage of gas or other materials as aforesaid keep the said works in proper repair and condition and upon abandonment of the said works or any part thereof (notification whereof shall be given to the Grantor by the Corporation) shall render the same permanently safe.

(iv) The Corporation shall keep the Grantor indemnified against all actions claims or demands arising by reason of the exercise of the easements hereby granted or of any failure to keep the said works in proper repair and condition as aforesaid (except any such actions claims or demands as may be occasioned by the default or wrongful act or omission of the Grantor or of the Grantor's servants or agents) PROVIDED that whenever any loss or damage occurs which might give rise to a claim against the Corporation under this sub-clause the Grantor shall as soon as possible give notice thereof to the Corporation and shall not settle or compromise any such action claim or demand as is referred to in this sub-clause without the consent of the Corporation.

(v) The Corporation shall indemnify and keep indemnified the Grantor against all loss damage claims demands costs and expenses which may arise or be incurred by virtue of any damage or destruction of the main or pipe aforesaid or any apparatus or equipment attached thereto or used in connection therewith or any escape of any gas or other material whatsoever from the said main or pipe or any such apparatus or equipment as aforesaid where such damage destruction or escape is caused by the acts or omissions of any person other than the Grantor his servants or agents PROVIDED that in the event of any claim being made against the Grantor which might give rise to a claim against the Corporation under this sub-clause the Grantor shall as soon as possible give notice thereof to the Corporation and shall not settle or compromise any such claim as is referred to in this sub-clause without the consent of the Corporation (vi) If any interference with or disturbance of the functioning of any drain or drainage system in on or under the Grantor's land can be shown by the Grantor to have been caused by the laying of any main or pipe in the exercise of the easements hereby granted then the Corporation shall so far as is reasonably practicable make good any damage or injury thereby caused and shall make full compensation to the Grantor in respect thereof in so far as the same shall not have been made good as aforesaid.

(vii) The Corporation shall pay all rates and taxes which may be imposed

C: Charges Register continued

in respect of the said works or the easements hereby granted."

The said Deed also contains the following restrictive covenants by the Grantor.

"3. THE Grantor (to the intent and so as to bind the said land and every part thereof into whosoever hands the same may come and to benefit and protect the statutory gas undertaking of the Corporation as aforesaid and the easements hereby granted or such part or parts thereof as are capable of being benefited hereby) hereby covenants with the Corporation as follows:-

(i) The Grantor shall not do or cause or permit to be done on the said land anything which may be or may be likely to cause damage or injury to the said works and will take all reasonable precautions to prevent such damage or injury.

(ii) The Grantor shall not without the prior consent in writing of the Corporation make or cause or permit to be made any material alteration to or any deposit of any thing upon any part of the said strip of land so as to interfere with or obstruct the access thereto or to the said works by the Corporation or so as to lessen or in any way interfere with the support afforded to the said works by the surrounding soil including minerals or so as materially to reduce the depth of soil above the said works.

(iii) The Grantor shall not erect or instal or cause or permit to be erected or installed any building or structure or permanent apparatus in through upon or over the said strip of land.

PROVIDED that nothing in this Clause shall prevent the Grantor from installing any necessary service pipes drains wires or cables under the supervision and with the consent (which shall not be unreasonably withheld) of the Corporation or their agents or carrying on normal agricultural operations or acts of good husbandry including fencing hedging and ditching not causing such interference obstruction or material reduction of the depth of soil as aforesaid.

4. (i) IF at any time the Grantor intends to develop the said land and

(a) permission is granted under Part III of the Town and Country Planning Act 1971 or any statutory modification or re-enactment thereof for the time being in force otherwise than by a General Development Order for development which consists of or includes building operations which the Grantor is prevented by the covenants in Clause 3 hereof from carrying out or such permission is refused solely by reason of the said works and

(b) the said development whether in the form for which permission is granted as aforesaid or in any alternative form of equivalent value for which permission might reasonably be expected to be granted cannot reasonably be carried out elsewhere on the said land consistently with the Grantor's covenants in Clause 3 hereof and

(c) the principal amount of compensation which would have been payable in respect of a compulsory acquisition by the Corporation of the easements hereby granted in pursuance of a notice to treat served on the date hereof if such permission had previously been granted exceeds the sum set out in Clause 1 hereof

then subject to the provisions of this Clause and unless the Corporation shall exercise the option contained in Clause 3 hereof the Corporation shall pay to the Grantor a sum equal to the excess

Provided that the right given to the Grantor by this Clause shall be exercisable once only in respect of any part of the said works.

(ii) If the Grantor claims to be entitled to a payment under the last foregoing sub-clause hereof the Grantor shall give notice in writing to the Corporation of such claim and shall furnish all such particulars in relation thereto as the Corporation may reasonably require.

(iii) Any dispute arising out of the provisions of this Clause shall be referred to a single arbitrator to be agreed upon between the parties


C: Charges Register continued

hereto and in default of such agreement to the Lands Tribunal.

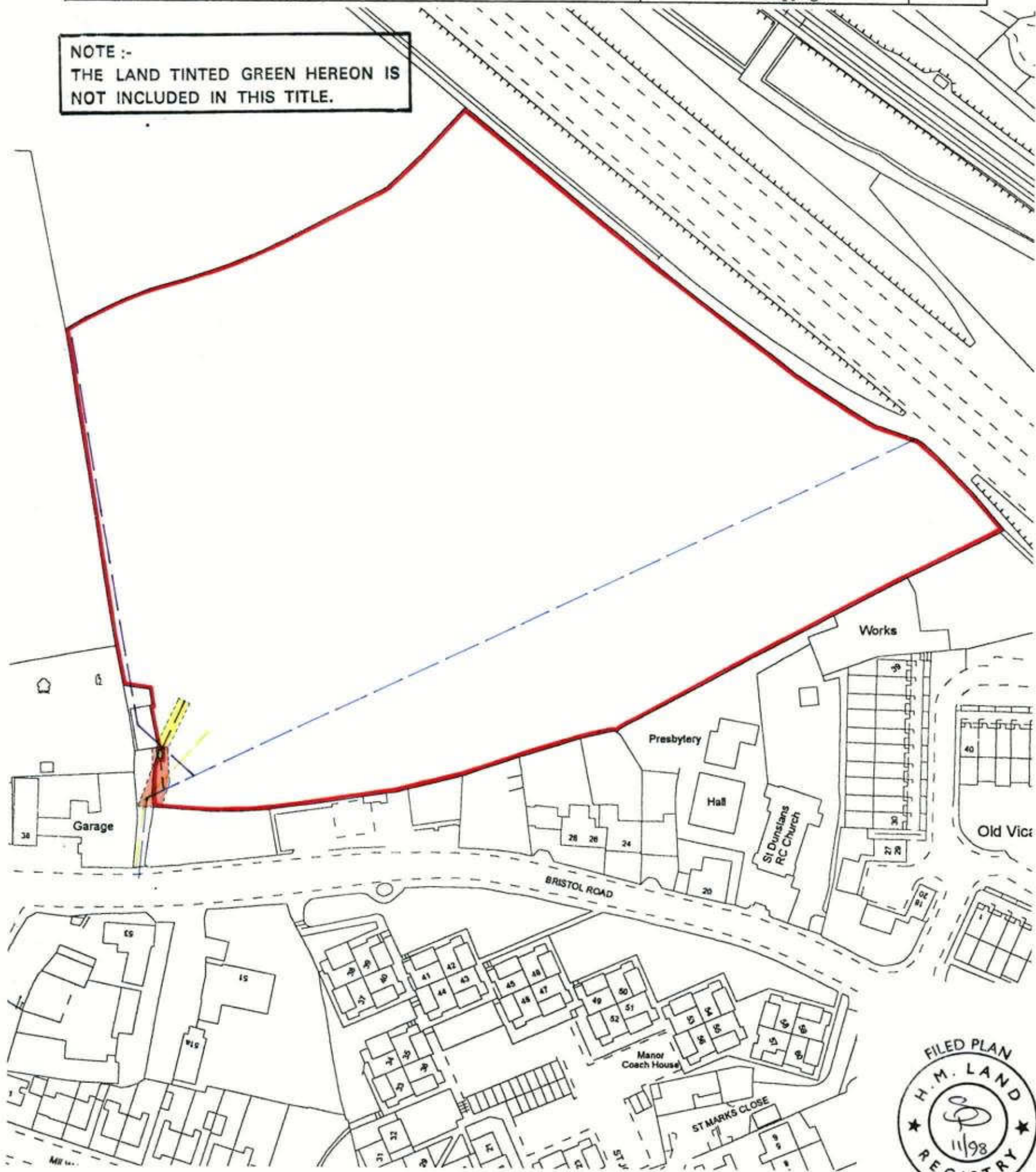
5. THE Corporation may at their own option in lieu of paying compensation as referred to in Clause 4 hereof by notice in writing to the Grantor elect to divert the said works whereupon the following provisions of this Clause shall take effect:-

- 5 (22.10.1998) REGISTERED CHARGE dated 4 September 1998 to secure the moneys therein mentioned.
- 6 (22.10.1998) Proprietor: ALEXANDER WILLIAM MARTIN MITCHELL and PETER DUNCAN LAWS of Narrow Quay House, Narrow Quay, Bristol, BS1 4AH.

End of register

H.M. LAND REGISTRY		TITLE NUMBER	
		ST162967	
ORDNANCE SURVEY PLAN REFERENCE	ST6569	Scale 1/1250 enlarged from 1/2500	
ADMINISTRATIVE AREA BATH & NORTH EAST SOMERSET		Crown copyright	

NOTE :-
THE LAND TINTED GREEN HEREON IS
NOT INCLUDED IN THIS TITLE.



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

COMMENTS FORM

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

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

Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title		Title	Mr
First Name		First Name	Adrian
Surname		Surname	Kearley
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	Legal & General /Guild Living	Organisation	QED Planning
Email	c/o Agent	Email	adrian@qedplanning.co.uk
Address		Address	Wesley House
			Bull Hill
			Leatherhead
Postcode		Postcode	KT22 7AH
Date	03/01/2019	Date	03/01/2019

Please tick

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

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Please note that names and comments will be published

Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on? Policies SB7A and SB7B

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

Please make your comments as succinct as possible.

Please see attached sheet

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

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

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BATH AND NORTH EAST SOMERSET LOCAL PLAN 2016-2036

OPTIONS CONSULTATION

REPRESENTATIONS SUBMITTED BY LEGAL & GENERAL IN RESPONSE TO POLICIES SB7A AND SB7B (GREEN PARK STATION WEST AND SYDENHAM PARK)

BACKGROUND

1. These representations are submitted on behalf of Legal & General, and their operating partner Guild Living, in response to the Local Plan 2016-2036 Options Consultation.
2. Legal & General's interest in the B&NES Local Plan process arises from their recent acquisition of the Homebase site at Bath Riverside. L&G's intention is to address local housing needs through the delivery of a state-of-art extra care facility together with associated communal spaces, care and well-being facilities and other complementary uses. The scheme would be operated by Guild Living, who have been established to create unique later living communities in towns and cities across the UK and to combine beautiful architecture and interiors with groundbreaking wellness programmes to enable enriched and active lifestyles. Residents are provided with the opportunities to live independently, but within a safe, purpose-built environment offering a diverse range of communal amenities and with the assurance that there is 24-hour care support available whenever required. The scheme in Bath would be Guild Living's first in the UK.
3. Legal & General have themselves been involved in supply side housing activities for nearly 20 years and their ambitions for the sector continue to develop. Their vision is to be the leading, long-term developer and owner of multi-tenure homes in the UK and they are committed to investing in new homes for all ages, social groups and housing tenures.
4. The proposed later living development in Bath will address three critical problems at a local and national level:
 - Meeting local housing needs and aspirations - providing older people with an aspirational and fulfilling lifestyle in a supportive environment which can adapt to changes in healthcare and support needs over time.
 - Freeing up market housing – by focusing on residents who wish to downsize, the Guild Living model will release under-utilized family housing to the market.
 - Reducing healthcare costs - It is estimated that there is a reduction of 30% on the demands placed on the local NHS where residents live in an extra care scheme with the range of care and support offered through the Guild Living model.

POLICIES SB7A AND SB7B GREEN PARK STATION WEST AND SYDENHAM PARK

5. L&G support the retention of the site-specific allocations for Green Park Station West and Sydenham Park noting the potential to deliver a high-quality mixed-use development that responds to the character of the World Heritage Site.
6. L&G is committed to ensuring that its proposal for the Homebase site will contribute to, help to deliver and respond to the urban design framework as illustrated in the concept diagram accompanying the policies. L&G will enter into a process of engagement with the relevant

stakeholders and adjoining landowners and will carry out a robust analysis of the local context, to ensure that its proposals deliver on the design principles in the Placemaking Plan and kick-start the complementary development of the adjoining land.

7. Having regard to the Council's updated evidence base relating to hotel demand it is recommended that this element of the proposed mix of uses be omitted from Policy SB7B. As noted on page 54 of the Options Document the Council may also wish review the retail use objectives for the wider site in light of the sequential approach to town centre uses.
8. L&Q would further request that the Council include extra care housing as a preferred use within the Sydenham Park and Green Park Station area. The following attributes of an extra care use within this area are noted:
 - The site is a highly sustainable location for the proposed use and satisfies the locational and design objectives set out in Policy H1 of the Placemaking Plan.
 - The use is compatible with its neighbours, including the new residential community at Bath Riverside, and will offer housing choice, thereby supporting the creation of a mixed, inclusive and sustainable community.
 - An extra scheme will contribute towards the Council's five-year housing supply.
 - The use will free up other sectors of the housing market by releasing much-needed family housing accommodation.
 - An extra care use will generate a substantial number of jobs, with the majority available to local people.
 - The use will allow for greater integration with existing communities by allowing the local public access to the proposed communal and support facilities
 - By virtue of the provision of on-site care, the use will help to reduce the burden on local GP practices.
 - The use is compatible with other land use aspirations for the area, a number of which can potentially be delivered alongside a care scheme.

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

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Personal Details		Agent Details (if applicable)	
Title		Title	Mr
First Name		First Name	Adrian
Surname		Surname	Kearley
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	Legal & General /Guild Living	Organisation	QED Planning
Email	c/o Agent	Email	adrian@qedplanning.co.uk
Address		Address	Wesley House
			Bull Hill
			Leatherhead
Postcode		Postcode	KT22 7AH
Date	03/01/2019	Date	03/01/2019

Please tick

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Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on? [Policy DM6](#)

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

Please make your comments as succinct as possible.

[Please see attached sheet](#)

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

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BATH AND NORTH EAST SOMERSET LOCAL PLAN 2016-2036

OPTIONS CONSULTATION

REPRESENTATIONS SUBMITTED BY LEGAL & GENERAL IN RESPONSE TO POLICY DM6 (EXTRA CARE HOUSING)

BACKGROUND

1. These representations are submitted on behalf of Legal & General, and their operating partner Guild Living, in response to the Local Plan 2016-2036 Options Consultation.
2. Legal & General's interest in the B&NES Local Plan process arises from their recent acquisition of the Homebase site at Bath Riverside. L&G's intention is to address local housing needs through the delivery of a state-of-art extra care facility together with associated communal spaces, care and well-being facilities and other complementary uses. The scheme would be operated by Guild Living, who have been established to create unique later living communities in towns and cities across the UK and to combine beautiful architecture and interiors with groundbreaking wellness programmes to enable enriched and active lifestyles. Residents are provided with the opportunities to live independently, but within a safe, purpose-built environment offering a diverse range of communal amenities and with the assurance that there is 24-hour care support available whenever required. The scheme in Bath would be Guild Living's first in the UK.
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4. The proposed later living development in Bath will address three critical problems at a local and national level:
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POLICY DM6

PROPOSED POLICY APPROACH FOR EXTRA CARE HOUSING

5. L&G support the Council in seeking to redraft Policy H1 of the Placemaking Plan (Housing and facilities for the elderly and those with other supported housing or care needs) both to underline the need to support the delivery of such accommodation and also to provide greater certainty as to the circumstances in which matters relating to planning obligations and affordable housing will apply to extra care schemes. L&G believe that further policy support can assist in boosting the supply of much needed housing and care accommodation for local older people and, where appropriate, provide the context for developers and operators of extra care schemes to compete within the general residential market.

Promoting the Delivery of Housing and Care Accommodation for the Elderly

6. The need for housing and care accommodation for the elderly is now well established both nationally and locally. At a national level, paragraph 61 of the revised NPPF (2018) requires local authorities to reflect the housing needs of older people in planning policies and states that: *'The need to provide housing for older people is critical as people are living longer lives and the proportion of older people in the population is increasing...Strategic policy-making authorities will need to determine in relation to their plan period the needs of people who will be approaching or reaching retirement as well as older people now.'*
7. At a local level, Policy H1 of the Placemaking Plan specifically supports housing and care schemes for the elderly. Paragraph 359 of the accompanying text notes that the number of people of retirement age is predicted to increase by nearly 6,000 (18.3%) by 2021, with the number of people aged 85 and above anticipated to rise 23.9% by the same date. Paragraph 361 further acknowledges that the Council has a significant shortfall in housing options for older and frailer people with identified care needs, but who wish to remain independent in a home of their own. Paragraph 362 notes that the current supply of extra care accommodation in the local authority area is found in the affordable housing sector, and that *'while this is making a valuable contribution to meeting current demand, the Council wishes to support the development of mixed tenure Extra Care in both Bath and the wider district. Delivering a range of tenure options for Extra Care will address this lack of choice.'* Paragraph 365 specifically notes that housing models that offer a continuum of care have yet to be developed in B&NES. Paragraph 360 of the Plan seeks to quantify the level of need with reference to a 2008 publication by the Housing Learning and Investment Network which suggested that future specialized accommodation for older people should be provided at a ratio of 170 units per 1,000 people aged 75. With reference to current population projections, the Council estimates a need for 479 units of Extracare provision as well as 192 dementia specific Extracare units in B&NES by 2021.
8. In progressing the new Local Plan, L&G fully supports the Council in retaining Policy H1, but would recommend certain revisions and additions to reflect the following:
 - The evidence base supporting the policy should include a mechanism for a review of the level of local need across the Plan period. L&G's own research indicates that the level of need (both in terms of the overall and annualised provision) is significantly greater than the figures cited within the adopted Placemaking Plan.
 - To ensure that delivery does not fall below local need, the policy should include indicative annualised benchmarks against which delivery can be monitored.
 - The policy or the supporting text should include an overview of the preferred site selection criteria in assessing the suitability of future proposals.
 - The policy should contain an acknowledgement that suitable sites will be considered for allocation as part of the Local Plan process.

Use Class and Planning Obligations

9. L&G support the Council in its proposed approach of drawing a distinction between extra care scheme fallings within different use classes such that the land use classification of any specific scheme will determine the policy requirements and obligations for extra care developments.
10. The two use classes that are relevant to policy H1 of the Plan are class C2 ("Residential institutions") and class C3 ("Dwellinghouses"). They are defined as follows in the UCO:

Class C2 - Residential institutions

Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)).

Use as a hospital or nursing home.

Use as a residential school, college or training centre.

Class C3. Dwellinghouses

Use as a dwellinghouse (whether or not as a sole or main residence) by—

(a) a single person or by people to be regarded as forming a single household;

(b) not more than six residents living together as a single household where care is provided for residents; or

(c) not more than six residents living together as a single household where no care is provided to residents (other than a use within class C4).

11. The current definition of Class C3 in the Use Classes Order (UCO) does not mention 'extra care accommodation'. The development of the extra care concept postdates the UCO and not all those who might fall under the broad umbrella of providing 'extra care accommodation', provide care or support services and facilities to the same degree. Indeed, there can be significant variations in the level of care and services offered. It follows that, applying the UCO in its current form, a judgment needs to be made on the facts of each case as to whether the degree of care provided is such as to bring a development within use class C2 ("use for the provision of residential accommodation and care to people in need of care"), or whether the degree of care provided is low enough to warrant the conclusion that the use is within class C3.
12. Whilst the current UCO is far from perfect in its application to extra care uses, the proposed revisions to Policy H1 of the Local Plan provide an opportunity for B&NES to offer clarity to applicants and to allow for consistent decision-making on this matter. This in turn could offer a boost to delivery.
13. The following analysis is intended to help define those criteria to be applied by the Council in making the necessary distinctions between differing forms of extra care accommodation and in reaching a conclusion on whether these might fall within class C2 or class C3 and whether, in turn, the Council's affordable housing policies and other planning obligations might apply. This distinction is important because, a scheme providing a significant proportion of its floorspace for communal spaces and offering high levels of care and support will comprise a Class C2 use and, in financial terms, will not be able to contribute to affordable housing and other obligations in the same way as might a Class C3 extra care scheme with less non-sales floorspace and offering more limited care.

Best Practice Guidance and Precedent Decisions

14. The Housing Learning and Improvement Network (LIN) Viewpoint 20 paper – Planning Use Classes and Extra Care (November 2011) states that local planning authorities should ask themselves the following relevant questions when considering whether an extra care development falls within class C2:
 - Are 24-hour care services available to all residents according to their needs?
 - Can residents receive/purchase care from the on-site team?
 - Has the developer opened similar schemes in other parts of the country? If so, what is the average age on entry, and how much care per week was purchased during the first year of operation?
 - What efforts have been made to link the scheme to the local community?

15. On page 6 the Paper lists features which may point to a C2 classification as follows:

- The units are not for sale on the open market but are restricted by a S106 obligation requiring occupants to be either in need of a specified level of care or in receipt of a specified minimum package of care services and/or above a specified minimum age.
- Applying eligibility criteria and undertaking an initial assessment of care needs with regular reviews and monitoring can reinforce this.
- Given the additional costs involved in paying for care and accommodation, it makes sense for the units to be occupied by those in genuine need of care.
- The distinguishing feature of C2 establishments is the provision of personal care for those who need it. Where extra care units are restricted to those in need of care by reason of old age, this would fall within the definition of Use Class C2.
- The provision of care is directly linked to the extra care unit, which cannot be occupied unless certain criteria are met.
- The involvement of a registered Care Quality Commission care provider in the delivery of care.
- The availability of care rather than an absolute requirement to receive a predetermined package may be sufficient, especially relative to older persons where a degree of future inevitable decline can reasonably be built into the model.
- In the case of larger schemes providing a range of accommodation and care such as Continuing Care Retirement Communities (CCRC), the degree of integration of the various elements of the scheme into a wider total community.

16. There have been many appeal decisions which have explored the use class of extra care schemes. These have confirmed that to satisfy the definition of care within the UCO, and for a use to fall within class C2, firstly some form of personal care has to be provided and secondly the recipient of the care has to be in actual need of it. In addition, it is widely held that the delivery of the care component should be registered by the Care Quality Commission. Importantly, the degree of self-containment has not been a critical factor. Whilst any the assessment comprises a matter of fact and degree in each individual case, an appeal decision dated 22 January 2018 in respect of an assisted living scheme in Sidmouth, Devon is the most recent and most relevant case and where it was concluded that the use fell within class C2.

17. In this case, the Inspector considered the nature of the whole proposal as part of his assessment of the case, noting that although the apartments would be self-contained (with their own front doors, private spaces and facilities) they would be accessed from communal spaces and a large amount of communal facilities would be on offer. The Inspector stated at paragraph 48 that:

'Each apartment would include a range of specialised features and adaptations such as wheelchair accessible doors, electric sockets, level threshold showers and a 24 hour emergency alarm system. All of these features are likely to improve the safety and comfort of the intended occupants and would not necessarily be found in other housing stock.'

18. The Inspector further acknowledged that the communal facilities including a physiotherapy suite and hydrotherapy pool would help to support independent living in a social and safe environment and that these facilities would be open to the general public to encourage interaction with the outside world. He stated at paragraph 42:

'Importantly, this is also a level of provision that is likely to exceed that expected in other residential environments, though some flatted development might incorporate some facilities.'

19. The section 106 accompanying the application included a restriction of occupation to those over 60 years of age and in need of at least 2 hours of personal care per week established by

a health professional. The Inspector supported the proposed definition of personal care stating at paragraph 44 that:

'Whilst many of the activities listed might be taken for granted by most people, every one of them is likely to become more challenging in advancing years. Many residents might only require relatively limited personal care, perhaps the minimum amount of 2 hours per week, but there are also likely to be many who require substantially more than this. Furthermore, the age restriction associated with the development is such that the need for personal care will inevitably increase for many people with age. I accept that not all people will require the same level of care at the same point in their life, but what is important is that care is available to meet their individual needs as and when the time comes. That is what the scheme seeks to provide.'

20. In the case of this appeal scheme care was to be provided through an off-site CQC registered domiciliary care agency and there would be an on-site care manager. In other extra care schemes, including within the Guild Living concept, CQC registered care is provided on-site. In determining the appeal scheme the Inspector nonetheless concluded at paragraph 47 that:

'Neither the fact that care would be provided by an agency or that they would not be permanently based on the site weighs against the proposal in my view, nor does it indicate that the scheme is more akin to a dwelling house than a residential institution.'

