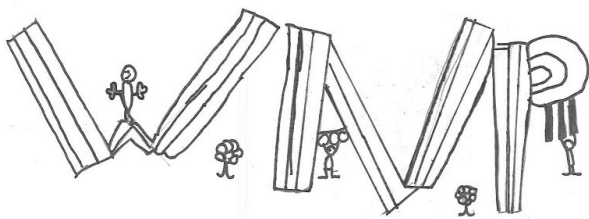


2016- 2036

Westfield Neighbourhood Development Plan



Dedicated to the memory of Richard Wallace



Grateful thanks to the children of Westfield Primary School for designing the Neighbourhood Plan logos. They look amazing.

Referendum Plan

Bath and North East Somerset Council



Foreword by the Chair of the Westfield Neighbourhood Plan Working Group

Westfield is a **great** place to live. A safe, prosperous, and neighbourly community with a unique heritage, strong family and neighbourhood ties and an optimistic and enthusiastic population, enjoying a dynamic future.

Investment and change in the years ahead will only be worthwhile if it makes a real difference to the lives of local people and the future of its community. The Westfield Neighbourhood Plan, being led jointly by Westfield Parish Council and a dedicated team of Westfield residents, started back in April 2015.

Following the exciting proposals and guidelines laid out in the Localism Act, the Parish Council realised immediately that it presented a unique opportunity to ensure the people of Westfield would have a say in all aspects of the future of their parish, but most importantly it wanted local people to decide where, for example, new housing should go, what educational infrastructure should be incorporated, and where commercial and retail locations were required, rather than leaving this decision entirely to Bath & North East Somerset Council (BANES).

Westfield's Neighbourhood Plan sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The Plan lays down a clear framework with objectives on key themes such as moving around, housing, employment, green space, shops and community facilities. It builds on current and planned activity and says what Westfield Parish Council, BANES and its partners will work towards.

The Westfield Parish Council is committed to developing and strengthening the contacts and groups that have evolved because of the Neighbourhood Planning process. It believes that by working together to implement the Plan it will make Westfield an even better place to live, work and enjoy.

I simply cannot complete this introduction without thanking the key people who have worked so hard to bring it to fruition, or who have supported the Steering Group so strongly during this huge task.

Thank you all,

Cllr Ron Hopkins, Chairman, Westfield Neighbourhood Working Group



Contents

Foreword	1
1 Introduction	3
2 The Neighbourhood Area	5
3 Vision	7
4 Key issues and objectives	8
5 Housing	10
6 Green Spaces	25
7 Preserving Heritage	45
8 Economy, Industry and Jobs	56
9 Amenities and Infrastructure	63
10 Highways	67
11 Glossary	76
12 Index of Policies and Community Aspirations	78

Appendix 1 – Neighbourhood Plan Working Group members

Appendix 2 – The Neighbourhood Area – a snapshot of Westfield

Appendix 3 – Preserving Heritage



Introduction

A Neighbourhood Plan is a community-led initiative for guiding the future development of an area. It is about the use and development of land and its starting point and continual reference is the evidence, mostly from local people which identifies local needs and priorities.

Providing the Neighbourhood Plan passes scrutiny by an independent examiner and is subsequently approved by referendum, Bath and North East Somerset Council as the Local Planning Authority will be required to take the Plan into account in the consideration and determination of planning applications and subsequent appeals.

Introduced in the Localism Act 2011, the Plan must meet the following conditions:

- General conformity with the strategic policy within the Bath and North East Somerset (B&NES) Local Plan (comprising of two Development Plan Documents i.e. the Core Strategy and the Placemaking Plan). The Neighbourhood Plan is also written with reference to the West of England's Joint Spatial Plan, which will set out a prospectus for sustainable growth that will help the wider area meet its housing and transport needs for the next 20 years.
- Have regard to current National Planning Policy, a link for which is given in the Evidence Base.
- Contribute to achieving sustainable development
- Be compatible with European Law and human rights obligations

1.1 Scope and Purpose

The Westfield Neighbourhood Area was designated on 23rd April 2015. It covers the whole of the parish (see map below) and sets out a vision and policies for the parish until 2036. The B&NES Core Strategy runs from 2011-2029 and the Placemaking Plan follows the same time frame. The Westfield Neighbourhood Plan runs until 2036, with reviews every five years to ensure it up to date and in accordance with the most recent Development Plan Document.