21. The conclusions reached by the Inspector at paragraph 49 are very useful when differentiating extra care C2 proposals from C3 general housing developments:

'For all of these reasons, it is clear to me that the development is offering much more than a dwelling house. Independent living accommodation is one element of the scheme but that would be provided alongside a range of communal facilities that are inextricably linked to an expected way of life. The is designed to meet the needs of the target occupants and facilitate assisted living as well as social well-being and interaction with the outside world. Care would also be provided, specifically tailored to the needs of the occupant. Whilst some primary occupants of the development might, upon taking up residence, require only the minimum level of personal care there is likely to be a mix of care needs at any one time and those with limited need may well require additional care in the future. I can see no justification for disaggregating different elements of the proposal or seeking to separate the individual apartments from the remainder of the scheme.... There is a clear functional relationship between the residential units and the wider assisted living complex and facilities in this case, which are interdependent on one another.... All of this leads me to conclude that the proposed development is properly to be considered a C2 Use'

22. L&G and Guild Living are entirely confident that their own care model will offer a level of care and support to residents that is significantly in excess of that referred to in the appeal decision above.

Class C2 Extra Care Characteristics

23. Whilst it would not be appropriate for Policy H1 to be overly prescriptive (as this might interfere with market choice), the following attributes might reasonably be included within Policy H1 as a means of assessing whether a proposal falls within class C2.

(i) *Minimum Age Threshold*

24. There should be a minimum qualifying age restriction which should apply to at least one of the occupiers in each unit. As a reference, the Guild Living schemes will have a minimum age of entry of 65 years, but with the average age of residents being approximately 80.

(ii) *Range of Facilities and Communal Facilities*

25. An extra care scheme falling within Use Class C2 is likely to include an extensive range of communal facilities which are managed and operated as an integral part of the care concept to encourage social interaction. For example, the later living offer from Guild Living includes the following communal and wellbeing facilities:

- Reception and concierge
- Reading room and cafe
- Gallery
- Consultation rooms
- Physical and Cognitive Wellness Centre (Hoffman Club)
- Cinema
- Library / craft room
- Dining room
- Hydrotherapy pool
- Gym
- Children's day nursery

26. In applying its CIL Charging Schedule B&NES excludes extra care schemes that provide non-saleable floorspace in excess of 30% of the gross internal area. This might similarly provide a useful benchmark in helping to inform use class considerations.

(iii) Provision of Meals

27. It is generally an expectation that residents within a class C2 extra care use benefit from the provision of a daily meal provided within a central dining room or delivered to individual units. The Guild Living model offers this service as well as providing lighter meals from the proposed café.

(iv) On Site Care Services

28. Within a class C2 extra scheme there is a general acceptance that 24-hour care services are available and that residents are in receipt of a specified minimum package of care services. Equally there may be a requirement for a registered Care Quality Commission care provider to be involved in the delivery of care, either on-site or off-site. As noted above, it is the availability of care rather than an absolute requirement to receive a predetermined package that is important.

29. By means of an example, the Guild Living care model includes a range of on-site nursing, personal and domestic care services to be available 24 hours a day, 7 days a week. Nursing and care will be provided and coordinated by a third-party domiciliary care provider. Additional services including management, security and emergency support, activities organiser, meals and transportation coordination and valet services will also be available on site. Each resident would be obliged to sign up to a minimum of 2.5 hours of care and support per week.

30. The Guild Living model will in practice accommodate a range of households with varying needs including low (approximately 2.5 hours of care per week), medium (between 2.5 and 15 hours of care per week) and high (over 15 hours of care per week). The level of nursing and personal care provided to each individual/household is assessed on a needs basis, and is flexible as resident's needs change over time. The essence of the extra care model is that care levels can be increased as the needs of residents may change and that there is no limit to the level of care that can be offered.

(v) Eligibility Criteria

31. The Council may reasonably require applicants for Class C2 extra care uses to outline the proposed eligibility criteria and how individual care needs will be assessed and monitored over time.

(vi) Design Features

32. There is a reasonable expectation that Class C2 extra care accommodation be designed and adaptable to changing care needs. As a reference the Guild Living schemes will be designed to provide a safe and enabling environment for future residents. The overall layout of the buildings will offer logically laid out space, cores, zones, minimised corridors, wheelchair compliance and security measures. The buildings will also allow for smart and assistive (predictive and monitory) technology to be installed. The individual units will be designed to lifetime homes, Building regulations M4(2) and dementia design principles. Importantly, units will cater for the individuals changing care requirements allowing them to age in place.

(vii) Community Integration

33. Whilst not a use class consideration, there is often an aspiration for applicants to explore opportunities for allowing older people from the surrounding community to visit the site to interact with residents and to utilise the communal and wellbeing facilities. This can help to foster social cohesion and interaction and is at the heart of the Guild Living concept.

(viii) Operational Management Plan

34. Having regard to the criteria outline above, B&NES may wish to encourage applicants to submit a draft Operational Management Plan with any proposal to outline how the extra care criteria outlined above are to be incorporated within the scheme. The Operational Management Plan can be secured by means of planning condition or obligation. This requirement could be incorporated into Policy H1.

Policy Recommendations

35. Having regard to the considerations above, it is proposed that the final paragraph of Policy H1 be amended the following:

When considering whether a proposal falls within Class C2 or C3, the following criteria will be considered, alongside other material considerations:

- *Built Form – the range and quantum of facilities and communal spaces and the design and adaptation of the building and individual units*
- *Allocation and eligibility criteria, including the retention of C2 use in perpetuity, the minimum age or residents, and the level of care catered for (including any minimum care requirements)*
- *Housing and support provider model – including whether the facility is regulated by the Care Quality Commission and whether care is provided on-site or off-site*

Applicants will be required to submit an Operational Management Plan to assess any given scheme against these criteria.

Where the particular type of extra care housing proposed is considered to fall within Use Class C3, Policy CP9 (affordable housing) will be engaged.

36. In addition, it is recommended that the Policy includes a specific annual monitoring target to encourage the delivery of extra care provision.

37. For schemes held to fall within Use Class C3, it is further recommended that the viability criteria within Policy CP9 be revised to account for the specific costs and implications arising from extra care schemes.

[REDACTED]

From: Lynsey Lewis [REDACTED]
Sent: 06 January 2019 20:39
Subject: Proposed South Bristol Ringroad
Categories: Green Category

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

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

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

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

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

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

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

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

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

Therefore I want to state that I strongly object to these proposals and suggest more be done to improve public services, transport links, park and rides and school places near children's homes.

Please keep me updated with situation.

Kind regards

Lynsey Lewis
[REDACTED]

Sent from my iPhone

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

COMMENTS FORM

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

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Options document.

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

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

Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title		Title	Mr
First Name		First Name	Nigel
Surname		Surname	Whitehead
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	Midsomer Norton Retail Estates (MNRE)	Organisation	WPB
Email		Email	nigel.whitehead@wpb-bath.co.uk
Address	c/o Agent	Address	143a Calton Road
			Bath
Postcode		Postcode	BA2 4PP
Date		Date	07/01/2019

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

Please tick

✓

Please note that names and comments will be published

Part 2:

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

SOM2 and SOM3 (SSV2 and SSV4)

Please make your comments as succinct as possible.

Please see accompanying letter

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

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

Please note that names and comments will be published

Planning Policy
Bath & North East Somerset Council
Lewis House
Manvers Street
Bath
BA1 1JG

Date: 7 January 2019

Our ref: 60350/01/DL/ZW/17004794v3

Your ref:

Dear Sir/Madam

Bath & North East Somerset Local Plan Options Consultation – Representations relating to SOM2 and SOM3

On behalf of our client, Midsomer Norton Real Estates (MNRE), we write in relation to the Bath & North East Somerset (BANES) Local Plan Options Consultation Document (OCD) (November 2018).

These representations relate to the former Welton, Baron & Bibby (WBB) factory site at Station Road, Midsomer Norton (Core Strategy and Placemaking Plan Policy SSV4) as well as proposed policy approach/options SOM2 and SOM3 of the OCD.

Current Context

The site to which these representations relate is allocated within Policy SSV4 within the BANES Placemaking Plan 2017 for a “*comprehensive mixed use redevelopment comprising residential, community facilities and employment uses including small scale retail which does not adversely impact on the existing town centre.*”

The availability of the site was first formally reported in writing as part of the call for sites process in 2010. Since then the site has been promoted for development through the local plan process.

Most recently, Outline Planning Permission (OPP) was granted on the site at appeal (ref. APP/F0114/W/17/3183446) in April 2018. This permits a range of uses within Use Classes A, B, C and D. Specifically it permits retail development (class A1) up to a maximum of 650 sq m gross (Appeal Decision condition no. 35¹). The Inspector’s Report (IR) notes (para 17) that this disused, former industrial site is “*just the sort of site*” that the development plan seeks to bring forward for new uses.

Future Proposals

Our clients are currently progressing the implementation of this planning permission to facilitate the productive re-use of the site. However, whilst Condition 35 enables a degree of flexibility for the range (and

¹ We understand that this level of floorspace reflects that put forward by the appellants at appeal rather than forming a maxima following any assessment by the Planning Inspector.

quantum) of uses which are capable of being delivered, our clients are exploring the scope for increasing the level of retail floorspace which is permitted on the site (and potentially pursuing a modest food store) as part of the wider redevelopment of the site.

As expanded upon below they consider that:

- i It is appropriate to amend draft allocation SSV4 (Former Welton Manufacturing Site) to facilitate greater flexibility (through the development management process) for the redevelopment of the site; and
- ii Draft allocation SSV2 (South Road Car Park) should be reviewed as there are no current indications that this long-standing development site will be brought forward for food retail purposes (indeed the OCD para 2.9.12 reflects this uncertainty). We expand upon this below.

Retail Context

Whilst we have not reviewed the methodology or analysis with the recent GVA Retail Study (2018) in detail, we note that it identifies (para 5.34) that whilst there is a quantitative need of 1,200 sq m in 2018 for additional convenience goods floorspace within Midsomer Norton this is lower than the forecast within the earlier GVA Retail Study (2014). GVA go on to identify that there is a qualitative case and operator demand for the provision of a food store within Midsomer Norton (para 7.5.3 of the OCD).

Such a qualitative need is of course consistent with the policy objective identified within the OCD (para 7.1) that “*seeks greater self-reliance, facilitated by economic revitalisation*” for the Somer Valley.

Policy Approach for town centres and retail provision (SSV2/SOM2)

We note that the South Road Car Park Site, which is located within Midsomer Norton Town Centre, is identified as a potential site for a proposed food store within the adopted development plan (Policy SSV2) with a view to meeting the need for, and providing the benefits arising from a food store. However, this site has been identified, but not brought forward for food retail development for a substantial period of time (at least since 2012) and is still, at the date of this letter, within the ownership of BANES Council. Furthermore, the OCD notes (paras 7.9.11 and 7.9.12) that there are potential issues with a reduction in car parking on the site/within the town centre and therefore there may be a need to review the convenience retail allocation on the site.

The fact that the site has not come forward for development in this time alongside the more recent doubts identified by BANES means that there are considerable doubts over the availability and suitability of the site for a food store on the site even though there is an identified quantitative and qualitative need for such a facility within Midsomer Norton. This in turn brings into doubt whether this allocation can be considered “*justified*” and “*effective*” as required by the NPPF 2018 (para 35).

Para 7.9.12 of the OCD then goes on to identify that should the allocation be removed, the NPPF sequential test will need to be followed for any potential alternative site and our clients concur this is the correct approach.

In the absence of any other potential town centre sites, the MNRE site, as an edge-of-centre site would meet the requirements of the NPPF. In view of this, and other matters, our clients consider that revisions are appropriate in respect of Allocation SSV4, and we have expanded upon below.

Modifications to Policy SSV4 (SOM3)

As set out above, our clients are exploring the scope for pursuing a modest food store on the site of their former factory as part of their wider redevelopment proposals.

Both the current Core Strategy/Placemaking Plan allocation (Policy SSV4) and the recent Outline Planning Permission acknowledge that the principle of an element of retail floorspace on the site is acceptable.

To enable future flexibility, we consider that the MNRE site should be afforded a more flexible policy (as an amendment to SSV4) to facilitate potential modest variations to the 2018 permission including the option for a food store on the site (which would be assessed in further detail through the planning application process).

This flexibility would support the recognition that in the absence of the South Road Car Park site progressing for food retail purposes that it is appropriate for alternative locations to be identified through the planning application process.

Concluding Comments

We trust that the above comments will be of assistance prior to preparation of the Local Plan. Please do not hesitate to contact me or my colleague Daniel Lampard if you require further information regarding these comments. We would be grateful if we would be kept informed of progression of the Local Plan.

Yours faithfully

A black rectangular box used to redact the signature of Zahra Waters.

Zahra Waters
Senior Planner

Copy Malcolm Ross, Welton Bibby and Baron
Nigel Whitehead, WPB

From: Dave L [REDACTED]
Sent: 04 January 2019 16:51
To: Local Plan
Subject: Whitchurch Housing and road

Categories: Green Category

Dear Sir

Re Proposed Link Road

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

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

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

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

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

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

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

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

Please keep me updated with situation

Yours Faithfully

D Light

[REDACTED]

From: Kaoru Jacques
Sent: 07 January 2019 09:42
To: Local Plan
Subject: FW: Whitchurch Housing and Road

Categories: Green Category

From: Simon De Beer
Sent: 07 January 2019 07:48
To: Kaoru Jacques
Cc: Stephen George
Subject: FW: Whitchurch Housing and Road

LP rep

Simon

Simon de Beer
Head of Planning
Bath & North East Somerset Council
01225 477616

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

From: Paul May (Cllr)
Sent: 06 January 2019 19:05
To: Simon De Beer
Subject: Fwd: Whitchurch Housing and Road

Pau

Begin forwarded message:

From: Dave L [REDACTED]
Date: 4 January 2019 at 16:46:38 GMT
To: "Paul_May@BATHNES.GOV.UK" <Paul_May@BATHNES.GOV.UK>
Subject: Whitchurch Housing and Road

[REDACTED]

Dear Sir

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

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Please keep me updated with situation

Yours Faithfully

D Light

[REDACTED]

From: Tim Kent [REDACTED]
Sent: 07 January 2019 10:24
To: comment@jointplanningwofe.org.uk; Local Plan; Transport Planning
Subject: Fwd: South Bristol Wrong Road

Categories: Green Category

Please find below a formal response to your consultations from one of my residents.

Cllr Tim Kent
Bristol City Council

----- Forwarded message -----

From: Dave L [REDACTED]
Date: Fri, 4 Jan 2019 at 16:52
Subject: South Bristol Wrong Road
To: [REDACTED]

[REDACTED]

Dear Sir

Re Proposed Link Road

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

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

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Whitchurch Health Centres. These GP's are not coping with the patients that they have already, getting an appointment is already quite difficult!

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Please keep me updated with situation

Yours Faithfully

D Light

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

COMMENTS FORM

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

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Options document.

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

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

Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	Mr	Title	
First Name	Oliver	First Name	
Surname	Kubicki	Surname	
Job Title <i>(only if applicable)</i>		Job Title	
Organisation <i>(only if applicable)</i>	Lightwood Strategic	Organisation	
Email		Email	
Address		Address	
Postcode		Postcode	
Date	04/01/2019	Date	

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about future consultations on Planning Policy documents including the
Local Plan. I am aware that I can unsubscribe at any time.**

Please tick

X

Please note that names and comments will be published

Part 2:

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

Chapter 6: Whitchurch Strategic Development Location

Please make your comments as succinct as possible.

Diagram 10 of the Issues and Option consultation (Winter 2017) presented a concept diagram for the proposed Whitchurch Strategic Development Location in the WoE JSP

This presented a broad development area/lobe extending largely to the west of the A37, but it also included some land to the east of the A37 where the impact of development was considered to be acceptable in respect of the setting of Maes Knoll.

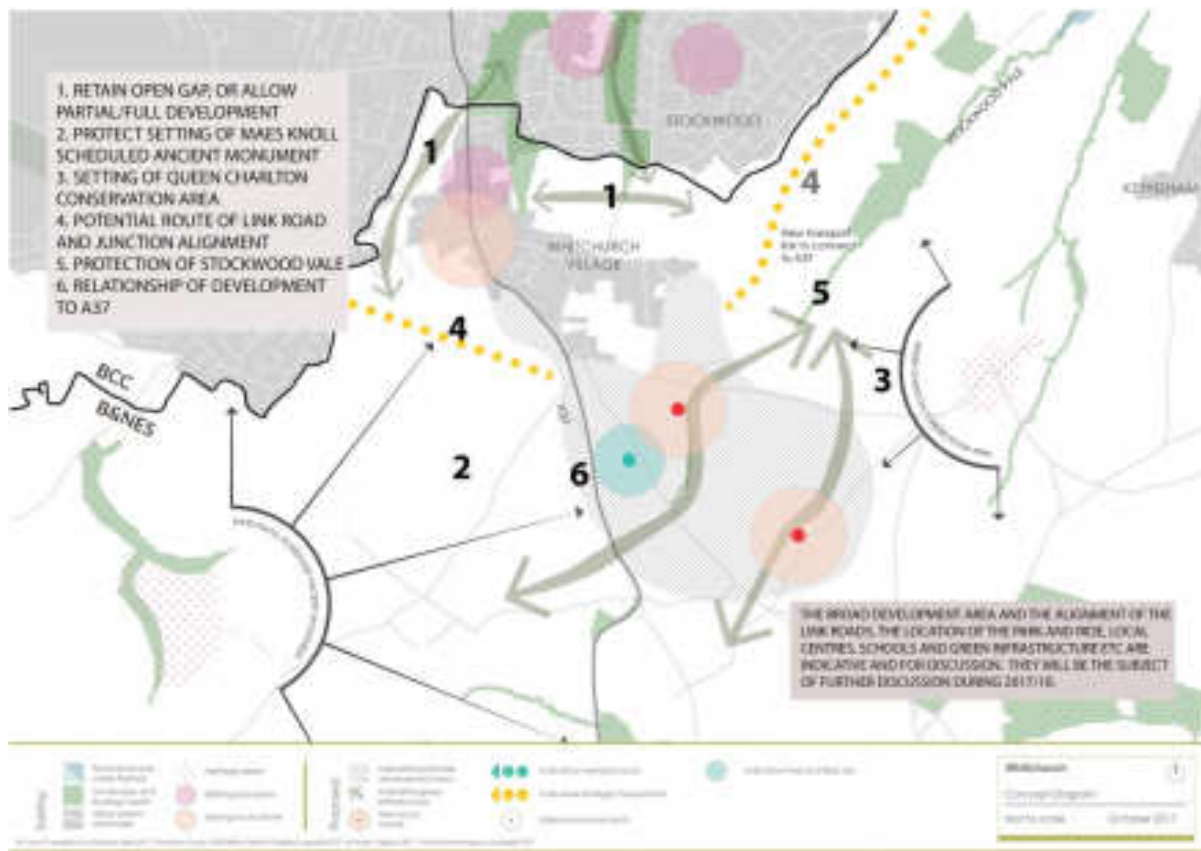
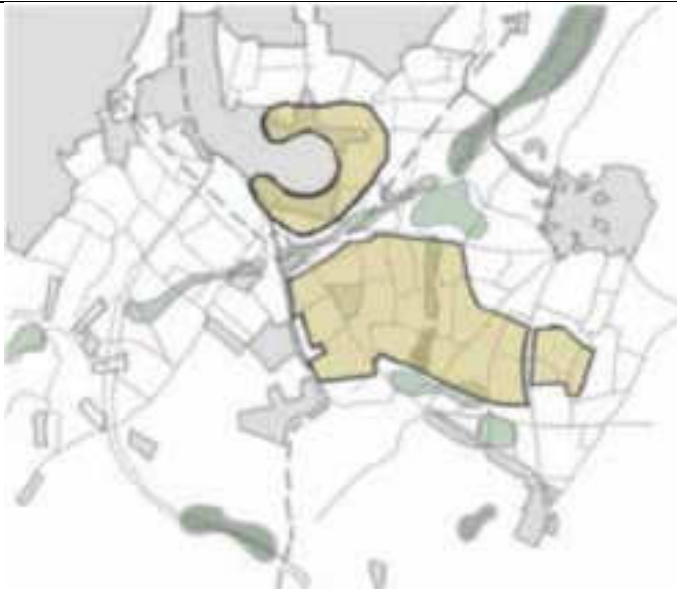


Diagram 40(6) 'The Strategic Framework' of the current (Winter 2018) Local Plan Options consultation sets out the emerging preferred approach to development in the SDL. This involves appropriately scaled infill development and extensions at Whitchurch Village, which retains the existing character and respect the surrounding countryside, coupled development west of the A37 and south west of a continuation of the A4174 ring road.



The Local Plan Options Document then presents two Sub-Options (1A) and (2A) that follow on Figure 28 'New Settlement Plan' with the separate 'Emerging Whitchurch Framework: (Arup November 2018). These are very similar in their approach in terms of land take. A likely alignment for the ring road is presented to the north towards Hicks Gate, with two options for the route to the west of the A37.



Lightwood Strategic contest the soundness of the emerging development framework to the extent that it does not include any land to the west of the A37 at Whitchurch village. The particular focus of this objection relates generally to land within the bend of the proposed ring road alignments, and specifically some of the land within 'Area 12' of Figure1, and 'South West 2' of Figure 3 of the November 2017 Background Paper on the Whitchurch SDL. The plans both find form in the most recent Arup Report.

**Figure 1 - Landscape and Visual Impact Assessment
Combined Significance of Development Effects for Whitchurch SDI**

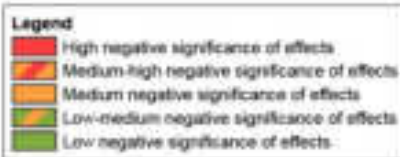
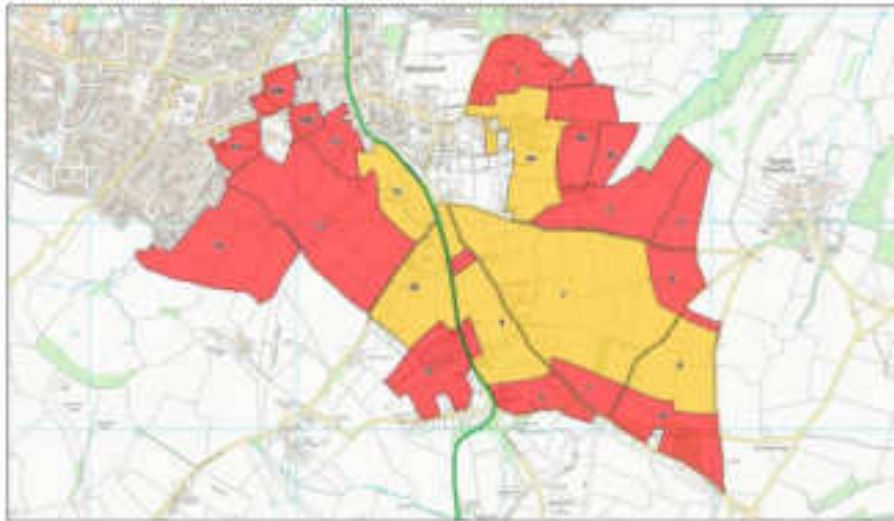
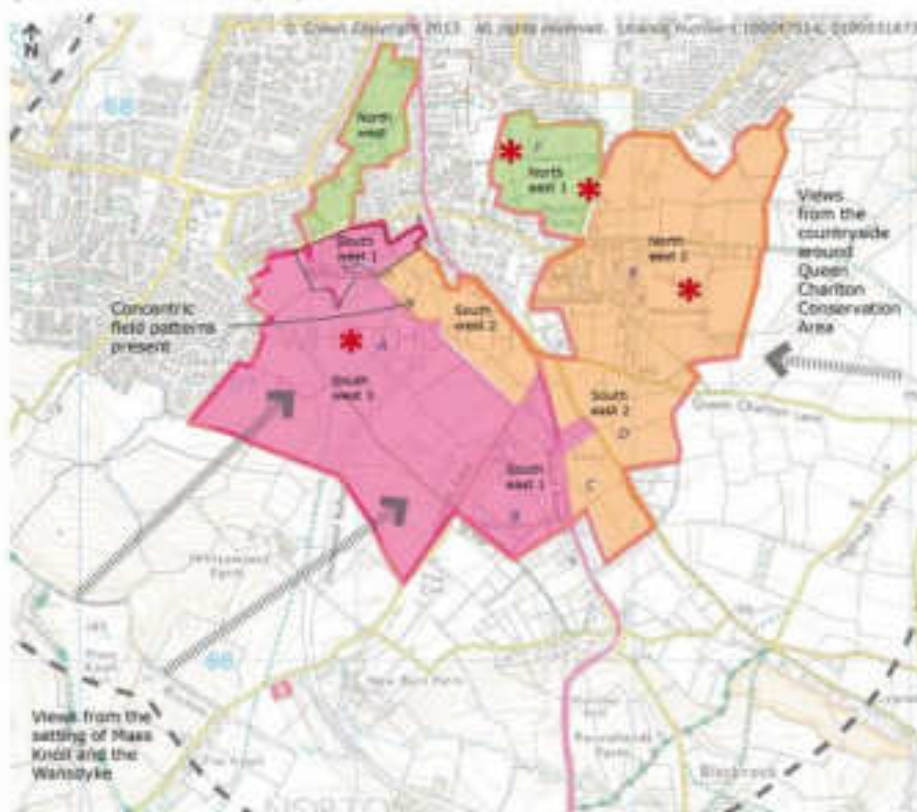


Figure 3 – Whitchurch Summary Map



Whitchurch Summary Map



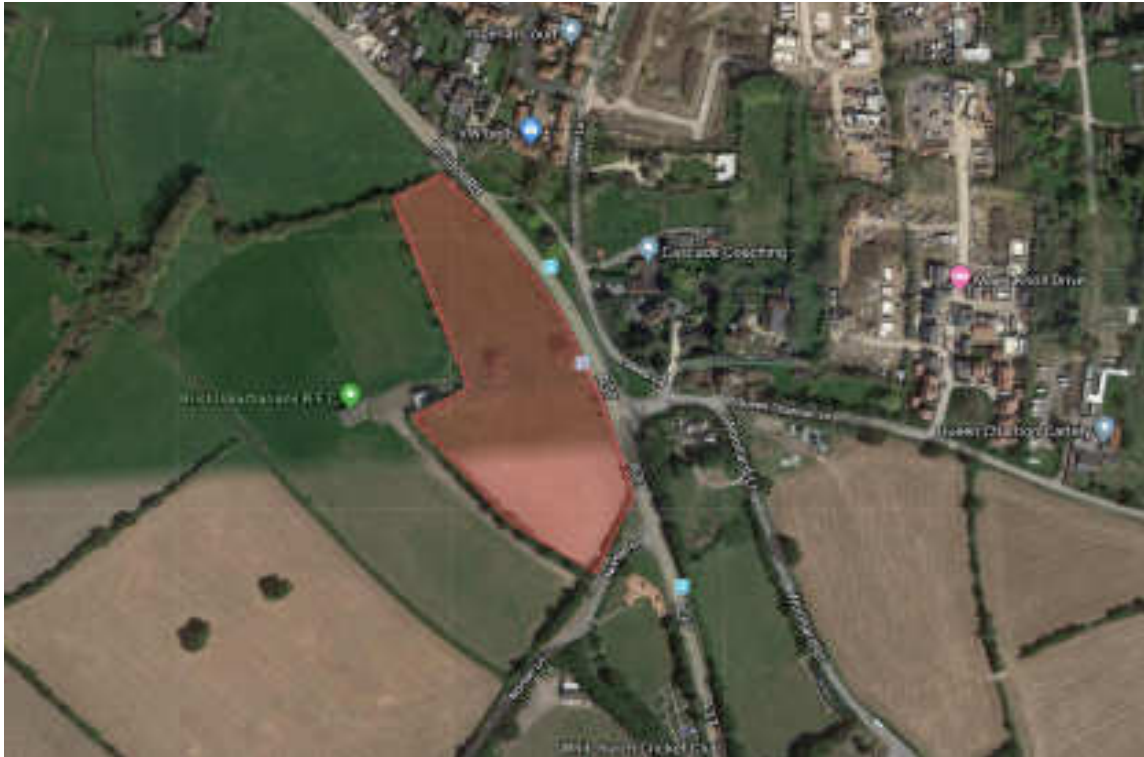
Labels A - F refer to other B&B&G studies, in this case the Greenbelt Review, and do not accord with the site boundaries of this report. They are included on the map figure to allow cross-reference.

Both of these locations perform compare equally favourably if not more so that the land that has emerged as the focus master planning in terms of combined landscape and

Please note that names and comments will be published

heritage effects. Its development cannot be more harmful in Green Belt terms than the deep incursion in the countryside proposed in the Whitchurch Concept Plans.

The land identified below, between the A37 and Bristol Barbarians Rugby Club should form part of the Strategic Framework Plan as an extension to Whitchurch. Being within the bend of the ring road extension and close to the A37 public transport route it performs extremely well in accessibility terms.



We consider that the chosen alignment of the ring road should be used to define cells for the assessment for Green Belt function. At present, the land in question forms part of cell 52e of Stage 2 Green Belt Review. This is extensive, and thus misrepresents the future function of this land under a new ring road scenario. Indeed, both cells 52 and 52G should be redrawn and reassessed during the preparation of the draft Plan, on the basis of there being a significant new road Infrastructure in place, forming a stronger physical boundary than the A37.

The WoE Green Belt Stage 2 Assessment in respect of cell 59(b) North Somerset rightly concludes that the construction of the South Bristol link road has significantly downgraded the role of Green Belt within the bend of the link road at Highridge. The same logic will apply at Whitchurch.

The Options version of the emerging Local Plan, and its supporting evidence base, does not attempt to suggest detailed green belt boundary changes for the Whitchurch SDL. That is understandable, given the current stage of plan-making. However, it is important that the Draft Local Plan presents the detailed changes that need to be made to the Green Belt at Whitchurch in light of Diagram (40)6 and emerging Strategic Framework Plans, and any necessary refinements that are made

If, following the examination of the JSP, the Green Belt is to be amended in the Whitchurch area, NPPF:138 (bullet 2) states that when Green Belt boundaries are to be

Please note that names and comments will be published

defined (whether drawn for the first time or reviewed), that plans should not include land which it is unnecessary to keep permanently open.

In light of the strategic changes already taking place and those now proposed within the Whitchurch SDL, the function of the Green Belt west of the A37, against the tests of NPPF:2018 (paragraphs 133-139) will be extinguished.

Consequently, The Green Belt should be amended accordingly.

Lightwood observe a significant discrepancy when comparing the Arup Report to South East Bristol and Whitchurch Package Option Assessment Report (Atkins) in terms of the potential location of a park and ride site. It seems that Atkins Report is the more reliable/ up-to-date assessment. This suggests the subject land and the field to the north are the two preferred P&R options, although the BCR ratio is low for such a facility. The Arup report assumes a P&R within the new area of settlement, but it is not clear why some of the potential options have been discounted. The reasoning is very light.

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

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

COMMENTS FORM

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

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Options document.

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

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

Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	Mr	Title	
First Name	Oliver	First Name	
Surname	Kubicki	Surname	
Job Title <i>(only if applicable)</i>		Job Title	
Organisation <i>(only if applicable)</i>	Lightwood Strategic	Organisation	
Email	Oliver@lightwoodstrategic.com	Email	
Address		Address	
Postcode		Postcode	
Date		Date	

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

Please tick

X

Please note that names and comments will be published

Part 2:

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

Chapter 6: Whitchurch Strategic Development Location

Please make your comments as succinct as possible.

Diagram 10 of the Issues and Option consultation (Winter 2017) presented a concept diagram for the proposed Whitchurch Strategic Development Location in the WoE JSP

This presented a broad development area/lobe extending largely to the west of the A37, but it also included some land to the east of the A37 where the impact of development was considered to be acceptable in respect of the setting of Maes Knoll.

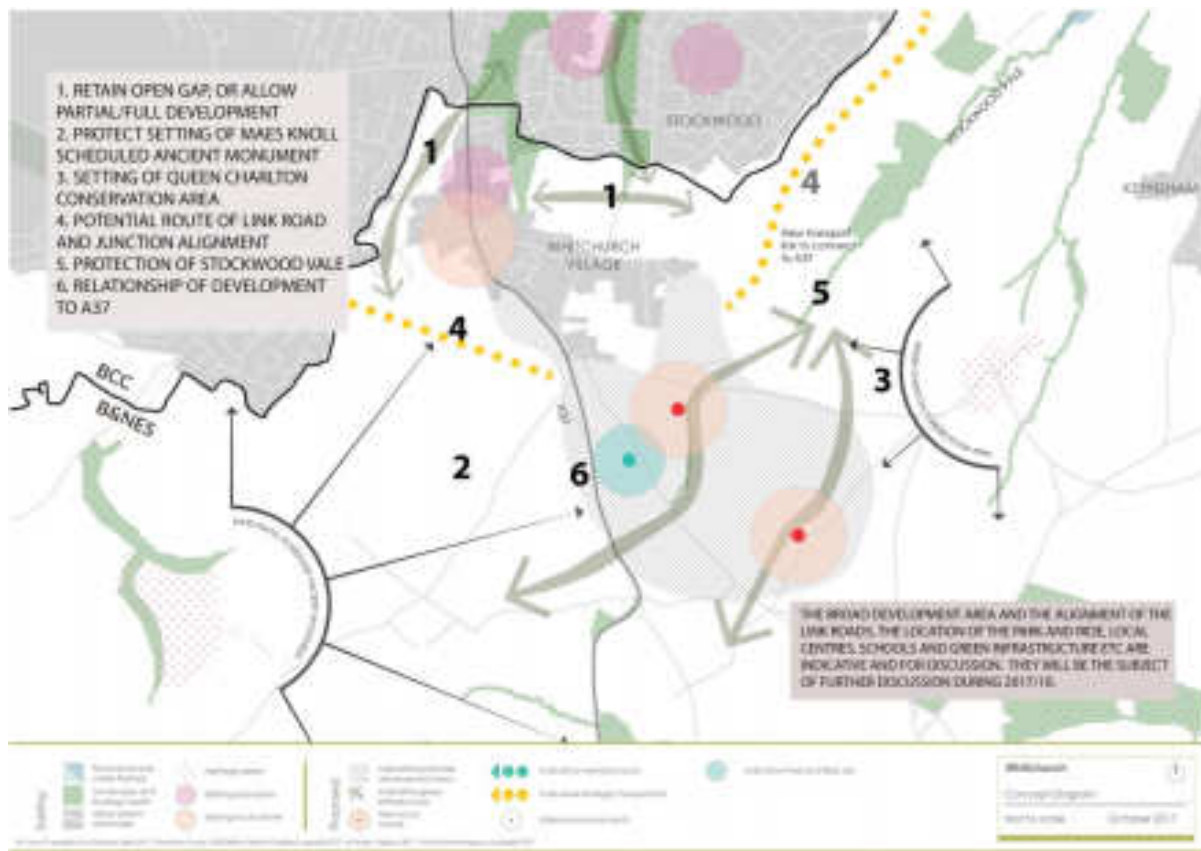
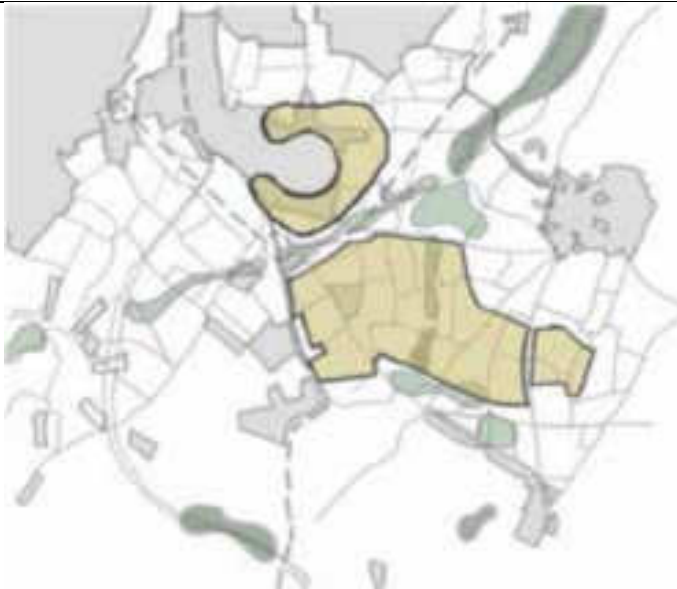


Diagram 40(6) 'The Strategic Framework' of the current (Winter 2018) Local Plan Options consultation sets out the emerging preferred approach to development in the SDL. This involves appropriately scaled infill development and extensions at Whitchurch Village, which retains the existing character and respect the surrounding countryside, coupled development west of the A37 and south west of a continuation of the A4174 ring road.



The Local Plan Options Document then presents two Sub-Options (1A) and (2A) that follow on Figure 28 'New Settlement Plan' with the separate 'Emerging Whitchurch Framework: (Arup November 2018). These are very similar in their approach in terms of land take. A likely alignment for the ring road is presented to the north towards Hicks Gate, with two options for the route to the west of the A37.



Lightwood Strategic contest the soundness of the emerging development framework to the extent that it does not include any land to the west of the A37 at Whitchurch village. The particular focus of this objection relates generally to land within the bend of the proposed ring road alignments, and specifically some of the land within 'Area 12' of Figure1, and 'South West 2' of Figure 3 of the November 2017 Background Paper on the Whitchurch SDL. The plans both find form in the most recent Arup Report.

**Figure 1 - Landscape and Visual Impact Assessment
Combined Significance of Development Effects for Whitchurch SDI**

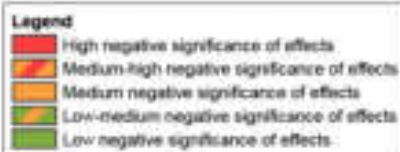
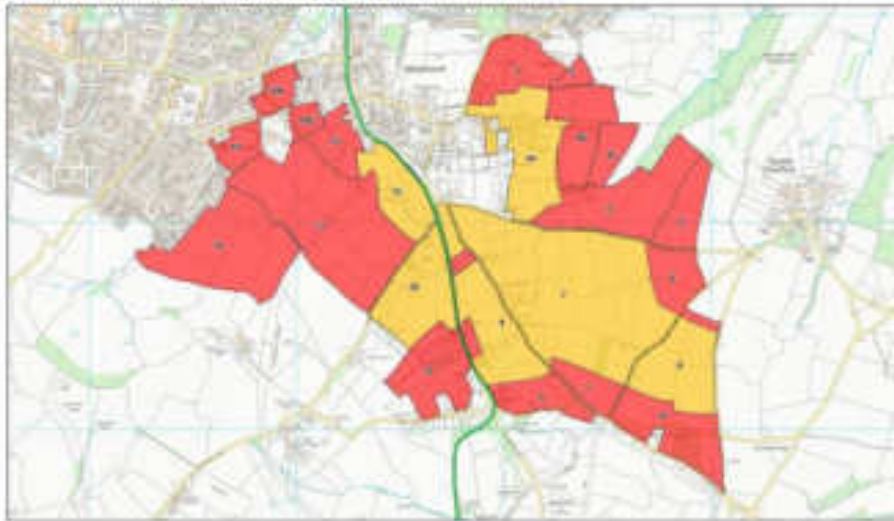
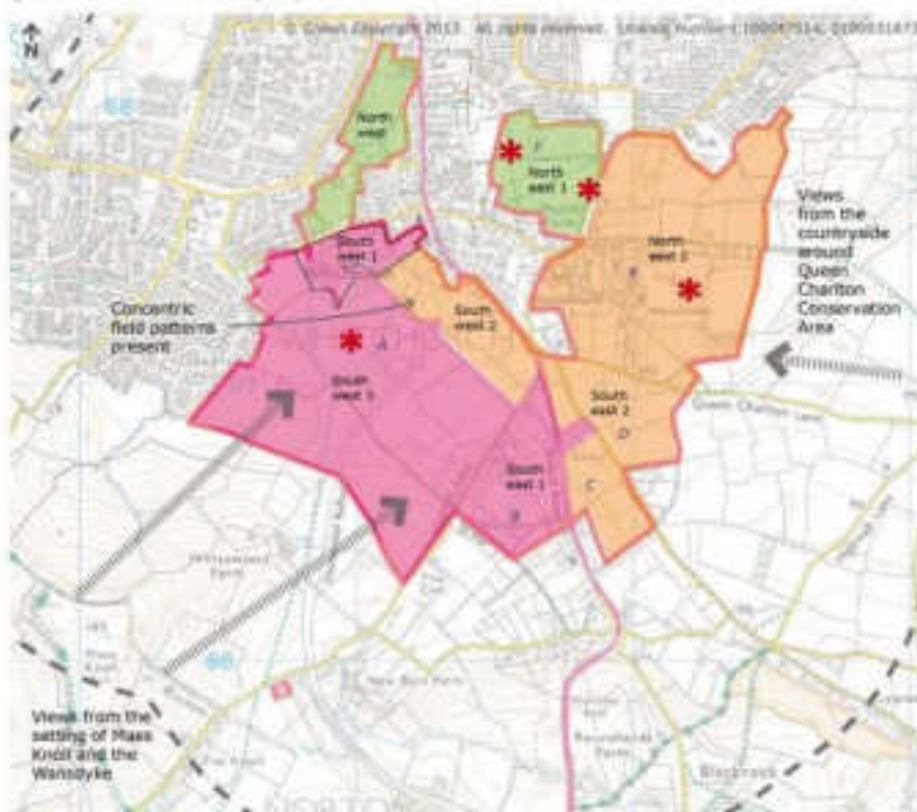


Figure 3 – Whitchurch Summary Map



Whitchurch Summary Map



Labels A - F refer to other B&NES studies, in this case the Greenbelt Review, and do not accord with the site boundaries of this report. They are included on the map figure to allow cross-reference.

Both of these locations perform compare equally favourably if not more so that the land that has emerged as the focus master planning in terms of combined landscape and

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heritage effects. Its development cannot be more harmful in Green Belt terms than the deep incursion in the countryside proposed in the Whitchurch Concept Plans.

The land identified below, between the A37 and Bristol Barbarians Rugby Club should form part of the Strategic Framework Plan as an extension to Whitchurch. Being within the bend of the ring road extension and close to the A37 public transport route it performs extremely well in accessibility terms.



We consider that the chosen alignment of the ring road should be used to define cells for the assessment for Green Belt function. At present, the land in question forms part of cell 52e of Stage 2 Green Belt Review. This is extensive, and thus misrepresents the future function of this land under a new ring road scenario. Indeed, both cells 52 and 52G should be redrawn and reassessed during the preparation of the draft Plan, on the basis of there being a significant new road Infrastructure in place, forming a stronger physical boundary than the A37.

The WoE Green Belt Stage 2 Assessment in respect of cell 59(b) North Somerset rightly concludes that the construction of the South Bristol link road has significantly downgraded the role of Green Belt within the bend the link road at Highridge. The same logic will apply at Whitchurch.

The Options version of the emerging Local Plan, and its supporting evidence base, does not attempt to suggest detailed green belt boundary changes for the Whitchurch SDL. That is understandable, given the current stage of plan-making. However, it is important that the Draft Local Plan presents the detailed changes that need be made to the Green Belt at Whitchurch in light of Diagram (40)6 and emerging Strategic Framework Plans, and any necessary refinements that are made

If, following the examination of the JSP, the Green Belt is to be amended in the Whitchurch area, NPPF:138 (bullet 2) states that when Green Belt boundaries are to be

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defined (whether drawn for the first time or reviewed), that plans should not include land which it is unnecessary to keep permanently open.

In light of the strategic changes already taking place and those now proposed within the Whitchurch SDL, the function of the Green Belt west of the A37, against the tests of NPPF:2018 (paragraphs 133-139) will be extinguished.

Consequently, The Green Belt should be amended accordingly.

Lightwood observe a significant discrepancy when comparing the Arup Report to South East Bristol and Whitchurch Package Option Assessment Report (Atkins) in terms of the potential location of a park and ride site. It seems that Atkins Report is the more reliable/ up-to-date assessment. This suggests the subject land and the field to the north are the two preferred P&R options, although the BCR ratio is low for such a facility. The Arup report assumes a P&R within the new area of settlement, but it is not clear why some of the potential options have been discounted. The reasoning is very light.

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HELAA: Call for Sites 2018

GUIDANCE ON COMPLETING THIS FORM

Sites can be submitted for the HELAA between 12th November 2018 and 7th January 2019. Please return this form, a plan that clearly and accurately identifies the site boundary and any other attachments to: **planning_policy@bathnes.gov.uk** or Planning Policy, Planning Services, Bath & North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG (email preferred) by 7th January 2019.

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

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

1. PREVIOUS SUBMISSIONS
a. Has this site previously been submitted? Yes
b. Previous reference number (if known): PEA10 and PEA11

***Please choose/delete where applicable**

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

Site is in the draft HELAA but not previously submitted by BBA

2. YOUR DETAILS

a. **Name:** Dan

b. **Company/organisation:** Washington

c. **Address:** Henrietta Mews, Bath

d. **Postcode:** BA2 6LR

e. **Telephone:** 01225 460427

f. **Email:** Dan.washington@bba-architects.co.uk

g. **Status (please mark all that apply):**

i. Owner (all/part of site) ☐

ii. Land agent ☐

iii. Planning consultant ☒

iv. Developer ☐

v. Amenity/community group ☐

vi. Registered housing provider ☐

vii. Other: Please enter text here.

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

Linden Homes Strategic Land
C/o Agent

h. **Ownership details (please mark where applicable):**

i. Owner of entire site ☐

ii. Owner of part of site ☐

iii. No ownership of site ☒

i. **If owner/part owner, have you attached a title plan and deeds with this form?**

Yes/No*

***Please choose/delete where applicable**

j.	If you are not the owner of the entire site, please provide details of the (other) owner(s), if known	
	Linden Homes are promoting the land jointly with the Landowner	
k.	Does the owner (or other owner(s)) support your proposals for the site?	Yes

3. SITE DETAILS		
a.	Site Address:	Land to the Southwest of Peasedown St John
b.	Postcode (where applicable):	
c.	Current Land Use	Agriculture
d.	Adjacent Land Use(s)	Residential; recreation (Peasedown St John Cricket Club); Agriculture and woodland
e.	Relevant Planning History (including reference numbers, if known)	N/A
f.	Please confirm that you have provided a site plan:	Yes

4. POTENTIAL USES & CAPACITY		
Suggested uses (please tick all that apply and where mixed use indicate % of overall site for each use)		
USE	SELECT	Capacity (number of units) and indication of possible residential tenures, types and housing for different groups
Residential dwellings (C3)	Yes	PEA11 – 300-350 dwellings. PEA10 - TBC
Residential – self-build dwellings only	No	
Other residential, e.g. student accommodation, residential care homes etc (specify)	No	

***Please choose/delete where applicable**

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

5. SITE SUITABILITY		
Question	Answer	Further details including details of further studies undertaken / mitigation proposed
Does the site have any physical constraints (e.g. topography, access, severe slope, vegetation cover etc.)?	No	
Is the site subject to flooding?	No	
Is the site affected by 'bad neighbour' uses (e.g. power lines, railway lines, major highways, heavy industry)?	No	
Is there a possibility that the site is contaminated?	No	
Can satisfactory vehicular access to the site be achieved?	Yes	Further studies to be undertaken, but both sites have long road frontages where suitable access could be provided
Has the Highways Agency been consulted?	No	
Is the site subject to any other key constraints?	Yes	PEA10 is located within an area of landscape setting (Placemaking Policy NE2A). PEA11 is within an Ecological Network (Placemaking Policy NE5). Woodland to the north is a site of nature conservation interest. Camerton Roman settlement (archaeological remains) is located to the south west.
a. UTILITIES / INFRASTRUCTURE PROVISION		
Please tell us which of the following utilities are currently available to the site:		
i. Mains water supply <input checked="" type="checkbox"/>	ii. Mains sewerage <input checked="" type="checkbox"/>	
iii. Electrical supply <input checked="" type="checkbox"/>	iv. Gas supply <input checked="" type="checkbox"/>	
v. Landline telephone <input checked="" type="checkbox"/>	vi. Broadband internet <input checked="" type="checkbox"/>	

***Please choose/delete where applicable**

<p>vii. Other (please specify):</p> <p>Please enter text here.</p>	<p>viii. Please provide any other relevant information relating to site suitability:</p> <p>Please enter text here.</p>
--	---

***Please choose/delete where applicable**

6. SITE AVAILABILITY

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

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

i. Within the next 5 years ☒

ii. 6 to 10 years ☐

iii. 11 to 20 years ☐

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

NB Year 1 is the first year of delivery:

Year	1	2	3	4	5	6	7	8	9	10	11-20
Number of units completed in year	50	75	75	75	75						

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

The site is suitable and available for development now. There are no constraints to site that would cause any delay to development.

The above delivery rate is predicated on the delivery of houses on site from two outlets on PEA11.

***Please choose/delete where applicable**

7. SITE ACHIEVABILITY

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

8. ADDITIONAL COMMENTS

***Please choose/delete where applicable**

Sites PEA10 and PEA11 are suitable, available and achievable for residential development. The sites are in a sustainable location, on the edge of Peasedown St John, one of the larger settlements in the Somer Valley.