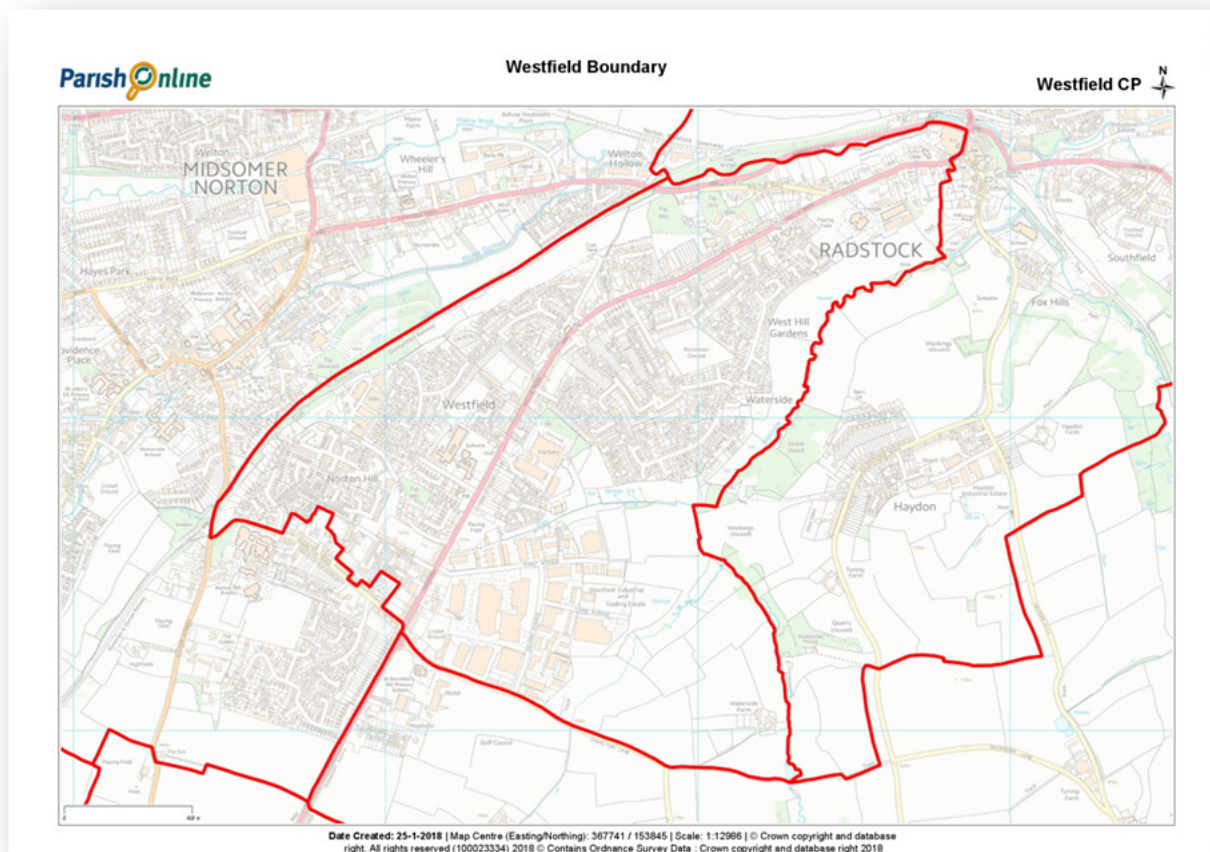
The process of preparing the Plan has been under the direction of Westfield Parish Council and led by the Westfield Neighbourhood Plan Working Group which consists of local residents, volunteers and councillors. Bath and North East Somerset Council has actively supported the process of preparing the Neighbourhood Plan for



Westfield. The list of members of the Westfield Neighbourhood Plan Working Group is in Appendix 1.

Land use policies are boxed in blue and community aspirations are boxed in green.

1.2 Designated Westfield Neighbourhood Development Plan Area





The Neighbourhood Area

Kelly's Directory for Bristol and Somerset 1897 described Westfield as, "a hamlet one mile west of Radstock with a Primitive Methodist Church erected in 1869 and enlarged in 1897 and will seat 400 persons".