PEA11 has been previously assessed in the HELAA which notes that further assessment evaluation work is needed in relation to:

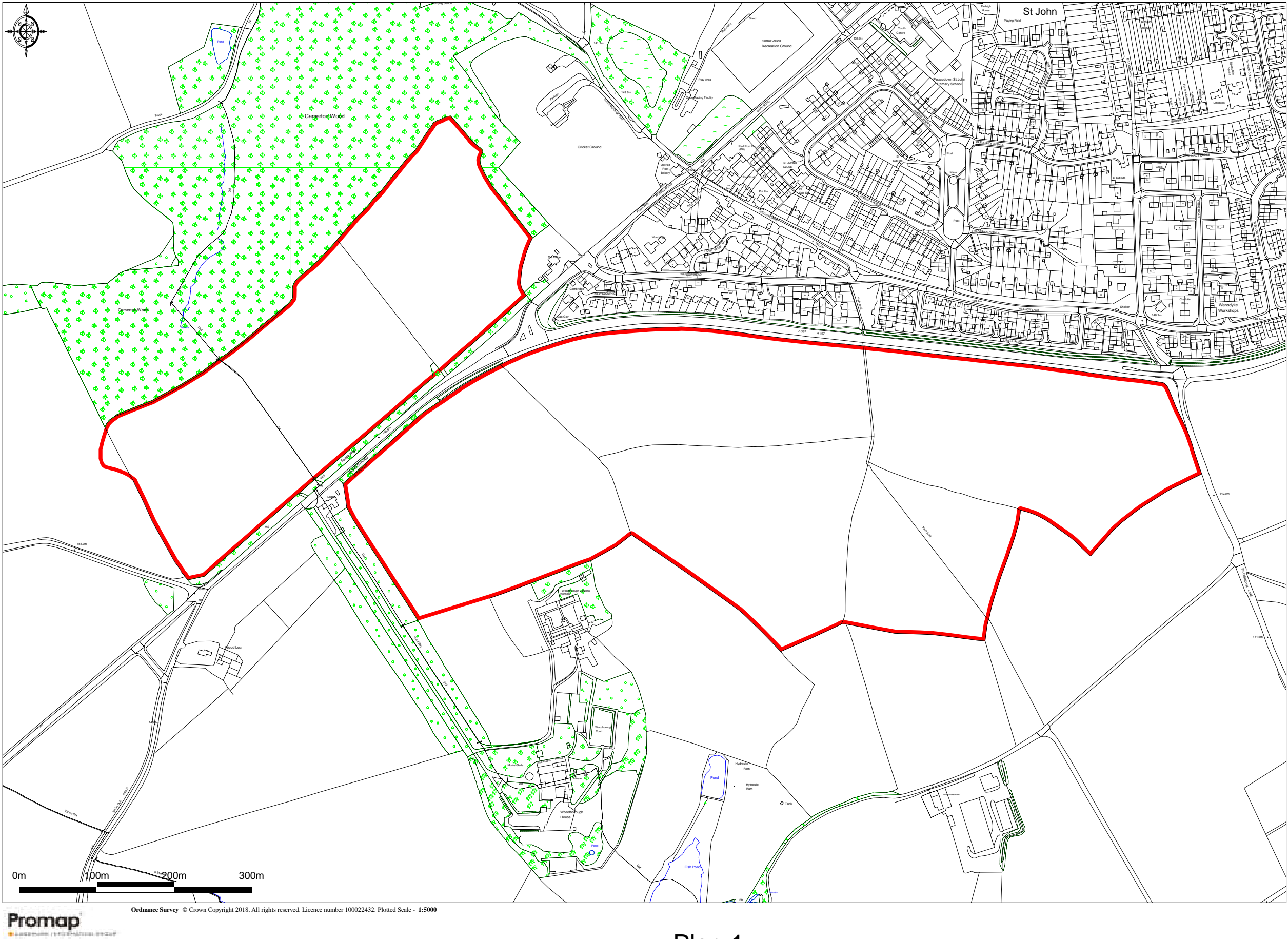
- Impact of development on the adjacent SNCI
- Highways impacts Assessment
- Historic Impact Assessment relation to the setting of Camerton Roman Town to the west

These reports will be instructed to inform promotion/development of the site.

The Draft HELAA also notes that in landscape terms, there is development potential, but this would require mitigation in relation to woodland to the north; trees to main road and new screening trees to western boundary. It is noted the site is not within the Green Belt, AONB, does not form part of the designated landscape setting for Peasedown (Policy NE2A) and is not subject to any other landscape designations.

The Draft HELAA has assessed PEA10 as being unsuitable for development as it is “highly sensitive and visually prominent in the landscape with parkland”. However Peasedown is highly constrained, due to topography and the Statutory Green Belt, which surrounds much of the settlement. This, combined with the form of historic development means that PEA10 represents a logical location for future expansion. Whilst currently providing a landscape setting to Peasedown, the site is not within an AONB or the Green Belt. The landscape impact of development could be mitigated through careful design and an appropriate amount of Green Infrastructure.

Land at Peasedown St John



Plan 1

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

COMMENTS FORM

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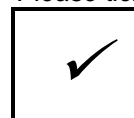
Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	Mr	Title	Mr
First Name	James	First Name	Andrew
Surname	Matcham	Surname	Ross
Job Title <i>(only if applicable)</i>	Regional Director	Job Title	Director
Organisation <i>(only if applicable)</i>	Linden Homes Strategic Land	Organisation	Turley
Email		Email	andrew.ross@turley.co.uk
Address	c/o Agent	Address	40 Queen Square
			Bristol
Postcode		Postcode	BS1 4QP
Date		Date	7 th January 2019

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

Please tick



Please note that names and comments will be published

Part 2:

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

Section 3 (Housing Requirement and Emerging Policy Approach)

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

Please make your comments as succinct as possible.

Please see the following separate documents as enclosed with this form:

1. *Representation Letter dated 7th January 2019, with:*

- *Vision Document (Keep Architecture, January 2018);*
- *Written Transport Representations (Vectos, December 2018);*
- *Written Representations on Flood Risk and Drainage (Vectos, December 2018);*
- *Air Quality Technical Note (Air Quality Consultants, January 2019).*

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

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

Please note that names and comments will be published

7 January 2019

Delivered by email (local_plan@bathnes.gov.uk)

Local Plan Consultation
Bath and North East Somerset Council
Manvers Street
Bath
BA1 1JG

Ref: LINA3008

Dear Sir/Madam

BANES LOCAL OPTIONS CONSULTATION - RESPONSE FOR LINDEN HOMES

This consultation response is provided on behalf of **Linden Homes Strategic Land** ["Linden Homes"] based on their interest in land which is available and suitable for development at Temple Cloud. This land has previously been identified to the Council through the January 2017 HELAA call for sites process as "**Land to the East of the A37 and North of Temple Inn Lane**" (Ref. BNJSPTESS211), and is included in the Draft HELAA 2018 (published as part of this consultation) under site references **TC01b** and **TC01c**.

Spatial Strategy (Section 3) – Housing Requirement and General Approach

As is acknowledged within the consultation document it is essential that the Local Plan has regard to the strategic policies to be set within the Joint Spatial Plan ["JSP"], which remains subject to Examination. Based on other representations made in respect of the JSP, Linden Homes considers the overall level of housing being planned for by the JSP to be insufficient, and expects that this quantum will be increased as a result of scrutiny at the Examination. Accordingly and as identified at **3.1.5** of the Options Consultation document, Linden Homes expects that the 'non-strategic' quantum of 700 dwellings will (and should) be varied (increased) in due course. The Local Plan should be able to respond to changing circumstances and a greater allowance for non-strategic sites, including development in the Rural Area (within BANES), will enable the positive progress that the Council has made on housing delivery in recent years to be maintained, and provide choice and competition in the land market as required by the NPPF.

Recognising this potential, the emerging Local Plan provides an opportunity to boost significantly the supply of housing, where also the JSP housing figure is expressly stated to be a minimum requirement. It is essential that the Council do actually recognise that this figure is a minimum, and that the Local Plan is positively progressed, to ensure that potential delays and non-implementation of sites does not result in the lack of five year supply or indeed, under delivery across the plan period. In line with the NPPF's requirement to boost significantly the supply of housing and to ensure a five-year supply is achieved and maintained, the Council should be positively planning for more than only the minimum required in the JSP.

On the basis that the 'non-strategic' quantum of 700 homes, and the distribution options, may be subject to change, it is important for the Council to take the opportunity provided by the emerging Local Plan to

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Bristol
BS1 4QP

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ensure that the District is able to meet its housing requirements by proactively ensuring that there is sufficient housing delivery to support the additional jobs growth necessary to deliver the economic objectives over the plan period.

Spatial Strategy (Section 3) – Emerging Policy Approach

The previous (Issues and Options) consultation set out options for the delivery of future development based on selecting between a hierarchical based approach, or alternatives based on either a focused or dispersed approach to development. In response Linden Homes stated that “*when subject to robust Sustainability Appraisal a combination of the options may provide the optimum overall solution, but that predominantly Option 1 (Hierarchical Approach) is likely to be preferable*”. The benefit of this approach was considered to be that this would ensure that the greatest quantity of development is directed to those locations which are best able to accommodate it, with reference to access to existing (or new/expanded) services and facilities, including transport infrastructure. This will also ensure that relevant local provision can be met across the District at a range of places (at suitable scales) but also that the best and most sustainable locations are prioritised to meet the greatest quantum of development needs. This position remains applicable to the current consultation where the more dispersed approach (Option 1) amongst the existing hierarchy of key settlements is likely to have benefits, albeit (and as referenced above) in order to meet more than the minimum required levels of supply (particularly where this may be increased via the JSP Examination process) sources of supply from a number of the options may actually be required.

The current consultation maintains the idea of either more focused or dispersed approaches for development, but also includes reference to the consideration of the Green Belt as a fundamental factor in determining the optimum strategy to progress (if the necessary special circumstances can be shown to exist). It remains the case that the best solution for the plan will likely involve a combination of options, which need to be tested and refined via Sustainability Appraisal, and at this stage Linden is keen to support testing of all three scenarios, as part of ensuring the best opportunities for full and effective delivery against housing needs. In order to significantly boost supply, and ensure delivery of at least the minimum quantities being set through the JSP, means that an approach which does include greater dispersal is most likely to ensure that the widest range of development needs can be met across the District, with benefits for boosting the supply of housing. Linden Homes specifically support the identification of development potential at Temple Cloud, as a suitable location, as referenced elsewhere within this response, and in response to the previous (Issues and Options) consultation.

As also referenced in the previous (Issues and Options) response availability of infrastructure, including specifically primary school capacity is an important consideration (where the Council has a statutory duty to provide school places). We would welcome sight of the Council’s latest assessments and evidence on this matter as part of future plan consultations.

It is noted that at 3.8.6 (and elsewhere) the consultation document references ongoing dialogue with Mendip District Council. Whilst this is supported in principle from the point of view of working collaboratively, and in respect of the legal compliance tests for the plan, it is not considered that (based on available evidence) there is any reason for either the JSP or Local Plan to be seeking to ‘export’ any unmet housing needs across the boundary into Mendip, where a range of available and suitable housing delivery options exists within BANES (including specifically land controlled by Linden Homes).

Land to the East of the A37 and North of Temple Inn Lane

In response to the last Local Plan consultation, Linden Homes prepared a Vision Document for their site at Temple Cloud which confirmed the availability of this land and its high level suitability and deliverability, a further copy of this document is included with this response for ease of reference. This site has now been considered in the Draft HELAA 2018 (published alongside this Local Plan consultation) under references

TC01b and TC01c. The current assessment for these sites categorises them (together with many other options across the plan area) as 'suitability not proven' and the reasoning (further detail) provided makes reference to various issues in respect of Flood Risk, Transport and Landscape. These are considered in turn under the relevant headings below.

Flood Risk and Drainage

A separate note prepared by Vectos in respect of Flood Risk and issues is enclosed with this response. This provides a more detailed assessment of flood risk and drainage issues associated with the proposed development on Linden Homes site at Temple Cloud and concludes that:

- the proposed development of this site is considered to be appropriate in terms of development and flood risk;
- a surface water drainage strategy would be incorporated to manage the impacts of the proposed development on the surface water runoff regime;
- the impacts of the proposed development on the surface water flood risk to the south of the site along Temple Inn Lane would therefore be managed, and is likely to have some benefit; and
- as a consequence, surface water flooding along the adjacent highway is not considered to be a constraint on the suitability of the site, and the site is therefore considered to be appropriate for development from the perspectives of development and flood risk.

Transport and Access

A separate note prepared by Vectos in respect of transport and access issues is enclosed with this response. This provides a more detailed assessment of transport and access issues associated with the proposed development on Linden Homes site at Temple Cloud and concludes that:

- Temple Cloud is established as being a location where the need to travel and ability to travel from a development can be accommodated in a sustainable manner by virtue of offering a broad range of key services within the village;
- development at Temple Cloud would follow the hierarchy of sustainable travel with priority given to maximising opportunity for walking, followed by cycling and then public transport with the residual travel that is undertaken by car being addressed in the overall access strategy;
- development of the site could facilitate an alternative vehicular route for traffic so as to avoid the need to use the existing Temple Inn Lane junction with the A37 resulting in a likely net reduction in the volume of traffic through it;
- the proposed site access junction [from the A37] could be designed to have a dedicated right turn lane inbound thereby not impeding or holding up through traffic, thereby maintaining the freeflow of traffic; and
- traffic volumes on the A37 have reduced consistently and by 7% over 10 years. The volume of HGV traffic has fallen in line with this from 8.2% to 7.8% content. Nonetheless, the development would not result in any discernible increase in HGV traffic movements on the A37.

Landscape

The Draft HELAA for TC01b states that "Tree planting along the northern edge required to soften the development and reinforce separation of Temple Cloud and Clutton", whilst that for TC01c states that a

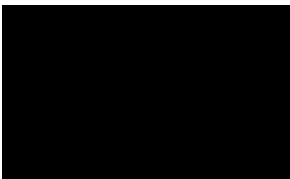
“Comprehensive landscape approach [is] required”. As set out in Linden Homes previously submitted Vision Document the emerging proposals have been informed by landscape assessment undertaken by Nicholas Person Associates, and a comprehensive approach to masterplanning the site is being pursued, including relevant green infrastructure provision. The emerging proposals allow for the existing PROW to be integrated into the scheme as part of a green buffer between the proposed development and the open landscape to the North and East and throughout the site the retention of significant elements of existing vegetation will be proposed, together with additional landscape planting in order to provide an appropriate contextual response to development in this village setting. Retention and reinforcement of the hedgerow and boundary trees to the North and East will be an essential part of this strategy, and incorporated into the development moving forward.

In addition to the above issues at 3.2.24 (as part of the discussion of spatial options) the recent designation of Air Quality Management Areas [“AQMA”] at Farrington Gurney and Temple Cloud is identified. Accordingly, whilst this issue is not referenced in the current Draft HELLA for sites at Temple Cloud, Linden Homes has provided a separate note (by Air Quality Consultants) confirming that:

- air quality across the development sites is good, with pollutant concentrations well below the objectives. The impact of local air quality upon occupants of the proposed development will therefore not be a constraint;
- the annual mean nitrogen dioxide objective is exceeded at a small number of properties within the AQMA alongside the A37 in Temple Cloud and Farrington Gurney. Measures will be implemented to ensure that the impacts of any increase in traffic are minimised; and
- the proposed development is located within a short walking distance of the village facilities and frequent bus services. The development also represents an opportunity to reduce turning movements from Temple Inn Lane, which could reduce emissions within the AQMA.

We hope that this response is useful and look forward to participating in future stages of the plan making process. Should you have any queries or require any further information then please do not hesitate to contact me.

Yours sincerely



Andrew Ross
Director

andrew.ross@turley.co.uk

Enclosures:

- Vision Document (Keep Architecture, January 2018);
- Written Transport Representations (Vectos, December 2018);
- Written Representations on Flood Risk and Drainage (Vectos, December 2018);
- Air Quality Technical Note (Air Quality Consultants, January 2019).

Vision Document

Temple Cloud

Linden Homes Strategic Land

January 2018



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Turley

NICHOLAS PEARSON ASSOCIATES





This Vision Document promotes the land parcel to the east of the A37 in Temple Cloud for residential development.

The information in this document has been informed by detailed survey work and analysis. The proposals shown are illustrative, and this document will be updated as we move through the Local Plan process.

The document indicates the possibilities for a comprehensive development in this location.

1.1 Introduction

This Vision Document has been prepared on behalf of Linden Homes Strategic Land to support the Council in identifying land at Temple Cloud as a potential allocation in their emerging Local Plan Review.

The document illustrates the constraints and opportunities for the site, and provides guidance on how the proposal could be designed and developed. It is informed by survey work and site analysis that has been undertaken.

The document is structured as follows:

- This first section (Section 1.0 Introduction) introduces the project and planning context, as well as the steps that will be taken moving forward.
- The second section (Section 2.0 Analysis) analyses the site, its wider location and considers the technical constraints and opportunities.
- The third section (Section 3.0 Design Strategy) explains the design strategy for the site taking into account the constraints.

Proposals illustrated in this document are illustrative and will continue to be refined and informed by technical information and key stakeholder engagement.

About Linden Homes

Linden Homes is the housebuilding division of Galliford Try, one of the UK's leading housebuilding and construction companies. Linden build award-winning homes across the country in prime locations, striving to create sustainable new developments.

Linden work with local people to create communities and are passionate about building the right homes for their customers. As a responsible developer Linden are focused on providing new opportunities, support for charity projects, engaging with local actions groups and delivering necessary skills. Since 2010, over £132m has been committed to improving the local communities in which they build.



Clutton

High Littleton

Temple Cloud

Cameley

Hallatrow

1.2 Planning Policy








The Bath & North East Somerset (B&NES) Core Strategy, adopted July 2014, and Place Making Plan, adopted July 2017, form part of the Development Plan that shapes future development within the District. The Core Strategy identifies the need to deliver approximately 12,960 homes during the plan period (2011 to 2029) with at least 1,120 of these homes to be located within or adjacent to rural settlements such as Temple Cloud.

Temple Cloud falls outside of the Green Belt and is identified as an 'RA1 Village' whereby the village has at least three key community facilities and is served by public transport. As such, the village is confirmed to be a suitable location for residential development, which is appropriate to the scale, character and appearance of the existing settlement. Sites for development will be allocated within the Place Making Plan.

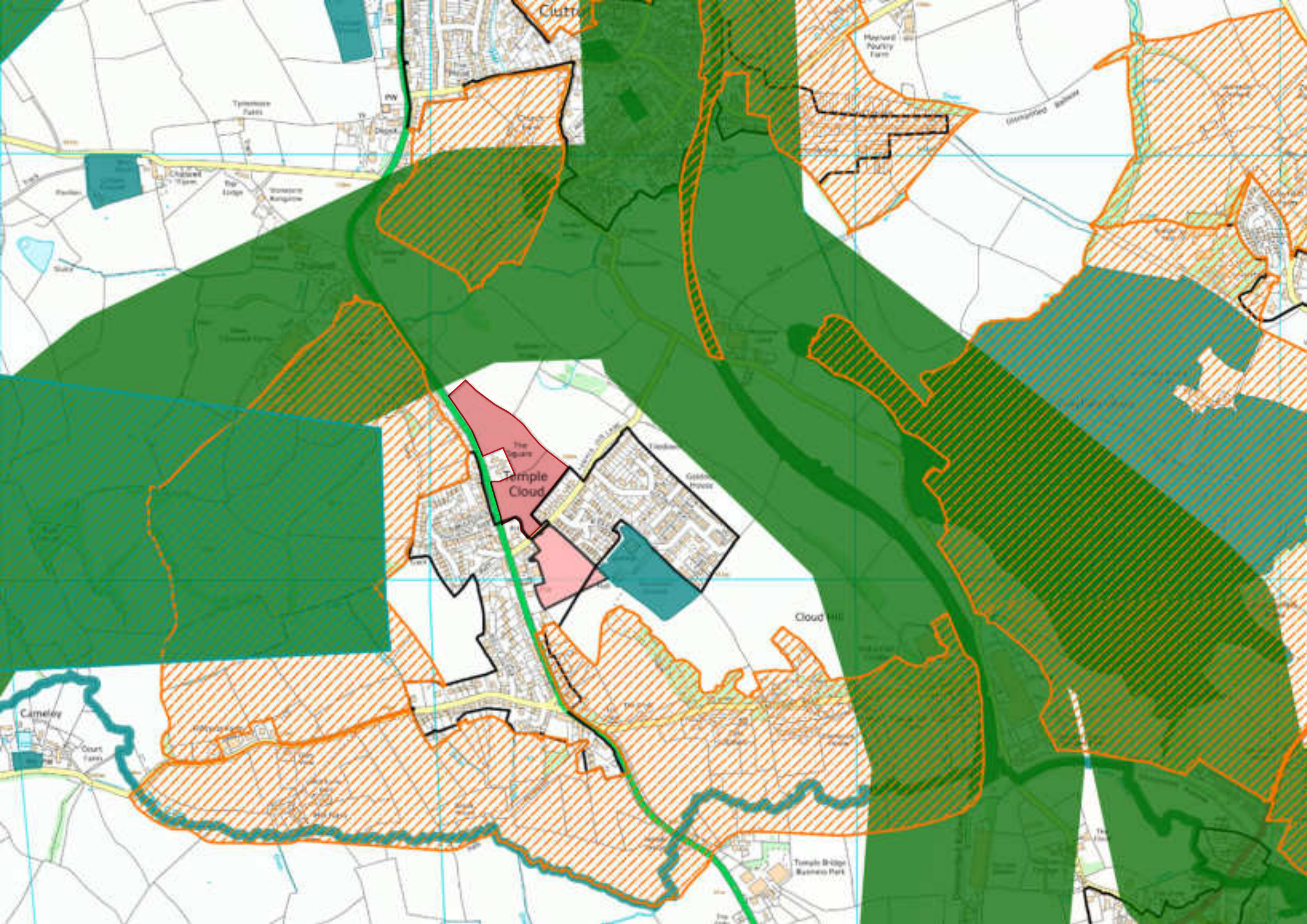
While the site itself is not currently allocated within the Place Making Plan, a greater emphasis for development within sustainable locations such as Temple Cloud is coming forward through the emerging West of England Joint Spatial Strategy (WoE JSP). When adopted, the WoE JSP will identify the latest housing need and overarching spatial strategy for development across B&NES and its neighbouring authorities. The WoE JSP is due to be submitted to the Secretary of State for independent examination by 31st March 2018, with anticipated adoption in early 2019. In parallel, B&NES are undertaking a Local Plan Review for plan period 2016-2036 with most recent consultation taking place in November 2017 on the Issues and Options Document. In light of the need to identify new sites for development and given the site's sustainable location, there is significant opportunity to promote the Site for future development through the development plan process.

*Bath and North East Somerset Council
Development Plan Map
<https://isharemaps.bathnes.gov.uk>*

Key

-  Site boundary
-  Allocated Sites
-  Housing Development Boundary
-  Policy LCR5 Safeguarded existing sport and recreational facilities
-  Policy NE1 Green Infrastructure Network
-  Policy NE2A Landscape and the green setting of settlement
-  Policy NE5 Strategic Nature Areas





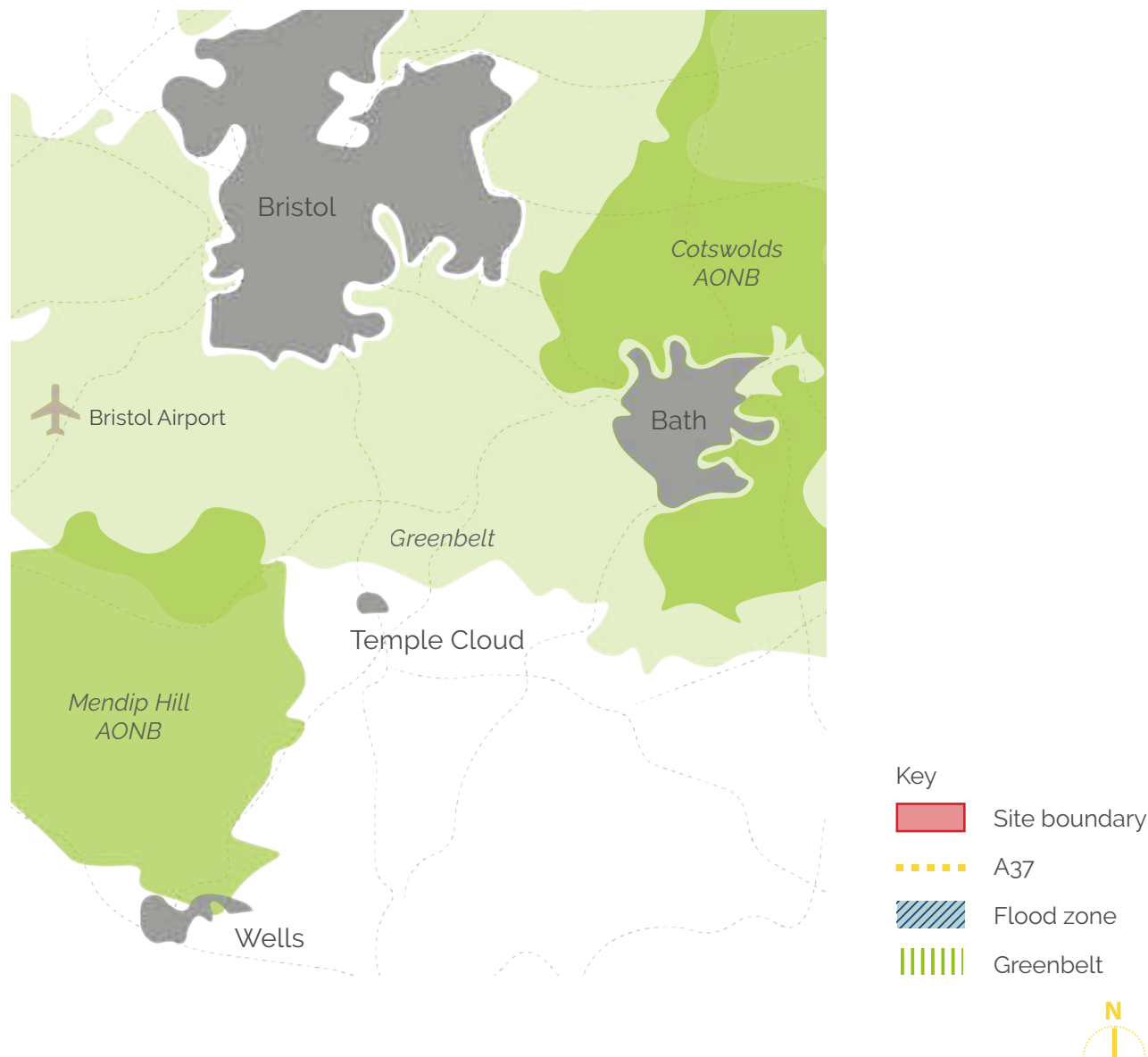
2.1 The Wider Location

Temple Cloud is a village in Bath and North East Somerset Council. It is located approximately 10 miles from Bath, Bristol, and Wells. The A37 passes through the village linking it to Bristol.

Temple Cloud is in close proximity to a number of villages and hamlets: Clutton to the north, Cameley to the west and High Littleton, Hallatrow and Paulton to the east. The nearest town to Temple Cloud is Midsomer Norton, located to the southeast.

Temple Cloud sits south of the greenbelt, which is located directly to the north of Clutton. The Mendip Hills, an area of outstanding natural beauty is located to the west of Temple Cloud, past the villages of Cameley and Hinton Blewett.

The topography drops to the River Cam to the south of Temple Cloud where development is restricted by the flood zone.





Clutton

High Littleton

Temple Cloud

Cameley

Hallatrow

2.2 The Site

The site at Temple Cloud is located just to the east of the A37 that runs through the village.

There are currently two construction sites in Temple Cloud, one by David Wilson Homes for 70 homes off Temple Lane Inn, and one by Bath and Stratford Homes for 9 dwellings, 10 letting rooms and the refurbishment of Temple Inn.

The village has a number of amenities, including a primary school, village hall, a pub, a petrol station, and doctors surgery.









The Bath and Stratford Homes site - A37



The David Wilson Homes site - Temple Inn Lane

Key

-  Site boundary
-  A37
-  1 Cameley Church of England VC Primary School
-  2 Temple Cloud Village Hall
-  3 David Wilson Homes site - under construction
-  4 Bath and Stratford Homes - under construction





Temple Cloud

4

3

2

1

2.3 Site Constraints

The site has a number of constraints as follows:

1. Surrounding urban character

To the south and west the site faces the existing settlement of Temple Cloud.

2. Surrounding open landscape

To the north and east the site faces open landscape.

3. Access

An existing public right of way crosses the northern part of the site. This will be retained and integrated into the public open space aspect of the scheme.

An existing vehicular access exists into the site off the A37 and Temple Inn Lane.

4. Existing vegetation

The site is bound on most sides by mature vegetation. There are two trees with a TPO in the southern part of the site. All existing vegetation will be kept, except where a small section needs to be removed to allow for access.

5. Ecology

All hedgerows will be kept in order to insure continuity of green infrastructure for ecological purposes. There are various ecological and hedgerow buffers proposed, illustrated on the constraints plan on the opposite page.

6. Topography

The site is relatively flat with a 2m level change east-west.





Existing Constraints Plan

Key

- Site boundary
- ▶ Existing access
- - - Existing public footpath
- Existing hedgerows
- / / / 5m hedgerow buffer
- Existing trees
- Existing trees with TPO
- Maximum 15m root protection area
- Ecological buffer
- Existing surface water sewer manhole
- Connection to existing surface water sewer or drainage channel
- ★ Grade II Listed building

2.4 Site Opportunities

The existing mature vegetation that bounds the site helps to screen the site from the east and north. The existing hedgerows and trees will positively contribute to the proposal, and will be integrated into the green infrastructure strategy.

The two trees with the TPO in the southern part of the site will provide a public open space for the southern part of the site; allotments could potentially be located here.

Pedestrian and cycle access can be provided into the site via the existing public footpath to the north, and potentially a new access point to the south off the A37.





Illustrative Opportunities Plan

Key

- Site boundary
- - - Existing public footpath
- ~ Existing hedgerows
- Existing trees
- Existing trees with TPO
- Maximum 15m root protection area
- ★ Grade II Listed building
- ➡ Proposed vehicular access
- ➡ Proposed pedestrian access
- Proposed development blocks
- POS nodes

3.1 Illustrative Masterplan

The design strategy is a direct response to the site constraints. The strategy allows for a residential road to run from the northern part of the site, off the A37 to Temple Inn Lane.

Housing could be provided as back to back where possible in order to maximise natural surveillance and provide a positive urban frontage on all proposed roads and public open spaces.

Green infrastructure to the north of the site would allow for the existing public right of way to be integrated into the scheme and would also provide a green buffer between the development and the open landscape to the north and east. A play area could be provided here. Housing will face onto this POS so as to provide natural surveillance. A further POS node could be provided to the south encompassing the two TPO trees.

A range of street types would allow for a distinct character to be created within the development, with a main residential road allowing for higher density housing, while smaller mews and shared surface roads would allow for lower density housing and provide natural surveillance to the POS spaces.

To minimise impact on the open countryside and assist with local integration into the local settlement the following can be considered;

- Lower density housing provided on the eastern edge and towards the northern part of the site;
- Building height, scale mass and architectural form and style which respects and complements the existing local settlement character;
- Use of materials that respect and complement those in the local area.

Surface water runoff would be primarily managed through the use of SuDS features, including shallow attenuation basins located to the north and another to the south-east. These features would be sized to appropriately manage the surface water runoff rate and volume. The attenuation basin to the north would drain to a surface water sewer that is within the A37, with this conveying to the north and discharging to a watercourse. Whereas the attenuation basin to the south-east would drain to a drainage channel that is located adjacent to the site boundary. These SuDS features would be connected to the rest of the development via a series of pipes and swales.



Illustrative Masterplan

Key

- Site boundary
 - ▶ Existing access
 - ▶ Potential access
 - - - Public footpath
 - Existing hedgerows
 - ▨ 5m hedgerow buffer
 - Existing trees
 - Existing trees with TPO and 15m root protection area
 - ▭ Ecological buffer
 - ★ Grade II Listed building
 - ▭ Potential SuDs features and swales
 - - - Swale
 - ▭ Potential residential development parcel
 - ▭ Nodal building
 - ▭ Active frontage
 - ▭ Main road
 - ▭ Shared surface crossing
 - ▭ Secondary road
 - ▭ Shared surface road
 - ▭ Public open space
 - ▭ Play area
 - ▭ Potential allotments
- a Existing public footpath retained through site
- b Existing public footpath outside site boundary
- c Proposed foot/ cycle path from A37 into site



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Linden Homes

Land at Temple Cloud – TC01B & TC01C

Written Transport Representations to the Bath & North East Somerset Local Plan 2016-2036 Draft Housing & Economic Land Availability Assessment

December 2018

REPORT CONTROL

Document: Written Transport Representations to Local Plan 2016-2036 HELAA

Project: Temple Cloud

Client: Linden Homes

Job Number: 173415

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Temple Cloud Draft Transport Representations v1r0.docx

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Primary Author	Neil Brant	Initialled:	NDB
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Review By	Initialled:
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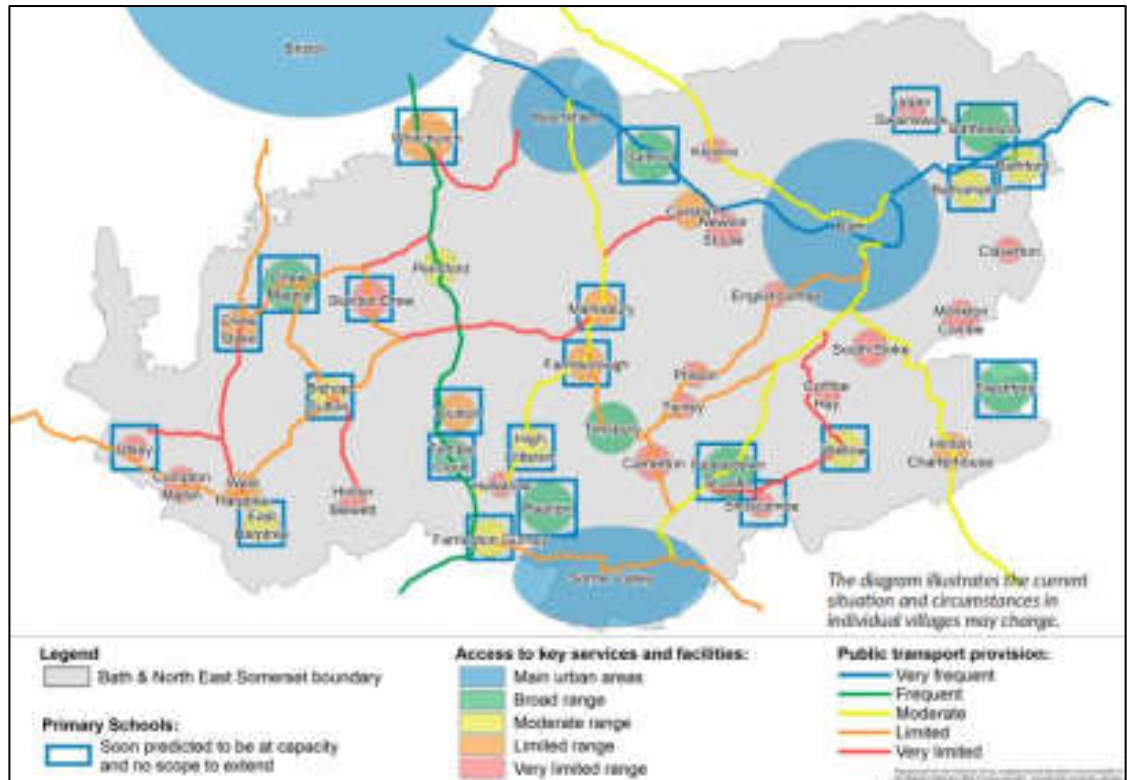
Issue	Date	Status	Checked for Issue
1	19/12/18	Draft	NDB
2			
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INTRODUCTION

1. These written transport representations are made on behalf of Linden Homes who have land interests at Temple Cloud (HELAA sites TC01B & TC01C).
2. These representations respond to the suitability assessment for site references TC01B and TC01C in respect of matters pertaining to highways and transportation.

DEVELOPMENT (VISION DOCUMENT)

3. In response to the last Local Plan consultation, Linden Homes prepared a Vision Document for the site; in respect of transportation and access this confirmed that development at Temple Cloud would follow the hierarchy of sustainable travel with priority given to maximising opportunity for walking, followed by cycling and then public transport with the residual travel that is undertaken by car being addressed in the overall access strategy.
4. Diagram 6 of the B&NES Issues & Options Consultation document (see figure below) identified Temple Cloud as having a Broad Range of key services and facilities whilst also having Frequent Public Transport provision. This establishes Temple Cloud as being a location where the need to travel and ability to travel from a development can be accommodated in a sustainable manner.



- The following sets out the vision for an access strategy that is socially inclusive and which would result in the development meeting its travel needs, compliant to current national policy and guidance.

Pedestrians and Cyclists

- The pedestrian and cyclist strategy have been combined, as for the most part, they share the same space, and offer similar levels of opportunity and travel capacity. As a fundamental element of the development, pedestrians and cyclists would be given priority over other road space requirements.
- Within the development they would be given the greatest priority when masterplanning, the previously submitted masterplan (see Figure 1 below) and vision document shows significant pedestrian and cycle connectivity across the scheme.
- As identified in the B&NES Issues & Options document Temple Cloud benefits from a broad range of services and facilities including a convenience store and a primary school. This will enable many day-to-day trip purposes to be achieved without the need to travel further afield and thereby more likely to be undertaken by sustainable modes (walking and cycling).

9. The long term and sustainable viability of local services and facilities in Temple Cloud would be enhanced with an increase in population. The importance of safeguarding local services, through increased population, is significant in transport terms as without those facilities existing residents would be required to travel further afield, impacting upon social inclusion and increased need for travel. The paradox being that not allowing development to occur in communities such as Temple Cloud could result in greater travel demand in the long term as local facilities and services are unable to survive in the modern economic climate.
10. The local centres of Radstock and Midsomer Norton are within a 30 minute travel time by cycle from Temple Cloud.

Public Transport

11. The development would be located immediately adjacent to the 376 bus service, part of the wider Mendip Xplorer network of inter connected bus services. This provides a service from Street via Midsomer Norton along the A37, through to Bristol Temple Meads.
12. Operating as a quality partnership route since 2015, service 376 has significantly improved the service level with a fast, frequent (half hourly from 6am up to mid evening and then hourly up to midnight) and reliable bus service which can provide a realistic opportunity to capture trips otherwise made by the private car. Development at Temple Cloud would result in growth in passenger numbers and thereby a contribution towards increasing longer term viability of service and potential for increased service levels.
13. In addition to this, the Whitchurch and Odd Down Park and Ride facilities have been recognised within the WoECA Joint Transport Strategy as opportunities to capture vehicular trips which would previously have travelled into Bristol and Bath city centres. These facilities are on the vehicular desire lines from Temple Cloud, and as such, provide further opportunities to capture vehicular trips from the proposed development site. Again, the viability of these services is directly proportional to the population of the surrounding areas.
14. In addition to the 376 Mendip Xplorer service are local services 144, 185, 754 and 768. The development site is located within an easy walk distance of the bus services and they would not necessarily have to route through the scheme.

Highway Strategy

15. The internal road strategy will give priority to pedestrians and cyclists, with the road network designed to Manual for Streets standards. The road network would be designed to be naturally speed calming, with features such as shared spaces, physical features, changes in priority and psychology and perception. Reduced vehicular speeds create a more inviting atmosphere for cyclists and pedestrians and enhances the sense of place and security.
16. There are two potential points of access to the scheme; off Upper Bristol Road (A37) and Temple Inn Lane.
17. This access strategy offers the potential to route a new road through the development and limit the future use of the Temple Inn Lane junction with Bristol Road, as part of a site wide comprehensive development. That is not to prohibit use of the Temple Inn Lane junction with the A37, but to provide an alternative route and thereby reduce demand on it.
18. The spine road through the development site would be sufficiently wide to accommodate appropriate vehicle movements, including bus services if deemed appropriate at the detailed stage of consideration. This arrangement is shown below in Figure 1.

Figure 1 – Illustrative Masterplan



19. The form of the Upper Bristol Road (A37) access would be determined by appropriate junction modelling during the planning process but at this time, it is envisioned the junction could take the form of a ghost island priority junction and sufficient land (highway and development site frontage) available to deliver this. A ghost island arrangement provides dedicated road space for vehicles wishing to turn right into the site, who can wait in the carriageway without impeding the free flow of traffic along the A37 therefore having the potential to reduce queuing and associated emissions.

HELAA ASSESSMENT

20. In relation matters of highways and transportation to sites TC01B and TC01C the HELAA assessment summarises that:

The A37 is a very busy road with a significant proportion of heavy goods vehicles. Drivers turning out of Temple Inn Lane have a restricted view of northbound traffic

because of a crest south of Woodfield House, while the Temple Inn stands at the back of the footpath and severely curtails their view northwards. Conversely traffic on the main road has limited views of vehicles using the junction. The commercial premises opposite the inn, including a petrol filling station, and a pelican crossing complicate the situation. Although the accident record in the vicinity is not bad, there is potential danger that could be overcome by the new road through the site and the proposed closure of the existing junction to vehicles. Existing parking issues near site and a lack of adequate pedestrian facilities in Temple Cloud. Pavement widths on A37 a potential issue. A37/Temple Inn Lane Junction has been highlighted as potentially hazardous, due to limited visibility. Tree planting along the northern edge required to soften the development and reinforce separation of Temple Cloud and Clutton.

21. Development of the site could facilitate an alternative vehicular route for traffic so as to avoid the need to use the existing Temple Inn Lane junction with the A37. Drivers make route choices based on their personal comfort levels and informed by a variety of contributing factors. A new junction, designed in accordance to the design standards of the day, would be very attractive to a significant proportion of drivers, even if a small increase in journey time were to result from it.
22. It is most likely that a net reduction in the volume of traffic through the existing Temple Inn Lane junction would occur. This would not only see the mitigation of any potential impact from the development at the junction but would result in a degree of betterment.
23. Additionally, there would be other cumulative benefits with a reduced volume of traffic using the Temple Inn Lane junction. At present traffic turning in to the junction from the south hold up through traffic resulting and in a degree of stop / start and hill start movement. This type of traffic movement results in increased vehicle emissions as opposed to smooth and consistently moving vehicles.
24. The proposed site access junction would have a dedicated right turn lane inbound and thereby not impeding or holding up through traffic. With some existing traffic also routing through the new junction there would be an improvement in the free flow of through traffic and a reduction in start / stop and hill start movements. This would see a proportionate reduction in vehicle emissions.
25. Department for Transport traffic data for the A37, taken from a count station to the immediate north of the village, shows that traffic volumes have reduced year-on-year since

2002. Over the ten year period to the most recent count data, 2012, traffic volumes have fallen by 7%. The volume of HGV traffic has fallen in line with this from 8.2% to 7.8% content.

26. It is the Department for Transport's prediction that by 2030 60% of cars will EV and it is Government policy that by 2040 all cars will be ZEV. Housebuilders, so as to meet market demands, will be required to provide integral EV charging facilities and that the proportion of homes with these facilities could reasonably expected to be 60% by 2030 and 100% by 2040. Government policy is not required to drive EV charging facilities as this will be achieved through ordinary consumer demand of the housing product.
27. The development would not result in any discernible increase in HGV traffic movements on the A37.
28. National Census Dataset WU03EW and in particular the Temple Cloud (area E02003004) area shows that 75% of residents work within Bath and North East Somerset and Bristol City. It is found that 12% work within Bristol City Centre, 4% within Bath City Centre and 9% within the Temple Cloud output area (E2003004). In summary, the proportion of residents commuting in to Bristol city centre is only slightly greater than those contained within the Local area.
29. This supported by other census data that shows 20% of residents of Temple Cloud working within 5km of their residence.
30. The proximity of the development to local shops and facilities will mean that there is little if any need for residents to drive to them and as a consequence any existing parking issues will not be exacerbated.
31. Facilities for pedestrians, footways and crossing, are good and well located to serve connectivity of the development site to local facilities and amenities, including bus stops. There is continuous and unbroken footway provision on both sides of the A37 for the full frontage of the development site and continuing south to the Temple Inn Lane junction. Footway provision terminates on the east side of the A37 south of the Temple Inn Lane junction, but there is no obvious pedestrian desire line necessitate its provision.

SUMMARY AND CONCLUSION

32. These written transport representations are made on behalf of Linden Homes who have land interests at Temple Cloud (HELAA sites TC01B & TC01C).

33. Temple Cloud is established as being a location where the need to travel and ability to travel from a development can be accommodated in a sustainable manner by virtue of offering a broad range of key services within the village.
34. Development at Temple Cloud would follow the hierarchy of sustainable travel with priority given to maximising opportunity for walking, followed by cycling and then public transport with the residual travel that is undertaken by car being addressed in the overall access strategy.
35. Development of the site could facilitate an alternative vehicular route for traffic so as to avoid the need to use the existing Temple Inn Lane junction with the A37 resulting in a likely net reduction in the volume of traffic through it.
36. The proposed site access junction would have a dedicated right turn lane inbound and thereby not impeding or hold up through traffic, thereby maintaining the freeflow of traffic.
37. Traffic volumes on the A37 have reduced consistently and by 7% over 10 years. The volume of HGV traffic has fallen in line with this from 8.2% to 7.8% content. Nonetheless, the development would not result in any discernible increase in HGV traffic movements on the A37.
38. Facilities for pedestrians, footways and crossing, are good and well located to serve connectivity and desire lines of residents of the development site. There is continuous and unbroken footway provision on both sides of the A37 for the full frontage of the development site and continuing south to the Temple Inn Lane junction.

Land at Temple Cloud – TC01B and TC01C

Written Representations on Flood Risk and Drainage

December 2018

173415

Introduction

1. These written flood risk and drainage representations are made on behalf of Linden Homes who have land interests at Temple Cloud (HELAA sites TC01B and TC01C).
2. These representations respond to the suitability assessment for site references TC01B and TC01C in respect of matters pertaining to flood risk and drainage. In terms of TC01C, it has been advised that the suitability of the site has not been proven given that there is surface water flooding predicted along the adjacent highway. This has been considered below.

Development (Vision Document)

3. In response to the last Local Plan consultation, Linden Homes prepared a Vision Document for the site which confirmed as follows in respect of drainage and flood risk:
 - Development at Temple Cloud would be completed in accordance with the guidance on development and flood risk, by locating more vulnerable land uses in areas where the flood risk is lowest. The sources of flood risk both to and resulting from the proposed development would be assessed, with mitigation and management measures incorporated as required.
 - A sustainable approach to the management of surface water runoff would be adhered to through the use of sustainable drainage systems (SuDS) and with a discharge receptor selected in accordance with the sustainable drainage hierarchy. Foul drainage would be achieved through connection of the scheme to an existing foul public sewer and foul treatment works.

Flood Risk

4. The nearest river to the site that the Environment Agency classify as a Main River is the Cam Brook, with this located ~0.7km to the south of the site. Whilst there are a number of smaller drainage channels in the vicinity, none of these cross the site with the nearest located ~0.2km to the north and with another (Long Lands) located ~0.8km to the north-east. The drainage channel that is to the east of the site drains south to eventually adjoin with the Cam Brook.



5. The whole site is located in an area classified by the Environment Agency as Flood Zone 1. There are no areas of Flood Zone 2 or 3 within the site or immediate surrounds. This means that there is a low risk of flooding to the site from fluvial and tidal sources. In accordance with NPPF, areas located in Flood Zone 1 are considered appropriate for all types of development.
6. Surface water flooding is a result of overland flow across a catchment area and ponding that can follow a rainfall event, before the runoff enters a watercourse or sewer. There are no areas over the site where there is a surface water conveyance route or ponding of surface water runoff. This means that there is a very low risk of flooding from surface water sources.
7. There are however surface water flow paths shown adjacent to the site, notably along Temple Inn Lane to the south. This surface water flow path originates from Cameley Church of England Primary School, flowing along Temple Inn Lane and then continuing to drain away to the south-west. This surface water flow path is largely contained within the road carriageway, which is shown to be served by road gullies and a highway drain. It is therefore worth noting that the methodology used by the Environment Agency to define the surface water flood extents does not take into account the benefit that would result from existing drainage infrastructure. The existing road gullies would therefore help with the conveyance of this surface water flooding.
8. As an additional consideration, only a small part of the overall site has ground levels that fall away to the south. As such, only a small part of the site area could contribute surface water runoff to this surface water flood extent. The land areas to the south-east of the site would be the main source of overland flow for this surface water flood extent, as there is a larger land area here and at a more elevated level. In terms of the surface water runoff from the site to Temple Inn Lane, a drainage strategy would be incorporated into the site, as described below.

Surface Water Drainage

9. The proposed development would increase the impermeable surface area of the site due to the introduction of buildings and hardstanding areas on what is currently an undeveloped land surface. If left without appropriate levels of mitigation, this could adversely impact on the surface water runoff regime and the risk of flooding elsewhere. A surface water drainage strategy for the proposed development would therefore be incorporated into the site layout.
10. The surface water drainage strategy would be provided in accordance with the NPPF and guided by the Planning Practice Guidance (PPG). The Lead Local Flood Authority (LLFA) are Bath and North East Somerset, whose guidance on sustainable surface water drainage would also be adhered to. This includes both the West of England Sustainable Drainage Developer Guide as well as the additional guidance that is available from the LLFA, such as the Surface Water Management Plan and reference to Policy CP5 (Flood Risk Management) and Policy CP7 (Green Infrastructure) from Bath and North East Somerset Council's Core Strategy.