By the early nineteenth century Westfield still consisted mostly of rural land and coal mining works, with little residential development. Westfield's unique street scene emerged with the building of large numbers of terraced miners' cottages along the Fosse Way in the nineteenth and early twentieth centuries and the area developed into a more populous neighbourhood in its own right. Modern housing estates were developed on land on both sides of the Fosse Way from the 1970's onwards.

Jumping forward to 2011, Westfield became officially recognised as a parish. The characteristics which set it apart from its neighbouring towns and villages are celebrated and preserved as uniquely Westfield.



St Peter's Church. Photo courtesy of Westfield Parish Council

The 2011 Census shows that 5,855 people live in Westfield, comprising 2,033 households, 1,215 children, 3,800 working age adults and 840 people over 65. The largest area of inward migration into the parish has been by people aged 25-44 and children.



77.7% of residents are economically active, compared with 69.9% in England. The Economic Deprivation Index 2009 shows 8% of residents living in income deprivation, which compares to an average of 13.5% in England. Westfield Industrial Estate, the largest of its type in B&NES, is a highly valued element of the Parish.

With a high percentage of semi detached and terraced houses, 78.9% of housing in Westfield is owner occupied, compared with 64.1% across England. However the affordability ratio (ie the average house price as a ratio of average income) in Westfield is 7 compared with an average of 15.4 across England.

Described as the 'green lungs' of Westfield and separating it from neighbouring towns and villages are two much loved green corridors: Waterside Valley to the south and land abutting the cycle way and the Janes estate to the north. Both are rich in natural wildlife, provide breath-taking views and are a source of recreation and fresh air for local people.



Land abutting the Janes Estate. Photo courtesy of Westfield Parish Council

See Appendix 2 for full details of the Rural community profile for Westfield (Parish) Action with Communities in Rural England (ACRE) Rural evidence project November 2013.



Vision

The vision of the Neighbourhood Plan Working Group is to maintain and further enhance the parish of Westfield, as a place that people of all ages, generations and backgrounds aspire to live, through the use of creative development that enhances the historic character of the area whilst delivering requirements of future generations.

This will be achieved through a blend of protection of existing community assets, enhancement of amenities and infrastructure, future developments that meet the needs of existing residents as well as growth aspirations to encourage new people into the parish.



*View from Waterside Valley (Downside Abbey in the distance)
Photo courtesy of Westfield Parish Council*



Key issues and objectives

Housing

- Define Westfield's building styles and layouts.
- Clarity on residential infill and backland development.
- Energy efficiency and high standards incorporated in the design of new housing.
- Lifetime homes to meet the needs of the ageing population.

Green Spaces

- Conserve and enhance the rural landscape and important views so widely appreciated by the community.
- Give better access to the green spaces, particularly due to the hilly nature of the North/South green areas.
- Create leisure nature trails/ heritage trails.
- Increase the allotments provision.
- Protect the ecology of the green corridors.
- Provide access to green spaces in neighbouring parishes and towns.
- Enhancement/ preservation of significant footpaths such as the Fosse Way.
- Planned play facilities.

Preserving heritage

- Westfield has a rich heritage relating to the former Somerset coalfields. The public consultation has identified a wish to preserve this and raise awareness of it, including:
- Preserve the Railway Inn as an asset of Community value.
- Pit Pony stables
- Engine House
- Pit Path
- World War 2 Pill boxes.



Economy, Industry and Jobs

- Raise the quality/quantity of employment opportunities in Westfield to try to reduce out-commuting.
- Preserve and enhance the existing Industrial Estate, with the opportunity for its growth.
- Enhancement of retail space.
- Opportunity for recreational and tourism activities.

Amenity and Infrastructure

- The Community Consultation highlighted a need to provide within Westfield a designated focal point by way of a community facility.
- Seek potential sites for the development of a community centre for the use of all residents/council but including also children/young mothers and youth clubs for older children.
- Enhancement of broadband provision.