11. Land levels over the site fall in three directions, to the north and north-east towards the adjacent agricultural fields; to the south-east towards an adjacent drainage channel; and to the south towards Temple Inn Lane. Surface water runoff currently drains to the north and east via a drainage channel to Long Lands, with this draining south to Cam Brook. Surface water runoff also currently reaches Temple Inn Lane and drains along the road and into a series of road gullies. Within the Temple Inn Lane carriageway, Wessex Water have also advised of a public surface water sewer that drain west and then south-west. The A37 is to the west of the western parcel (TC01c), and Wessex Water have advised of a public surface water sewer that drains north and discharges to a watercourse to the north, which then drains to the Cam Brook.
12. In terms of the sustainable drainage hierarchy, infiltration into the ground is first on the hierarchy; discharge to a watercourse is second; whereas a discharge to a surface water sewer is third on the hierarchy. There is the potential that the underlying geology and soils, in particular the area adjacent to the eastern boundary, could be suitable for features promoting infiltration of water into the ground such as through soakaways and infiltration basins, although this would need to be confirmed by infiltration testing in accordance with BRE365.
13. A drainage strategy for surface water runoff that considers the use of infiltration features is suggested, with the most suitable areas adjacent to the eastern boundary. Attenuation features would be provided for the remaining requirement. It is anticipated that the surface water drainage strategy would provide a formal connection to the surface water sewers that are in Temple Inn Lane (to the south) and also to those in the A37 (to the west). There would also be a connection to the drainage ditch that is adjacent to the south-eastern boundary.
14. Surface water runoff rates from the developed parts of the site would be controlled to rates agreed with Wessex Water (for surface water sewers) and the LLFA (for infiltration and the drainage channel). Wessex Water may request a closed attenuation solution, such as the use of a cellular storage tank for the more frequent rainfall events. The additional volume for attenuating the runoff up to the 1 in 100-year plus climate change rainfall event would be provided using infiltration and attenuation basins. These basins would be appropriately located in the masterplan, which in accordance with land levels would be towards the northern and eastern sides of the site. In the southern part of the site, a cellular storage tank would be used, given the connection to the surface water sewer that is along Temple Inn Lane.
15. In addition to the management of surface water runoff from the site, the surface water drainage strategy would provide additional environmental and community benefits, such as water quality, landscape, amenity, recreation, ecology and biodiversity. As mentioned above, the surface water drainage strategy would also manage the contribution of surface water runoff from the site to the surface water flooding mapped in Temple Inn Lane. As such, the proposed development would not result in an increased risk of flooding to this flood source and is likely to be a benefit due to the inclusion of mitigation and management measures. Although only a small part of the site drains towards Temple Inn Lane, options to further

improve the existing surface water flooding would be investigated further at the detailed design stage, such as the potential to convey surface water runoff from this part of the site away to a different discharge receptor.

Summary

16. These written flood risk and drainage representations are made on behalf of Linden Homes who have land interests at Temple Cloud (HELAA sites TC01B and TC01C).
17. The whole site is located in an area classified by the Environment Agency as Flood Zone 1. In accordance with NPPF, all types of development would be considered as being appropriate.
18. There are no areas over the site where there is a surface water conveyance route or ponding of surface water runoff. This means that there is a very low risk of flooding from surface water sources. However, there are some areas adjacent to the site where there is some surface water flooding mapped, such as along Temple Inn Lane.
19. Temple Inn Lane is served by a highway drain, evidenced by the road gullies that are located along it. In addition, Wessex Water have advised of a surface water sewer along this road, with another to the west along the A37. The elevated areas to the south-east of the site would be the primary source of overland flow for this mapped surface water flooding, with only a small part of the site with ground levels that fall to the south. The existing infrastructure within Temple Inn Lane would help manage the surface water flooding, Whereas for the site, the inclusion of a surface water management strategy would mitigate the runoff from the site.
20. Land levels over the site fall in three directions, to the north and north-east towards the adjacent agricultural fields; to the south-east towards an adjacent drainage channel; and to the south towards Temple Inn Lane. A surface water drainage strategy would manage the surface water runoff from the site, with the incorporation of SuDS features into the layout. This would manage the surface water runoff from the site, and drain to a discharge receptors selected in accordance with the sustainable drainage hierarchy. Infiltration features would be used where possible, with attenuation features included for the remaining requirement with these managing the surface water runoff rate and volume to acceptable level.
21. In addition to the management of surface water runoff from the site, the surface water drainage strategy would provide additional environmental and community benefits, such as water quality, landscape, amenity, recreation, ecology and biodiversity.
22. In summary, the proposed development of this site is considered to be appropriate in terms of development and flood risk. A surface water drainage strategy would be incorporated to manage the impacts of the proposed development on the surface water runoff regime. The impacts of the proposed development on the surface water flood risk to the south of the site along Temple Inn Lane would therefore be managed, and is likely to have some benefit.

23. As a consequence, surface water flooding along the adjacent highway is not considered to be a constraint on the suitability of the site. The site is therefore considered to be appropriate for development from the perspectives of development and flood risk.

Air Quality Technical Note:

Land at Temple Cloud
(HELAA Sites TC01B and
TC01C)

January 2019



Experts in air quality
management & assessment



Document Control

Client	Linden Homes	Principal Contact	Neil Brandt (Vectos)
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Job Number	J3606
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Report Prepared By:	Penny Wilson
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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J3606A/1/D2	3 January 2019	Draft	Stephen Moorcroft (Director)

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1 Introduction

- 1.1 This Technical Note describes the air quality conditions in Temple Cloud and the suitability of land to the east of the A37, north of Temple Inn Lane for residential development (HELAA sites TC01B and TC01C). The Note has been completed by Air Quality Consultants Ltd (AQC) on behalf of Linden Homes.
- 1.2 The key considerations with respect to air quality are, the impact of changes in vehicle flows on local roads upon air quality at existing residential properties, and the impact of emissions from the adjacent road network on new residential properties. The main air pollutants of concern related to road traffic emissions are nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and PM_{2.5}).
- 1.3 The following sections set out existing information about baseline air quality in the area and the potential opportunities associated with the residential development of the site.

2 Site Description and Baseline Conditions

- 2.1 The proposed development sites are located in Temple Cloud to the east of the A37, north of Temple Inn Lane. It currently consists of scrub and farmland.

Air Quality Management Areas

- 2.2 Bath and North East Somerset (B&NES) Council has investigated air quality within its area as part of its responsibilities under the LAQM regime. In 2018, two AQMAs were declared alongside the A37 for exceedances of the annual mean nitrogen dioxide objective, in Temple Cloud and Farrington Gurney. The declared AQMAs are shown in Figure 1.



Figure 1: Declared AQMAs

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Local Air Quality Monitoring

- 2.3 The Council operates a number of nitrogen dioxide monitoring sites using diffusion tubes prepared and analysed by Somerset Scientific Services in 2017, and by Bristol Scientific Services in

previous years (using the 20% TEA in water method). These include eight sites deployed in Temple Cloud, and five in Farrington Gurney. Results for the years 2016 and 2017 are summarised in Table 1 and the monitoring locations are shown in Figure 2.

- 2.4 The monitoring data show high concentrations at the roadside alongside a small section of the A37 through Temple Cloud, to the south of Temple Inn Lane. This section of road is very narrow, and forms a 'canyon' which leads to poor dispersion and a build-up of pollutants. Only those few properties located immediately adjacent to the road and within the 'canyon', are likely to experience exceedances of the annual mean objective. Further away from the road, including at the proposed development sites, the objectives will be achieved.
- 2.5 Exceedances of the air quality objective have also been measured adjacent to the A37 in Farrington Gurney. Again, only those few properties within a few metres of the kerb are likely to experience exceedances of the objective.
- 2.6 Outside the areas identified above, the air quality objectives are being achieved. Concentrations across the proposed development site are likely to be similar to, or lower than those measured at site DT132, where concentrations are well below the objective.

Table 1: Summary of Nitrogen Dioxide (NO₂) Monitoring (2012-2016) ^a

Site No.	Site Type	Location	2016	2017
Diffusion Tubes - Annual Mean (µg/m³)				
DT96	Roadside	Temple Cloud 1	90	67
DT108	Roadside	Temple Cloud 2	48	50
DT109	Roadside	Temple Cloud 3	46	45
DT110	Roadside	Temple Cloud 4	53	69
DT111	Roadside	Temple Cloud 5	51	52
DT131	Roadside	Temple Cloud 6	-	11
DT132	Roadside	Temple Cloud 7	-	14
DT133	Roadside	Temple Cloud 8	-	21
DT126	Roadside	Farrington Gurney 1	-	54
DT134	Roadside	Farrington Gurney 2	-	52
DT136	Roadside	Farrington Gurney 3	-	42
DT137	Roadside	Farrington Gurney 4	-	28
DT138	Roadside	Farrington Gurney 5	-	39
Objective			40	

^a Data downloaded from the BANES 2018 Annual Status Report (Bath & North East Somerset Council, 2018).



Figure 2: Local Authority Monitoring Locations

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- 2.7 No monitoring of PM₁₀ or PM_{2.5} concentrations is undertaken in the study area.

Exceedances of EU Limit Value

- 2.8 There are no AURN monitoring sites within the study area with which to identify exceedances of the annual mean nitrogen dioxide limit value. Defra's roadside annual mean nitrogen dioxide concentrations (Defra, 2017b), which are used to report exceedances of the limit value to the EU, and which have been updated to support the 2017 Air Quality Plan, do not identify any exceedances within the study area in 2015. As such, there is considered to be no risk of a limit value exceedance in the vicinity of the proposed development by the time that it is operational.
- 2.9 Defra has produced an Air Quality Plan (Defra, 2017a) to tackle roadside nitrogen dioxide concentrations in the UK. Within this Plan, both Bristol City and Bath and North East Somerset Councils are listed as authorities upon which the Government has placed legal duties to "*develop and implement a plan designed to deliver compliance in the shortest time possible*". Both Councils are, therefore, required to produce local action plans by the end of 2018. These local action plans may include Clean Air Zones (CAZ) in Bristol and Bath, or other measures if they can deliver

compliance as quickly as a CAZ, and might reasonably be expected to alter the local vehicle fleet and thus improve air quality within the study area.

Background Concentrations

- 2.10 Estimated background concentrations in the study area have been determined for 2018, 2021 and 2030 using Defra's background maps (Defra, 2018d). The background concentrations are set out in Table 2, and are all well below the objectives.

Table 2: Estimated Annual Mean Background Pollutant Concentrations in 2018, 2021 and 2030 ($\mu\text{g}/\text{m}^3$)

Year	NO ₂	PM ₁₀	PM _{2.5}
2017	5.2 – 6.4	10.9 – 12.2	7.2 – 8.1
2021 ^a	4.7 – 5.5	10.7 – 11.9	7.0 – 7.9
2030 ^a	3.7 – 4.3	10.5 – 11.8	6.8 – 7.7
Objectives	40	40	25 ^a

The range of values is for the different 1x1 km grid squares covering the study area.

- ^a The PM_{2.5} objective, which is to be met by 2020, is not in Regulations and there is no requirement for local authorities to meet it.

3 Discussion

- 3.1 Air quality at the potential development sites, and the surrounding area, is generally good. There are, however, a very small number of properties directly adjacent to the A37, to the south of Temple Inn Lane, where annual mean nitrogen dioxide concentrations currently exceed the objective. As a result, an Air Quality Management Area (AQMA) has been declared. A similar situation exists within the Farrington Gurney AQMA, on the A37 to the south of Temple Cloud.
- 3.2 Air quality is anticipated to improve in the future as emissions per vehicle become lower as a result of changes to vehicle technology and increases in numbers of electric vehicles. Therefore, pollutant concentrations will reduce below present levels during the Local Plan period.
- 3.3 A range of measures can be included in the design of the development to mitigate any air quality impacts, such as provision of electric vehicle charging infrastructure and cycle parking.
- 3.4 The development could provide an alternative means of access to the A37 from the east. This would potentially reduce emissions within the AQMA by minimising the amount of queuing, and reduce acceleration and deceleration on the steep section of hill caused by vehicles turning right into Temple Inn Lane; this would have a beneficial impact upon air quality. Any junction further north, where the gradient is smaller, would generate less emissions. This could be enhanced further by provision of a dedicated area for vehicles turning right off the A37.
- 3.5 In addition to reducing emissions due to acceleration/deceleration to the south of Temple Inn Lane, the proposed route through the development site would also reduce overall traffic movements through the northern section of the AQMA.
- 3.6 Temple Cloud has been identified as having access to a broad range of facilities; with a primary school, convenience store and pub within very short walking distance of the proposed development. This will remove the need to travel by car to access any of these services and thus minimise vehicle trips to and from the development (as described in paragraph 9 of Transport Representations).
- 3.7 The site is well served by a frequent bus service, providing opportunities to travel without using a car. Additional dwellings in the village would support continued viability of both the bus services and other facilities in the village.

4 Summary

- 4.1 Air quality across the development sites is good, with pollutant concentrations well below the objectives. The impact of local air quality upon occupants of the proposed development will therefore not be a constraint.
- 4.2 The annual mean nitrogen dioxide objective is exceeded at a small number of properties within the AQMAs alongside the A37 in Temple Cloud and Farrington Gurney. Measures will be implemented to ensure that the impacts of any increase in traffic are minimised.
- 4.3 The proposed development is located within a short walking distance of the village facilities and frequent bus services. The development also represents an opportunity to reduce turning movements from Temple Inn Lane, which could reduce emissions within the AQMA.

5 References

Bath & North East Somerset Council, 2018. *2018 Air Quality Annual Status Report (ASR)*. s.l.:s.n.

Defra, 2017a. *Air quality plan for nitrogen dioxide (NO₂) in the UK*. s.l.:s.n.

Defra, 2017b. *2017 NO₂ projections data (2015 reference year)*. s.l.:s.n.

Defra, 2018c. *UK Pollutant Release and Transfer Register*. s.l.:s.n.

Defra, 2018d. *Local Air Quality Management (LAQM) Support Website*. s.l.:s.n.

Royal Courts of Justice, 2018. *Judgement on Case No. CO/4922/2017*. s.l.:s.n.

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

COMMENTS FORM

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

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Options document.

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

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

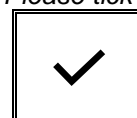
Your comments must be received by 7 January 2019

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

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	Mr	Title	Mr
First Name	James	First Name	Dan
Surname	Matcham	Surname	Washington
Job Title <i>(only if applicable)</i>	Regional Director	Job Title	Director
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Address	Linden Homes Western	Address	Henrietta Mews
	Linden House		Bath
	The Jacobs Building Berkeley Place Clifton Bristol		
Postcode	BS8 1EH	Postcode	BA2 6LR
Date		Date	7 th Jan 2019

Please tick

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



Part 2:

Which proposed policy approach/option in the Options document (November 2018) are you commenting on? SS1/SS2/SS3

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

Please make your comments as succinct as possible.

This consultation response is made in relation to Linden Homes Strategic Land's interest in sites to the south west of Peasedown St John, identified as PEA10 and PEA11 in the draft Housing and Economic Land Availability Assessment 2018.

The Topic Paper: Developing an appropriate spatial strategy for non-strategic growth (The Topic Paper) sets out the Council's approach for the strategy or options for non-strategic growth. This is a staged approach as follows:

Stage 1: *Settlement identification: in order to avoid dispersed development identify the most sustainable settlements outside the Green Belt to which development should be directed*

Stage 2: *Location assessment and identification: at the settlements derived from stage 1 above assess and identify potential suitable locations for growth*

Stage 3: *Location capacity estimation: initial consideration or estimation of the physical scope or capacity of these locations to accommodate additional housing development*

As part of Stage 1, the Council have made primary school capacity a key consideration in the determination of suitable locations for development. Thus, where primary school/s within a settlement is/are considered to have no capacity/and or scope for expansion or reconfiguration, the settlement has been discounted. The result is Peasedown St John, which is otherwise a very sustainable location for development, and has previously been considered suitable for new housing in the current adopted Core Strategy, is proposed, in all the various options (SS1, SS2, SS3) to receive no new housing allocations.

This approach is unnecessarily constraining development potential at Peasedown St John; increasing pressure on a more limited number of settlements; and may lead to less sustainable sites being allocated. It is particularly important not to inappropriately discount whole settlements from new development when the precise quantum of housing which needs to be planned for is not yet known. The Joint Spatial Plan remains subject to examination and there are a number of objections to the currently proposed housing requirements. There is therefore a very real possibility that the non-strategic growth requirement for B&NES will increase.

The Council's assessment that Peasedown does not have any primary school capacity or scope to expand is inaccurate. Peasedown Primary School is currently a 2.5 form entry (FE) (525 place) primary school. It is however understood that there is sufficient space to expand the facilities to a 3 FE (630 place) primary school. As a 2.5 FE school, there were 75 admissions available in 2018/19 and only 70 were given. There is therefore currently capacity at the school and would be further capacity if the school is expanded. According to the Topic Paper there are 96 housing commitments at Peasedown St John which will impact on capacity. However, the available data on admissions to Primary Schools in B&NES do not currently support the Council's predicted capacity estimations. Further work on this needs to be undertaken.

In any case, additional complementary educational facilities could potentially be provided as part of any new development on PEA10 and PEA11. Peasedown Primary School is in an early 1900 building and these sites potentially offer the opportunity to improve current facilities as well as providing expanded capacity as part of a wider housing allocation.

PEA10 and PEA 11 are suitable, available and achievable for residential development. PEA11 has been previously assessed in the HELAA which notes that further assessment evaluation work is needed in relation to:

- Impact of development on the adjacent SNCI
- Highways impacts Assessment
- Historic Impact Assessment relation to the setting of Camerton Roman Town to the west

These reports will be instructed to inform promotion/development of the site.

The Draft HELAA also notes that in landscape terms, there is development potential, but this would require mitigation in relation to woodland to the north; trees to main road and new screening trees to western

boundary. It is noted the site is not within the Green Belt, AONB, does not form part of the designated landscape setting for Peasedown (Policy NE2A) and is not subject to any other landscape designations.

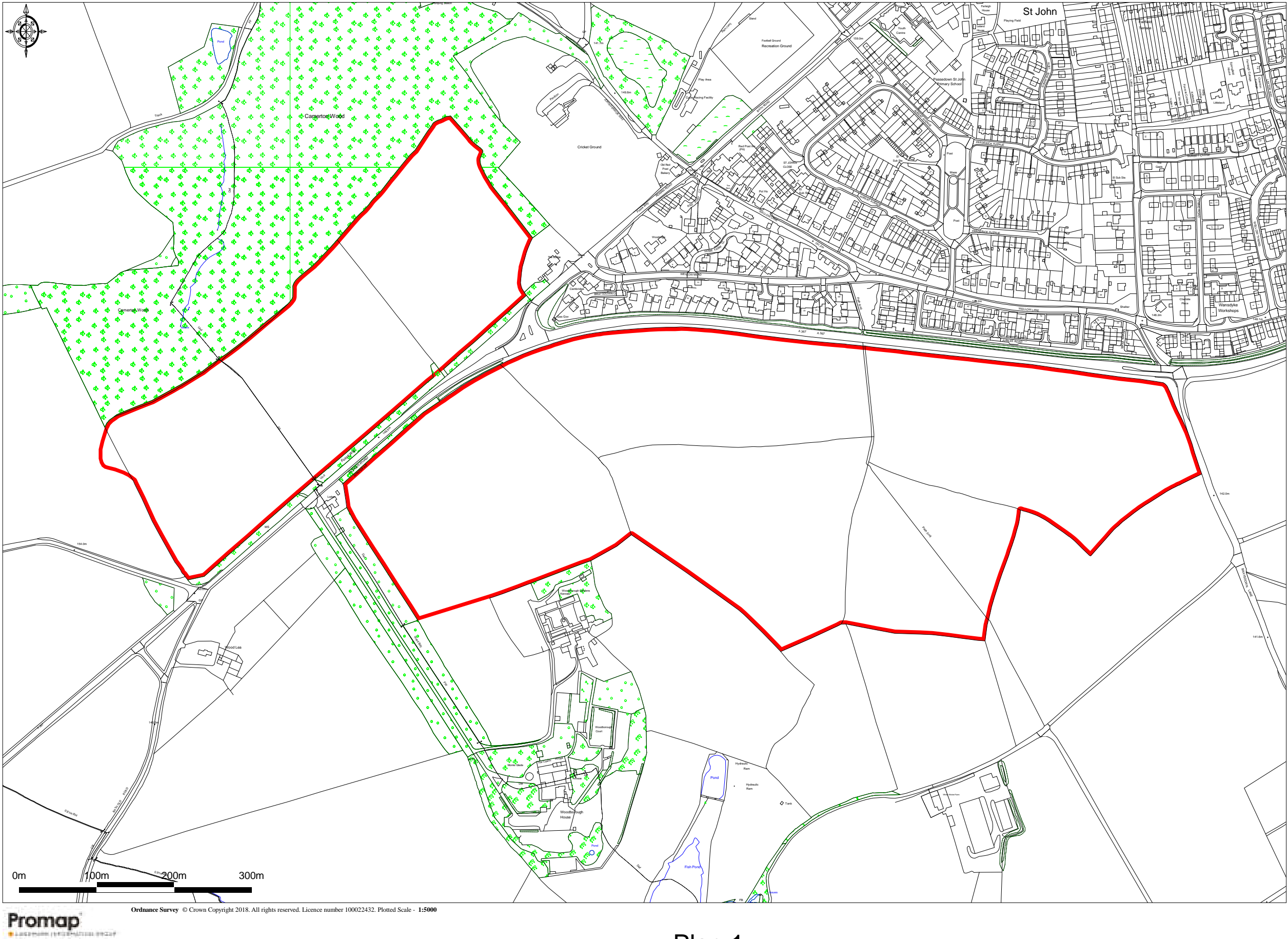
The Draft HELAA has assessed PEA10 as being unsuitable for development as it is “highly sensitive and visually prominent in the landscape with parkland”. However Peasedown is highly constrained, due to topography and the Statutory Green Belt, which surrounds much of the settlement. This, combined with the form of historic development means that PEA10 represents a logical location for future expansion. Whilst currently providing a landscape setting to Peasedown, the site is not within an AONB or the Green Belt. The landscape impact of development could be mitigated through careful design and an appropriate amount of Green Infrastructure.

Sites PEA10 and PEA 11 offer the opportunity to provide a significant contribution to the housing requirement in a sustainable location and should be considered as part of the ongoing Local Plan review process.

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

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

Land at Peasedown St John



Plan 1

From: Nigel Locker
Sent: 31 December 2018 14:10
To: Local Plan
Subject: Draft Local Plan consultation
Categories: Green Category

To whom it may concern,

I'm a resident of Oldfield Park and enjoy living in such a diverse community however I've seen things change over the years as more and more family homes have become HMO accommodation (not all students), traffic and parking problems have increased, in particular all-day commuter parking in our street.

For these reasons I am writing to add my support for the four policy proposals submitted by John Branston on 14th December 2018, namely:

1. DM17 / H2

Suggested policy: Any application for an increase in the number of licensed occupants for any HMO within the HMO SPD Stage 1 test 'density map' ('red zone') will be refused.

2. BTH4

Suggested policy: Any application for purpose-built student accommodation (PBSA) within the HMO SPD Stage 1 test 'density map' ('red zone') will be refused.

3. DM15

Suggested policy:

- a. Purpose-built student accommodation is no longer to be exempt from parking standards. The line '*In the case of student accommodation, zero parking provision will be made in all locations, exclusive of any visitor and operational requirements*' is to be removed from the B&NES parking standards guidance;
- b. Parking standards for PBSA, exclusive of visitor and operational requirements, should be set at around 0.25 spaces per resident, to reflect a realistic level of car usage among students, except where PBSA is sited directly on a University campus.

4. BTH2 / DM11

A site-specific development policy for Wansdyke Business Centre is proposed for inclusion within the Local Plan as follows:

- a. Residential development, development as economic/commercial space, or a mixture of these uses. Residential development could include a variety of specialist older persons housing types but not student accommodation where this would prejudice the achievement of Policy DW1 and B1 in respect of boosting the supply of standard market and affordable housing;
- b. Development should seek to repurpose the older, red-brick buildings on the west of the site and should be sympathetic to the Victorian/Edwardian context of terraced housing on Monksdale Road / Beckhampton Road, Third Avenue and Melcombe Road.
- c. Development should be conscious of its appearance from higher ground across the city and from the immediately adjacent Linear Park;
- d. Development should respect the character (material) and roof heights in the area in accordance with the Building Heights strategy, with local terraced housing providing the reference 'prevailing' ridge and shoulder heights;
- e. Where the site faces Third Avenue, the opportunity should be used to form a focus to the view southwards along Third Avenue, in the same way that the 'Scala' completes the vista at the

northern end of Third Avenue and the Church of Our Lady & St Alphege is framed when looking southwards along Second Avenue;

f. Designs brought forward for the site must recognise the importance of the setting of Grade II* listed St Alphege & Our Lady church;

g. Development should respect the amenity of the adjacent primary school sports facility in terms of preserving afternoon daylight / avoiding shadow, while ensuring safeguarding of the children is enhanced by any proposed scheme;

h. The design response must recognise the importance of the Linear Park as a connective habitat, particularly as dark corridor for bats, and as a protected sustainable transport route.

I believe that these suggestions by Mr Branston will go a long way to improving the community if they are adopted and that's why I'm giving them my full support.

Mr Nigel Locker

Nigel Locker

PR, Marketing, and Business Development consultant.

Co-Owner of The Pig Guide

www.thepigguide.com

@ThePigGuide

Sent from my iPhone

Our ref: KN0087/16

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07 January 2019

Planning Policy
Bath & North East Somerset Council
PO Box 5006
Bath
BA1 1JG

By email

Dear Sir/Madam,

Response to Council's Local Plan 2016-2036 Options Consultation Winter 2018

I write on behalf of London Road Nottingham Ltd. to formally respond to the Council's consultation on their new Local Plan 2016-2036 Options Consultation. Please find enclosed a series of completed comments forms, a separate one for each of the proposed policies/options as requested.

London Road Nottingham Ltd. own the Hartwell Garage site on Newbridge Road, which is specifically dealt with by current Core Strategy Policy SB15.

These representations are made in the context of the current ongoing pre-application enquiry with the Council to discuss the redevelopment of the site to provide a mix of residential units and student accommodation.

Policy ref. BTH11 'Review of existing Bath policies' (Policy SB15)

We note that the introductory paragraph to Policy BTH11 states that *"where there is no change in circumstances to warrant significant policy review, it is proposed to take the policies listed forward."*

It confirms that the proposed approach to Policy SB15 Hartwells Garage is that no amendments are currently proposed and that the policy remains relevant and fit for purpose.

This is welcomed, and we agree that the site allocation policy SB15 should remain as is currently drafted. We have previously confirmed with the council how the delivery of student accommodation is only acceptable where it would not prejudice the achievement boosting the supply of standard market and affordable housing. The policy seeks the delivery of 80-100 dwellings on the site, which the current proposal will achieve.

We therefore support Policy SB15 remaining as currently drafted.

- **Support no amendments to Policy SB15**

However, the content of Policy SB15 could be seen as being at odds with other proposed draft policy options, this is discussed below.



Section 4.4 'University Growth and Student Accommodation'

The supporting text confirms amongst other things, the current policy is to “restrict student accommodation in the Central Area, Enterprise Zone and former MoD sites where this would undermine delivery of new homes and jobs, and that there are fewer controls outside these areas”.

At 4.4.3 the consultation document states that one of the key challenges is how the 2018 Bath SHMA suggests significant student accommodation growth of 10,300 bedspaces up to 2036, whereas the Universities are indicating lower growth than previously projected. It goes on to state that a “clear strategy is needed to accommodate university growth in a way that doesn't undermine the delivery of the plan's priorities” (our emphasis).

This paragraph is in accordance with the retained text for Policy SB15. Housing is allocated on the Hartwells Garage site and 80-100 homes are expected by the Policy, however student accommodation is also acceptable provided that it does not prejudice the delivery of the requisite homes.

Policy ref. BTH4 'proposed options for student accommodation and university and academic & research space'

Flowing from the introductory paragraphs, 3 alternative policy options are presented:

1. *New student accommodation and academic/research space to be facilitated on campuses. Proposals for new student accommodation and academic/research space within the city outside the university campuses will be refused.*
2. *New student accommodation to be accommodated on campuses only, but academic/research space can be accommodated in the city where it does not harm the other objectives of the Plan.*
3. *Focus new student accommodation and academic/research space on campus and only allow such development in the city and elsewhere where it does not harm the other objectives of the Plan, particularly the delivery of housing & employment.*

We strongly object to options 1 & 2.

Option 3 is our preference, however it is considered that this option is still 'putting the cart before the horse' and assumes a starting position – that is, the Council's preference – of putting student accommodation on campus first.

The approach outlined in Options 1 & 2 is too prescriptive and is based on a starting position which is already a narrowed down option. That is, it immediately assumes a position (student accommodation should be on campus) rather than asking a broader question about the spatial distribution of student accommodation in the city and presenting options accordingly. Draft Policy BTH4 has jumped several stages in the consultation process by presenting the wording as currently drafted as a series of options when they are, in fact, minor variations of the same option. It is a false choice being presented and is unsound.

In the previous issues & options document published for consultation in November 2017, both universities made representations on the approach to university growth and student accommodation requirements.

It is clear that the constraints of both university sites and with only limited space available in which to balance the competing needs of the universities – such as specialised academic and research facilities which for operational reasons must be located on campus – means that it is impractical and unrealistic to expect all PBSA to be built on campus. Options on a broader spatial strategy and approach to PBSA in Bath are not considered by Policy BTH4.

Any new draft policy should build in flexibility to a spatial approach to student accommodation in the city, and should allow the decision taker to have regard to the potential of specific sites.



We therefore consider Policy BTH4 and the options presented are flawed, the question on the spatial distribution of student accommodation has not been asked.

However, we are being asked to comment on the options presented by this current consultation, and Option 3 does allow some flexibility and for this reason it is supported in the context of the question asked.

Option 3 would not conflict with the wording of Policy SB15 (which is not proposed to be changed as it remains relevant and fit for purpose). Option 3 would be sound as it would not conflict with other policies in the Plan, whereas Options 1 & 2 are unsound for this reason.

There will always be exceptions to any rule and planning policies need to be flexible enough to reflect that. It is essential that any new Plan continues to build flexibility into something as broad as housing and student accommodation, and to ensure a 'one size fits all' approach is avoided (e.g. "all student accommodation should go *here*").

- **Object to Options 1 & 2**
- **Support Option 3 in the context of the options presented**

Policy ref. BTH5 Proposed Policy approach for affordable purpose built student accommodation

The proposed wording states that "New PBSA should provide at least 35% of the accommodation as affordable rent"

To echo the sentiments above, this is far too prescriptive and inflexible, and allows no room for a given development's viability to be considered.

It is essential that flexibility and viability considerations are built in to the wording of any new policy, and a catch-all blanket approach is avoided as this would fail to realise the potential of sites. For example, the viability of the Hartwell Garage site is well known, and a blanket approach would run the very real risk of no development taking place and therefore no housing, affordable housing, student accommodation, or affordable student accommodation being delivered. This would be contrary to the objectives of the Plan.

We disagree with para. 4.17.1 which states that affordability of student accommodation is one of the key issues identified through the previous consultation. Many recently built PBSAs are of the studio type with rental values beyond the affordability of many students.

It is simply not in the interests of any developer, management company, or landlord to price students out of the market. Indeed, it would follow that if – as it is alleged elsewhere in the consultation document – that need is being met on campus (which we disagree with), then rents would naturally fall as a consequence. The market will dictate what is the going rate for rent, and if affordability is an issue previously identified then that would suggest there is insufficient supply to meet demand.

Turning back to the wording of the policy itself, we do however recognise the need for affordability to be built into the provision of accommodation of Bath's residents – students or otherwise – and would therefore propose amended wording which provides flexibility and takes account of specific site constraints and/or viability.

- **Object to Policy BTH5**

Proposed text to Policy BTH5:

"Where it is practical to do so and where viability allows, new PBSA should provide at least 35% of the accommodation as affordable rent"



Policy ref. BTH2 Proposed Policy approach for housing

Turning to housing more generally, we support the proposed approach for accommodating an additional 300 dwellings in Bath, including:

- New brownfield sites (not already allocated)
- Redevelopment or intensification of existing housing areas including surplus garage sites
- Previously discounted sites
- More intensive use of existing allocations (our emphasis)

Clearly, it is essential that LPA's allocate housing to meet the needs of their residents and allow for flexibility in their current approach where practical and without prejudice to other policies in the plan. The wording of BTH2 achieves this by setting out a policy which is broad in its scope and is not exhaustive in the list it provides.

It will fit in with the aims of the new NPPF and the spatial approach across the Bath with regards to delivering homes and allocating sites, with emphasis placed on reviewing existing allocations or previously discounted sites and considering the intensification of existing allocations where appropriate.

Importantly the policy must take into account a wide range of options and possibilities to ensure maximum flexibility and to ensure that a 'one size fits all' approach is avoided, which the current proposed wording achieves.

- **Support the provision of additional housing through the more intensive use of existing allocations**

Policy ref. DM14 Policy Options for Residential Parking Standards:

We do not support retaining the proposal to continue with the current standard minimum parking standards in Bath city centre and uniform maximum parking standards elsewhere in B&NES as a blanket rule.

As highlighted above, it is essential that policies allow for some flexibility and do not apply a catch-all approach which fails to take account of an individual site's sustainability credentials or physical site constraints. The current blanket approach to minimum parking standards outside of Bath City Centre fails to provide this flexibility.

We understand and agree that in a rural areas residents will be dependent on the car, however it is not appropriate to treat a site in a suburb of Bath with good public transport links in the same manner as a site on the edge of a village.

There needs to be greater flexibility in the application of minimum standards where appropriate and where site constraints allow, otherwise it runs the risk of developments being compromised and seeking to shoehorn in car parking to a site at the expense of a good masterplan, layout, and/or landscaping.

We therefore propose amended wording which provides flexibility and takes account of a site's location, sustainability credentials, and specific constraints on an individual site by site basis.

- **Object to Policy DM14**



Proposed text to Policy DM14:

“Allow parking provision below the minimum standard only on specific sites where the location of the site or the physical constraints of the site do not readily allow the minimum number of spaces to be provided. This will be negotiated with the Council on a site by site basis. Elsewhere, continue with the current standard minimum parking standards in Bath city centre and uniform maximum parking standards elsewhere in B&NES.”

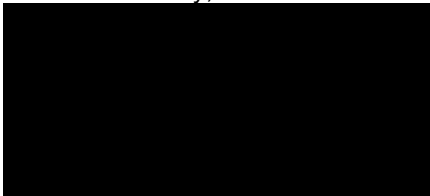
Summary

In summary therefore:

- BTH11 – Support. Policy SB15 remains relevant and fit for purpose, therefore no change is necessary to the current wording. Student accommodation can be provided on site so long as it does not prejudice the delivery of 80-100 homes. Hartwell remain committed to a development proposal which achieves this in accordance with Policy SB15.
- BTH4 – Strongly object. Options 1 & 2 as they are highly prescriptive options which do not allow sufficient flexibility. Furthermore, Options 1 & 2 as currently worded are contrary to the wording of Policy SB15 which will be retained as it remains relevant and is fit for purpose.
- BTH5 – Object to current wording. Propose new wording which builds in sufficient flexibility to allow for a site by site assessment of individual circumstances, both physical and economic.
- BTH2 – Support. It is important that a range of options are considered for the delivery of 300 additional homes, including the intensification of existing sites where appropriate.
- DM14 – Object to current wording. Propose new wording to allow parking provision that is below the minimum be provided on specific sites (agreed with the Council) as dictated by sustainability credentials or site constraints.

I enclose individual comment forms with the content of this letter broken down into individual responses for each policy as requested.

Yours faithfully,



Tom Edmunds MPlan MRTPI
Consultant
tom.edmunds@walsingplan.co.uk



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

COMMENTS FORM

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Your comments must be received by 7 January 2019

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Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title		Title	Mr
First Name		First Name	Thomas
Surname		Surname	Edmunds
Job Title <i>(only if applicable)</i>		Job Title	Consultant
Organisation <i>(only if applicable)</i>	London Road Nottingham Ltd.	Organisation	Walsingham Planning
Email		Email	tom.edmunds@walsingplan.co.uk
Address		Address	Bourne House
			Cores End Road
			Bourne End
Postcode		Postcode	SL6 5AR
Date		Date	07/01/19

Please tick

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Part 2:

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

BTH2

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

Please make your comments as succinct as possible.

We support BTH2, and specifically we the provision of additional housing through the more intensive use of existing allocations.

We support the proposed approach for accommodating an additional 300 dwellings in Bath, including:

- New brownfield sites (not already allocated)
- Redevelopment or intensification of existing housing areas including surplus garage sites
- Previously discounted sites
- More intensive use of existing allocations (our emphasis)

Clearly, it is essential that LPA's allocate housing to meet the needs of their residents and allow for flexibility in their current approach where practical and without prejudice to other policies in the plan. The wording of BTH2 achieves this by setting out a policy which is broad in its scope and is not exhaustive in the list it provides.

It will fit in with the aims of the new NPPF and the spatial approach across the Bath with regards to delivering homes and allocating sites, with emphasis placed on reviewing existing allocations or previously discounted sites and considering the intensification of existing allocations where appropriate.

Importantly the policy must take into account a wide range of options and possibilities to ensure maximum flexibility and to ensure that a 'one size fits all' approach is avoided, which the current proposed wording achieves.

We therefore **support** BTH2, and specifically we **support** the provision of additional housing through the more intensive use of existing allocations

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Part 2:

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

BTH4

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

Please make your comments as succinct as possible.

We strongly object to options 1 & 2, and support option 3 only in the context of the options presented.

The supporting text within section 4.4 confirms amongst other things that the current policy is to “restrict student accommodation in the Central Area, Enterprise Zone and former MoD sites where this would undermine delivery of new homes and jobs, and that there are fewer controls outside these areas”.

At 4.4.3 the consultation document states that one of the key challenges is how the 2018 Bath SHMA suggests significant student accommodation growth of 10,300 bedspaces up to 2036, whereas the Universities are indicating lower growth than previously projected. It goes on to state that a “clear strategy is needed to accommodate university growth in a way that doesn’t undermine the delivery of the plan’s priorities” (our emphasis).

This paragraph is in accordance with the retained text for Policy SB15. Housing is allocated on the Hartwells Garage site and 80-100 homes are expected by the Policy, however student accommodation is also acceptable provided that it does not prejudice the delivery of the requisite homes.

Flowing from the introductory paragraphs, 3 alternative policy options are presented at BTH4:

1. *New student accommodation and academic/research space to be facilitated on campuses. Proposals for new student accommodation and academic/research space within the city outside the university campuses will be refused.*
2. *New student accommodation to be accommodated on campuses only, but academic/research space can be accommodated in the city where it does not harm the other objectives of the Plan.*
3. *Focus new student accommodation and academic/research space on campus and only allow such development in the city and elsewhere where it does not harm the other objectives of the Plan, particularly the delivery of housing & employment.*

We strongly object to options 1 & 2.

Option 3 is our preference, however it is considered that this option is still ‘putting the cart before the horse’ and assumes a starting position – that is, the Council’s preference – of putting student accommodation on campus first.

The approach outlined in Options 1 & 2 is too prescriptive and is based on a starting position which is already a narrowed down option. That is, it immediately assumes a position (student accommodation should be on campus) rather than asking a broader question about the spatial distribution of student accommodation in the city and presenting options accordingly. Draft Policy BTH4 has jumped several stages in the consultation process by presenting the wording as currently drafted as a series of options when they are, in fact, minor variations of the same option. It is a false choice being presented and is unsound.

In the previous issues & options document published for consultation in November 2017, both universities made representations on the approach to university growth and student accommodation requirements.

It is clear that the constraints of both university sites and with only limited space available in which to balance the competing needs of the universities – such as specialised academic and research facilities which for operational reasons must be located on campus – means that it is impractical and unrealistic to expect all PBSA to be built on campus. Options on a broader spatial strategy and approach to PBSA in Bath are not considered by Policy BTH4.

Any new draft policy should build in flexibility to a spatial approach to student accommodation in the city, and should allow the decision taker to have regard to the potential of specific sites.

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We therefore consider Policy BTH4 and the options presented are flawed, the question on the spatial distribution of student accommodation has not been asked.

However, we are being asked to comment on the options presented by this current consultation, and Option 3 does allow some flexibility and for this reason it is supported in the context of the question asked.

Option 3 would not conflict with the wording of Policy SB15 (which is not proposed to be changed as it remains relevant and fit for purpose). Option 3 would be sound as it would not conflict with other policies in the Plan, whereas Options 1 & 2 are unsound for this reason.

There will always be exceptions to any rule and planning polices need to be flexible enough to reflect that. It is essential that any new Plan continues to build flexibility into something as broad as housing and student accommodation, and to ensure a 'one size fits all' approach is avoided (e.g. "all student accommodation should go *here*").

We therefore **object** to Options 1 & 2 as currently drafted, and we **support** Option 3 only in the context of the 3 options presented by BTH4.

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

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

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Part 2:

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

BTH5

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

Please make your comments as succinct as possible.

We object to BTH5 as currently worded, and suggest alternative wording below.

The proposed wording states that “New PBSA should provide at least 35% of the accommodation as affordable rent”

To echo the comments made on other policies submitted as part of these reps, this is far too prescriptive and inflexible, and allows no room for a given development’s viability to be considered.

It is essential that flexibility and viability considerations are built in to the wording of any new policy, and a catch-all blanket approach is avoided as this would fail to realise the potential of sites. For example, the viability of the Hartwell Garage site is well known, and a blanket approach would run the very real risk of no development taking place and therefore no housing, affordable housing, student accommodation, or affordable student accommodation being delivered. This would be contrary to the objectives of the Plan.

We disagree with para. 4.17.1 which states that affordability of student accommodation is one of the key issues identified through the previous consultation. Many recently built PBSAs are of the studio type with rental values beyond the affordability of many students.

It is simply not in the interests of any developer, management company, or landlord to price students out of the market. Indeed, it would follow that if – as it is alleged elsewhere in the consultation document – that need is being met on campus (which we disagree with), then rents would naturally fall as a consequence. The market will dictate what is the going rate for rent, and if affordability is an issue previously identified then that would suggest there is insufficient supply to meet demand.

Turning back to the wording of the policy itself, we do however recognise the need for affordability to be built into the provision of accommodation of Bath’s residents – students or otherwise – and would therefore propose amended wording which provides flexibility and takes account of specific site constraints and/or viability.

We therefore **object** to Policy BTH5, and propose the following text to **amend** Policy BTH5:

“Where it is practical to do so and where viability allows, new PBSA should provide at least 35% of the accommodation as affordable rent”.

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

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Part 2:

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

BTH11 (SB15)

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

Please make your comments as succinct as possible.

We support no amendments being made to Policy SB15.

We note that the introductory paragraph to Policy BTH11 states that *“where there is no change in circumstances to warrant significant policy review, it is proposed to take the policies listed forward.”*

It confirms that the proposed approach to Policy SB15 Hartwells Garage is that no amendments are currently proposed and that the policy remains relevant and fit for purpose.

This is welcomed, and we agree that the site allocation policy SB15 should remain as is currently drafted. We have previously confirmed with the council how the delivery of student accommodation is only acceptable where it would not prejudice the achievement boosting the supply of standard market and affordable housing. The policy seeks the delivery of 80-100 dwellings on the site, which the current proposal will achieve.

We therefore **support** Policy SB15 remaining as currently drafted.

However, the content of Policy SB15 could be seen as being at odds with other proposed draft policy options, this is in the covering letter and in the other forms submitted in relation to other policies.

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Part 2:

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

DM14

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

Please make your comments as succinct as possible.

We object to DM14 as currently worded, and suggest alternative wording below.

We do not support retaining the proposal to continue with the current standard minimum parking standards in Bath city centre and uniform maximum parking standards elsewhere in B&NES as a blanket rule.

As highlighted above, it is essential that policies allow for some flexibility and do not apply a catch-all approach which fails to take account of an individual site's sustainability credentials or physical site constraints. The current blanket approach to minimum parking standards outside of Bath City Centre fails to provide this flexibility.

We understand and agree that in a rural areas residents will be dependent on the car, however it is not appropriate to treat a site in a suburb of Bath with good public transport links in the same manner as a site on the edge of a village.

There needs to be greater flexibility in the application of minimum standards where appropriate and where site constraints allow, otherwise it runs the risk of developments being compromised and seeking to shoehorn in car parking to a site at the expense of a good masterplan, layout, and/or landscaping.

We therefore propose amended wording which provides flexibility and takes account of a site's location, sustainability credentials, and specific constraints on an individual site by site basis.

We therefore **object** to Policy DM14, and propose the following text to **amend** Policy DM14:

"Allow parking provision below the minimum standard only on specific sites where the location of the site or the physical constraints of the site do not readily allow the minimum number of spaces to be provided. This will be negotiated with the Council on a site by site basis. Elsewhere, continue with the current standard minimum parking standards in Bath city centre and uniform maximum parking standards elsewhere in B&NES."

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Personal Details		Agent Details (if applicable)	
Title		Title	Mr
First Name		First Name	Chris
Surname		Surname	Beaver
Job Title <i>(only if applicable)</i>		Job Title	Director
Organisation <i>(only if applicable)</i>	Longacre (Bath) LLP	Organisation	PlanningSphere Ltd
Email		Email	chris@planningsphere.co.uk
Address	1 Northumberland Buildings	Address	Coworking Bath, The Guild, High Street, Bath
	Bath		
Postcode	BA1 2JB	Postcode	BA1 5EB
Date	December 2018	Date	December 2018

Please tick

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Part 2:

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

Representation in respect of land south of Warminster Road HEELA Ref: part of D08:

- Policy BTH1 – Proposed policy approach for housing

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

Please make your comments as succinct as possible.

Please refer to the accompanying Representation Statement (with appendices) submitted with this form.

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

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

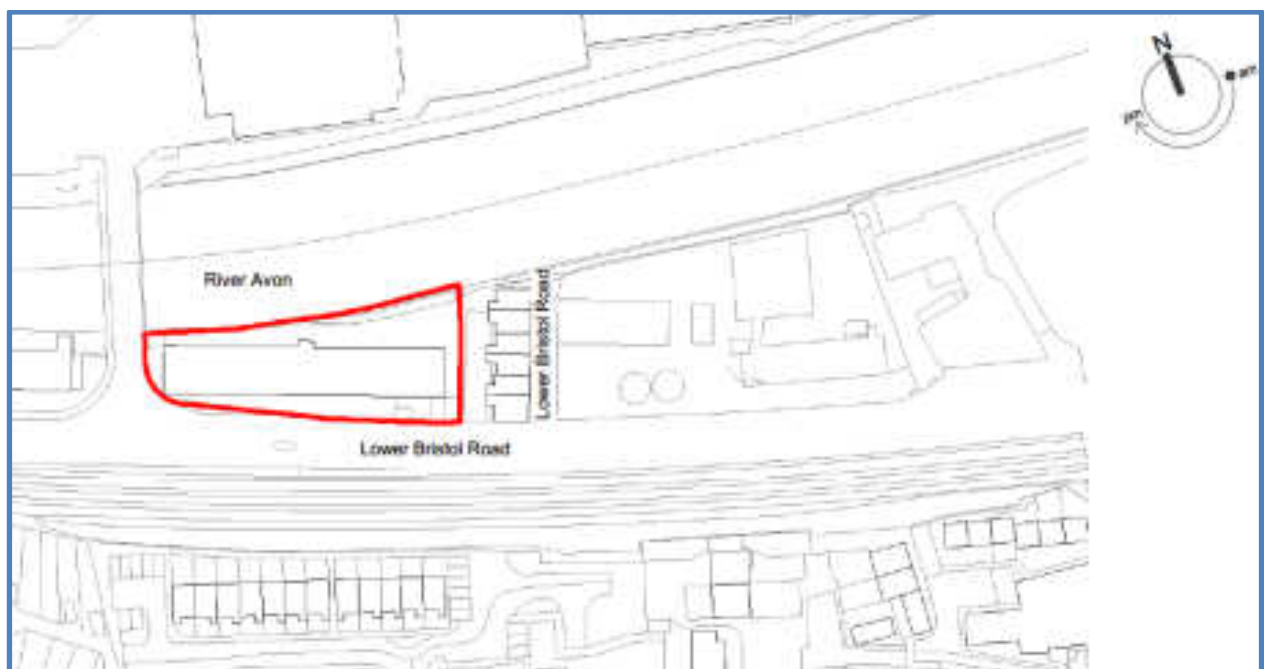
Representation in response to BANES Council's Issues & Options Consultation: Winter 2018

Client: Longacre Bath LLP

Date: December 2018

Site: Former Hollis Building, Lower
Bristol Road, Bath BA2 9ES

BANES HEELA Ref: n/a



Contents

Sections

- 1.0 Introduction
- 2.0 Relevant background information
- 3.0 Response to the Consultation
- 4.0 Conclusions

Appendices

- A Site Location Plan
- B Site Photographs

1.0 Introduction

1.1 PlanningSphere has been instructed to make representations to the emerging Bath and North East Somerset (BANES) Local Plan 2016-2036 on behalf of Longacre Bath LLP who are joint venture partners with the site owners, Top Location.