Highways

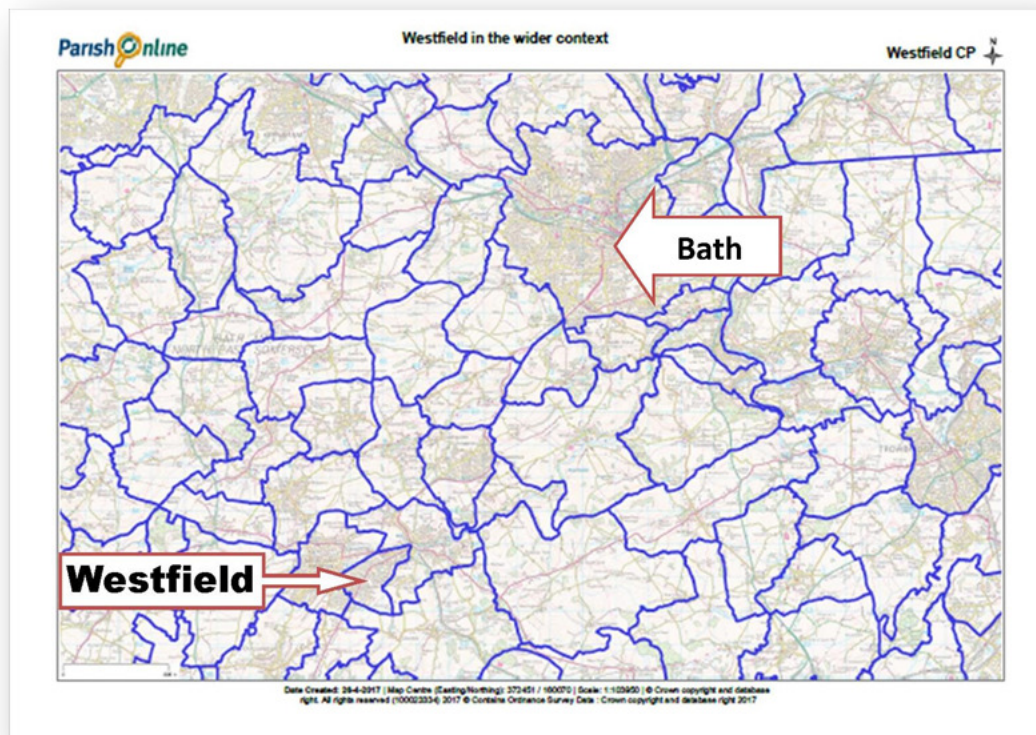
- To maintain or lower density of traffic on the A367 that runs through Westfield, particularly given the fact that the A367 has one of the highest traffic densities in the whole of the BANES area.
- Seek potential to divert traffic.
- Measures to mitigate road dangers.
- Safer footpaths.
- Improve residential parking.
- Address the issues of surface water flooding from the A367.



Housing

5.1 Westfield Context

Westfield is a long established and mature community located approximately 10.5 miles South West of Bath.