1.2 The representations should also be read with the following appended documentation:

- Appendix A: Site Location Plan
- Appendix B: Site Photographs

2.0 Relevant Background Information

Site Description

- 2.1 The Former Hollis Industries site extends to c. 0.18ha and is located between the River Avon and Lower Bristol Road, in Westmorland Ward of Bath. Refer to Site Location Plan at Appendix A.
- 2.2 The subject site comprises a single building of circa 1,000 sqm GIA that has an established lawful use that falls into Use Class B8 with a small section of ancillary retails sales area. The building is currently occupied under licence by a charity and is presently known as the Jubilee Centre.
- 2.3 The existing building's footprint takes the form of a narrow rectangular shape. In terms of height, it is approximately 12.5 m to the ridge, akin to a 3-4 storey building of standard floor to ceiling heights. The majority of the site accommodates the footprint of the existing building, with some outside space accommodating informal parking spaces to the front, and northeast corner. There are some scrubby trees in the northwest corner of low arboricultural value, and slightly larger specimens adjacent to the river in the northeast. Refer to photographs at Appendix B.

Planning context and history

- 2.4 The site lies with Flood Zone 2, the Bath Conservation Area and World Heritage Site, and the Newbridge Riverside Area of the Bath Enterprise Zone. Relevant planning history is summarised in the table below:

Reference	Description	Decision
17/05536/FUL	Demolition of existing building. Redevelopment of site for the erection of a 3-5 storey building to provide student accommodation (Sui Generis), comprising 137 No. bed spaces and communal facilities. External works, including hard and soft landscaping and felling / works to existing trees. Proposed vehicular access to Lower Bristol Road and provision of 1 no. parking space and covered cycle parking.	Refusal 12.92.2018
17/02914/FUL	Demolition of the existing building and the erection of a 3-5 storey building to provide student accommodation (Sui Generis), comprising 136 bedspaces and associated development	Withdrawn 10.10.2018
00/02278/FUL	Alterations and change of use of the existing building to provide Class B1 Offices.	Withdrawn July 2004

- 2.5 Application 17/05536/FUL was subject to 5 No. refusal reasons relating to: (i) PSBA conflict with Spatial Strategy for the Enterprise Zone; (ii) design and adverse CA / WHS impact; (iii) adverse landscape/townscape impact; (iv) failure of the flood risk sequential test; and (v) lack of green infrastructure in the context of the riverside location.

Emerging proposals

- 2.6 Longacre Bath LLP have agreed a joint venture with the site owners, Top Location, to promote re-development of the site for a mixed tenure scheme of residential apartments, on the basis that this is the only viable future use of the site having regard to its unsuitability for PSBA or any alternative employment uses due the constrained vehicular access and car parking provision. A pre-application enquiry proposing a scheme of circa 30 residential apartments will be submitted to the Council during the course of 2019.

3.0 Response to the Consultation

- 3.1 Our response to the consultation is focused solely on the policy approach for employment under BTH1.
- 3.2 We recognise and do not dispute the evidence set out in the Employment Land Topic Paper, which at Paragraph 7.3 states that ‘...*expert commercial market view is that the city of Bath has reached a tipping point where further losses risk the level of commercial stocks falling below the critical mass required to both attract new and retain existing occupiers*’.
- 3.3 Paragraph 7.3 further states that while there is a pipeline for new office stock ‘...*there is no such pipeline for industrial and warehousing development and no identified sites to accommodate such growth*’, and that ‘...*the lack of a pipeline of industrial and warehousing space results in the existing stock becoming pivotal to the economic health of the authority area*’.
- 3.4 The findings of the Employment Topic paper also need to be balanced against the advice set out in Paragraph 120 of the NPPF, which states:

120. Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:
a) they should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped);
and
b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

(our emphasis in **bold**)

- 3.5 The former Hollis Industries serves as a useful case study to help inform an appropriate policy approach towards ‘options for employment’ as set out under Policy BTH1.
- 3.6 As noted in Section 2.0 above, the site has a lawfully established Class B8 Storage and Distribution Use. However, following the development of the bus depot, and the associated bridge access on the western boundary of the site, the access of loading doors on the west gable of the building is not suitable for HGV access. On this basis the

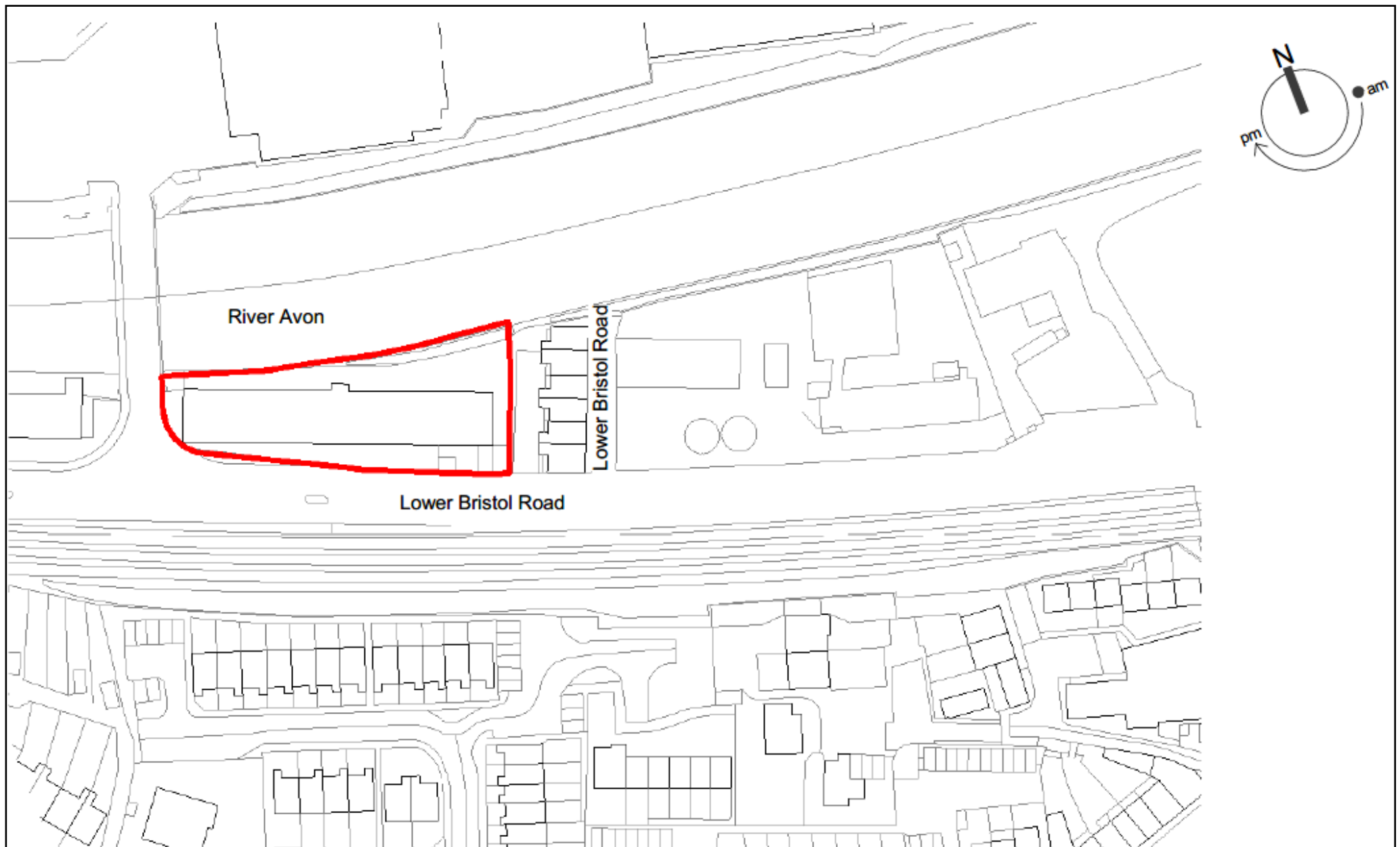
building is not viable for long term B8 use.

- 3.5 The site's proximity to adjacent residential properties to the east, combined with the vehicular access and minimal onsite carparking, would also preclude long term viable Class B1 (office/light industrial) or Class B2 (general industrial) uses.
- 3.6 Noting that the former Hollis Building is unsuitable for any form of longer-term viable Class B employment use, we are concerned that the suggested approach under Option 1 of Policy BTH1, however well intentioned, would effectively sterilize the site and would prevent alternative viable uses coming forward contrary to the aims of Paragraph 120 of the NPPF.
- 3.7 On this basis, our clients support Option 2 of BTH1 which would enable a more flexible approach, which in turn will maximise the prospects for ensuring that redundant brownfield sites in the Twerton Riverside, such as the former Hollis Building, are brought back into beneficial and long term viable use.
- 3.8 We further suggest that the Council will need to consider Green Belt release to allocate more employment land outside Bath, in locations such as the Bath Business Park in Peasedown St John, to ensure an appropriate supply of employment land over the plan period.

4.0 Conclusions

- 4.1 We have cited the example of the former Hollis Building to demonstrate that suggested policy approach under Option 1 of Policy BTH1 would result in unintended consequences of vacancy/continuing dereliction of former industrial sites contrary to national policy set out under Paragraph 120 of the NPPF.
- 4.2 For the reasons set out in Section 3.0 above, our clients support Option 2 of Policy BTH1, which will create a more pragmatic and flexible approach to ensure that redundant previously developed sites are brought back into beneficial use.

Appendix A: Site Location Plan
Former Hollis Building, Lower Bristol Road, Bath BA2 9ES



Appendix B: Site Photographs
Former Hollis Building, Lower Bristol Road, Bath BA2 9ES



Appendix B: Site Photographs
Former Hollis Building, Lower Bristol Road, Bath BA2 9ES



From: [REDACTED]
Sent: 03 January 2019 11:34
To: Transport Planning
Subject: Bristol South proposed new road
Categories: Green Category

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

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

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

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

Whitchurch Lane is frequently halted when the Co-op have a delivery – the lorries reverse into the ludicrously small delivery area at the back. Is this appropriate for a new link road??

Whitchurch Lane has a primary school right next to it (three form entry, approx. 630 children), the pollution will be horrendous! It has a 20 mile an hour speed restriction, a 7.5 ton weight restriction and traffic calming measures (speed humps). The road is not suitable to receive all this additional traffic from the new road that BANES would like to install. The reasons that all, of the above mentioned, where put in has NOT gone away, therefore are still very much needed. Whitchurch Lane is a residential area with houses on both sides.

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

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

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

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

As I walk the dogs over the old Whitchurch Airfield, I am already surrounded by new builds. Work is being done on the old Somerfield HQ – I assume this is for housing. New houses have gone up by Imperial Park, on Filwood Green and on Staunton Lane.

My road, already a rat-run, will become more so – Briery Leaze Road is not suitable for the anticipated increase in traffic that this new road would bring as people avoid it – both during the implementation and following it's completion.

I work in Stockwood and live in Whitchurch - both areas already filled to the brim without the relevant services.

Please keep me updated with the situation.

Dani Lott



Sent from [Mail](#) for Windows 10

[REDACTED]

From: Gary Lott [REDACTED]
Sent: 03 January 2019 11:54
To: transport_planning@bathnes.co.uk; Local Plan
Subject: New road - South Bristol

Categories: Green Category

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Gary Lott
[REDACTED]
[REDACTED]

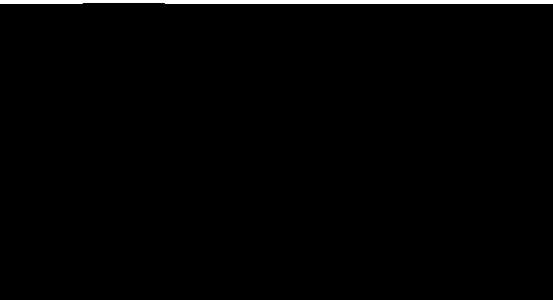


Sent from [Mail](#) for Windows 10

[REDACTED]

From: Gary Lott [REDACTED]
Sent: 03 January 2019 11:56
To: Local Plan
Subject: FW: Bristol South proposed new road
Categories: Green Category

Sent from [Mail](#) for Windows 10



From: [Dani Lott](#)
Sent: 03 January 2019 11:34
To: transport_planning@bathnes.gov.uk;
Subject: Bristol South proposed new road

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Gary Lott



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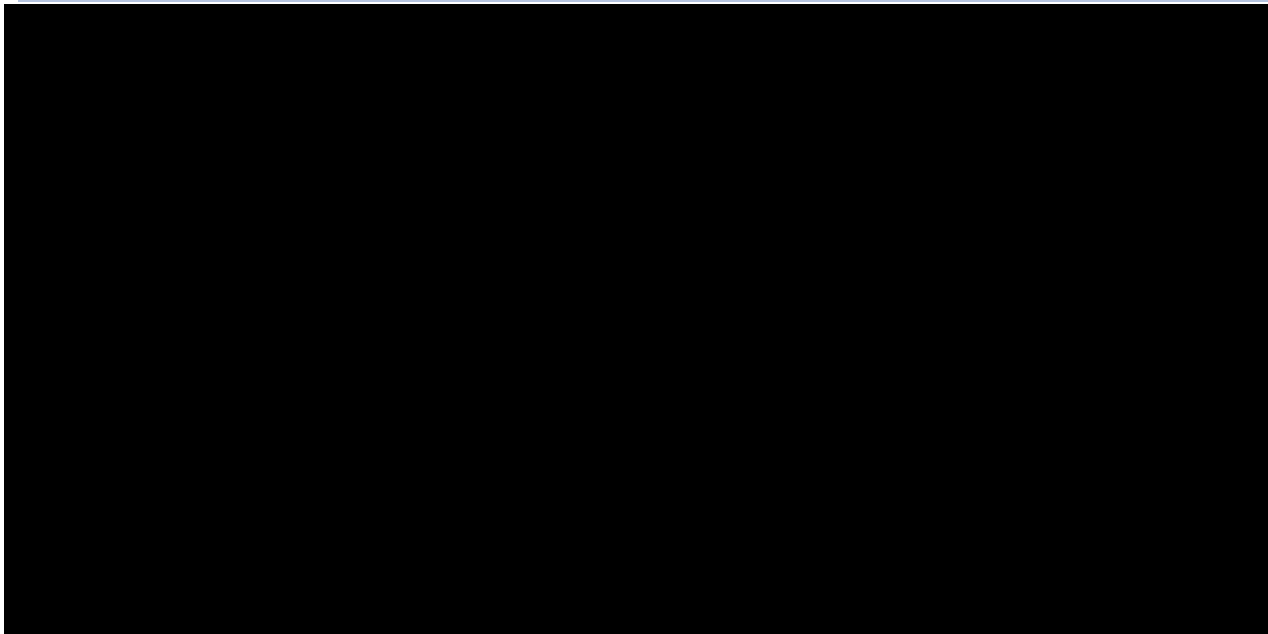
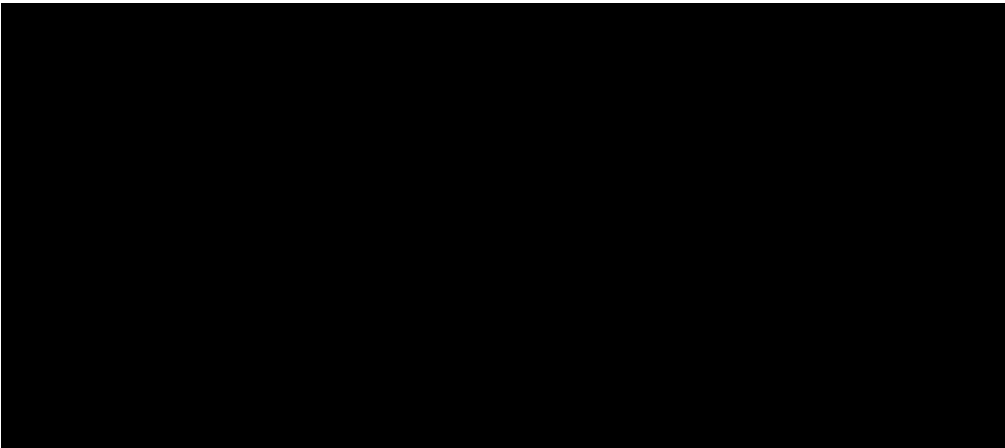
[REDACTED]

From: Anne Love [REDACTED]
Sent: 25 November 2018 21:57
To: Local Plan
Subject: Proposed move of waste facilities

To whom it may concern

I would like to see the waste facilities remain on their present site plus open a second one at Odd Down. In this way both sides of the city will be served. Moving all the facilities to Odd Down will I fear increase waste fly tipping in BA1 as people are unable or unwilling to travel the extra. Distance across the city.

Anne Love
[REDACTED]



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

From: Paul May (Cllr)
Sent: 07 January 2019 08:07
To: Simon De Beer
Subject: Fwd: Objection to the Proposed New Link Road

Paul

Begin forwarded message:

From: Angela Loveridge [REDACTED]
Date: 6 January 2019 at 22:14:30 GMT
To: <paul_may@bathnes.gov.uk>
Subject: Objection to the Proposed New Link Road

6th January 2019

Dear Paul May,

I Object STRONGLY to the plans for the new Link Road. Please register my objections.

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

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Please keep me updated with this situation.

Sincerely,

Angela Loveridge

[REDACTED]

From: Councillor Tim Kent [REDACTED]
Sent: 07 January 2019 10:05
To: comment@jointplanningwofe.org.uk; Local Plan; Transport Planning
Subject: Fwd: Objection to the Proposed New Link Road
Categories: Green Category

Please find a response to the consultations from one of my residents.

Cllr Tim Kent

Liberal Democrat Councillor for Hengrove and Whitchurch Park Ward

[REDACTED]

Tel: 01173005645

Please click [here](#) for a copy of my privacy notice that sets out how the data you have sent me will be processed and stored.

Begin forwarded message:

From: Angela Loveridge [REDACTED]
Date: 6 January 2019 at 22:14:40 GMT
To: [REDACTED]
Subject: Objection to the Proposed New Link Road

Angela Loveridge

[REDACTED]

6th January 2019

Dear Tim Kent,

I Object STRONGLY to the plans for the new Link Road. Please register my objections.

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Please keep me updated with this situation.

Sincerely,

Angela Loveridge

Paul Rixon

From: Councillor Tim Kent <Cllr.tim.kent@bristol.gov.uk>
Sent: 07 January 2019 10:14
To: Local Plan; comment@jointplanningwofe.org.uk; Transport Planning
Subject: Fwd: New Link Road - Year 6 Pupil's Planning Objections Letter (Eco-Rep at Bridge Farm Primary School)

Categories: Green Category

Please find below a representation to your consultations by one of my residents.

Cllr Tim Kent

Liberal Democrat Councillor for Hengrove and Whitchurch Park Ward

Email: cllr.tim.kent@bristol.gov.uk or timkent74@gmail.com

Tel: 01173005645

Please click [here](#) for a copy of my privacy notice that sets out how the data you have sent me will be processed and stored.

Begin forwarded message:

From: Angela <[REDACTED]>
Date: 7 January 2019 at 09:36:31 GMT
To: "cllr.tim.kent@bristol.gov.uk" <cllr.tim.kent@bristol.gov.uk>
Subject: New Link Road - Year 6 Pupil's Planning Objections Letter (Eco-Rep at Bridge Farm Primary School)

Dear Tim Kent,

I am writing this letter regarding the new road that you are planning to build behind Bridge Farm Primary School. Personally, I am strongly against the idea and, as a pupil of the school, I have made a list consisting of all the reasons I have against this idea. Please take your time to read my opinions. So far, I have:

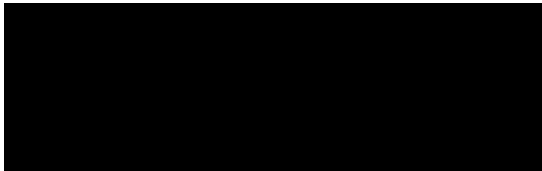
1. The people who live locally may find it annoying and unpeaceful when cars go past.
2. As one of the eco-reps (aka eco-warriors), I know that if you do change the road the air around the school could possibly get polluted, resulting in bad air quality.

3. The new road could cause problems with children and adults safely crossing the road to their house/car; the dangers of the new road could cause potential physical safeguarding issues and may even lead to multiple complaints to the Bristol City Council.
4. During school time, cars driving past could distract the children from their work, leading to less marks in test (worst case scenario the year 2 and year 6 SATS!)
5. The relatively new forest area at the back of our school, home to a lot of animals, could potentially be destroyed by the new road. Additionally, this forest area that was once the home of the animals which may be destroyed means the animals would have to find a new habitat to stay in.
6. Finally, our school's massive field, which we use for PE, sports day, playing team sports, playing on in the summer and to help raise money for Children In Need, would be destroyed and we would no longer be able to use it in that way.

Thank you for taking your time to read my opinions and I hope that you agree with my thoughts. I have written this email just in case my hand-written letter doesn't arrive in the post.

Yours sincerely

Chloe Loveridge



Council services: <http://www.bristol.gov.uk/service>

Latest council news: <http://www.bristol.gov.uk/ournews>

Consultations: <http://www.bristol.gov.uk/consult>

[REDACTED]

From: Kaoru Jacques
Sent: 08 January 2019 10:53
To: Local Plan
Subject: FW: Objection to proposed new link road for South Bristol
Categories: Green Category

Begin forwarded message:

From: "Loveridge, Nick (Chief Data Office)" [REDACTED]
Date: 7 January 2019 at 10:35:10 GMT
To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: FW: Objection to proposed new link road for South Bristol

Nick Loveridge

[REDACTED]

6th January 2019

Dear Sir / Madam,

I Object STRONGLY to the plans for the new Link Road. Please register my objections.

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Please keep me updated with this situation.

Sincerely,

Nick Loveridge

Lloyds Banking Group plc. Registered Office: The Mound, Edinburgh EH1 1YZ. Registered in Scotland no. SC95000. Telephone: 0131 225 4555.

Lloyds Bank plc. Registered Office: 25 Gresham Street, London EC2V 7HN. Registered in England and Wales no. 2065. Telephone 0207626 1500.

Bank of Scotland plc. Registered Office: The Mound, Edinburgh EH1 1YZ. Registered in Scotland no. SC327000. Telephone: 03457 801 801.

Lloyds Bank Corporate Markets plc. Registered office: 25 Gresham Street, London EC2V 7HN. Registered in England and Wales no. 10399850.

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Halifax is a division of Bank of Scotland plc.

HBOS plc. Registered Office: The Mound, Edinburgh EH1 1YZ. Registered in Scotland no. SC218813.

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From: Cath [REDACTED]
Sent: 06 January 2019 19:22
To: Local Plan
Subject: Planning Objections.

Categories: Green Category

Dear Sir/madam,

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Regards

Catherine Lowe

Please keep me updated with situation.
Sent from my iPad

[REDACTED]

From: Roger [REDACTED]
Sent: 02 January 2019 16:51
To: Local Plan; Transport Planning
Cc: [REDACTED]
Subject: Objection to strategic road and housing plans Whitchurch

Categories: Green Category

To whom it may concern Re: Strategic transport and housing plans, My wife and I strongly object to the plans for a Link road through Whitchurch into Whitchurch Lane. As residents who live on the boundary of Banes and Bristol (Bristol residents) on Ridgeway Lane we were utterly shocked about hearing of these proposals through a local concerned resident. As far as we were aware there has been NO consultation on these proposals from Bristol council and as someone who will be majorly affected by the plans we feel it is disgraceful that there was no consultation eg public meeting. It feels like the West of England Major has been in cahoots with the 2 Councils to push this through!

Our main objections centre around these main points:

1. The road transport plans are flawed in that they do not take into account the impact this will have on congestion on Whitchurch lane and risk to the public who live in Whitchurch - we feel it will be dangerous and have a negative impact on trying to go about our daily lives eg traffic jams. Major Traffic will divert to this road from the Bath and Wells road to get to the new South Bristol Link road instead of using Callington Road to Hengrove roundabout. This proposal will affect 2 schools and also the elderly who live in this area.

How can the councils propose this when you should be making plans to reduce the burden on the environment with traffic rather than attract more traffic.

2. New houses are already being built around Whitchurch and also Hengrove by the Hospital - Whitchurch cannot take much more without it having a devastating impact on the infrastructure to manage the proposed amount of extra people.

3. How can more Green belt being given up? This is wrong and will have a negative impact on both people and the flora and fauna living in and around Whitchurch. Presently wild deer live around the fields you are planning to carve a road across.

4. If a road has to be built to link to the metro route then let it connect directly to the junction that connects to the south Bristol Hospital and new houses being built there. Rather than upset and destroy the residents lives on Whitchurch lane. If this costs more money then make the property developers pay.

We hope the 2 councils we see sense and not go ahead with these proposals otherwise many many people will be negatively affected and you will all have to live with a terrible decision.

Yours sincerely

Mr and Mrs Lynn

Sent from my iPad