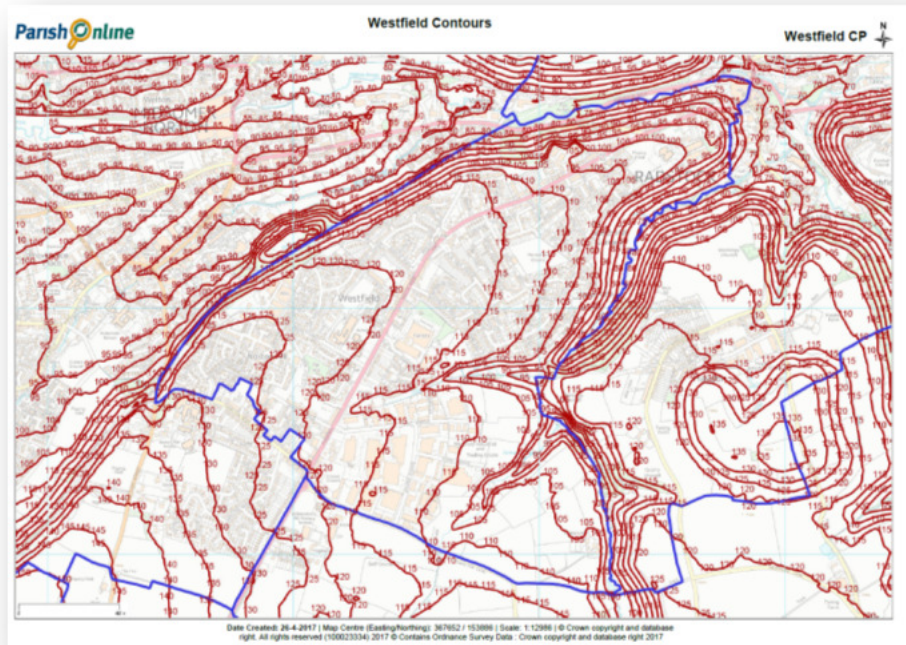


The community is primarily linear in nature, extending along the A367 Fosseway from Radstock in the North East towards Shepton Mallet in the South. The community has expanded to either side of the Fosseway and infilled land up to the boundaries with the neighbouring parishes of Midsomer Norton and Radstock. It is intrinsically linked to these two settlements but has its own separate identity.

Until May 2011 Westfield was administered as a component of Norton Radstock Town Council. This Council was disbanded and three independent Councils were established in Westfield, Midsomer Norton and Radstock.



The topography of the area is extremely hilly and there are significant gradients within the parish and on the land in adjacent parishes. There are numerous views across both adjacent communities and open farmland or recreation land, outlined further in the Green Space section.



The community of Westfield has developed mainly over the last 200 years and has been built in a number of clearly defined phases. There has always been a healthy mix of residential and industrial occupation, which has provided both homes and local employment for residents and employment for residents of adjacent communities.

Until the 1970s there was a significant coal mining industry within Westfield and surrounding areas so during the 1800s large numbers of Miners' Cottages were built to accommodate the workforce. The local mines gradually closed as they became uneconomical due to difficult conditions and more efficient sources being developed in other areas of the country, or cheap coal being imported.

With the closure of the coal mines other industries developed in the area. This has provided opportunities for new housing to be built on brownfield sites.

The follow development and land use types feature in Westfield :-



Miners' Cottages mainly built mid 19th Century to early 20th Century.



Ex-Local Authority housing built 1960s / 1970s. Now privately owned or managed by CURO.



Intermediate Housing estates - Janes Estate and Waterside Estate, built 1970s / 80's

Janes Estate



Waterside Estate





Recent Housing Estates, Upper Court and surrounding area, built 2000's



Nightingale Estate, new part built 2010s



Industrial Estate and units





Miners Welfare Trust Recreation Grounds at Westhill Gardens and Norton Hill.



Pit Path and old railway line now converted to cycle way.



Waterside Valley



Churches and public buildings





Schools and College



Clubs, Doctors, public house and other facilities



At its inception in 2011, Westfield consisted of 2,341 households, this number increased to 2,506 in 2015.

The miners' cottages primarily occupy the hillside gradient rising along the A367 from the north eastern end towards Radstock to the south western end towards Stratton on the Fosse. Further roads radiate off to both sides of the A367. The nature of these dwellings is primarily linear, most properties have both front and rear gardens. Typically plots are long and thin and well established, with many trees, shrubs and hedges. Because there is a large area of mature gardens interspersed with some areas of wild land, these areas of Westfield provide a good habitat for wildlife.

There are key recreational Miners' Trust green spaces at Norton Hill and Westhill and there are public green spaces at the local shops. The miners' cottages are predominantly terraced, typically with stone walls and pitch roofs, mostly slate. Numerous chimneys are visible and many are still actively used. Many properties have porches, with extensions or sun roofs.



5.2 Miners' Cottages

	
<p>Chimneys and porches</p>	<p>Large windows</p>
	
<p>Garages around the back</p>	<p>Extensions, sun rooms, porches</p>

	
Walled front gardens	Small front gardens (large back gardens)

New developments have housing set back from the road with front and back gardens. Roads have grass verges and cul de sacs are prominent. The irregular design and green centres all make the new developments visually attractive. Further, there are gaps between dwellings, with trees, hedges and bushes. In recognition of the wildlife in Westfield bat boxes have been included in the new Alcan estate. There are a variety of building materials in the new developments: red brick, stone block and render. Roads are tarmacked and occasionally broken up with areas of block work.

5.3 More Recent Housing Estates

	
Wesley Avenue – Uniform style, green verges	Wesley Avenue – porch styles



Waterside Estate – variety of house types



Waterside Estate – larger front gardens



Waterside Estate – variety of house sizes



Waterside Estate – variety of building materials



Nightingale Estate – part built in 2010's, developer's 'house style'.



Nightingale Estate – part built in 2010's, built with solar panels



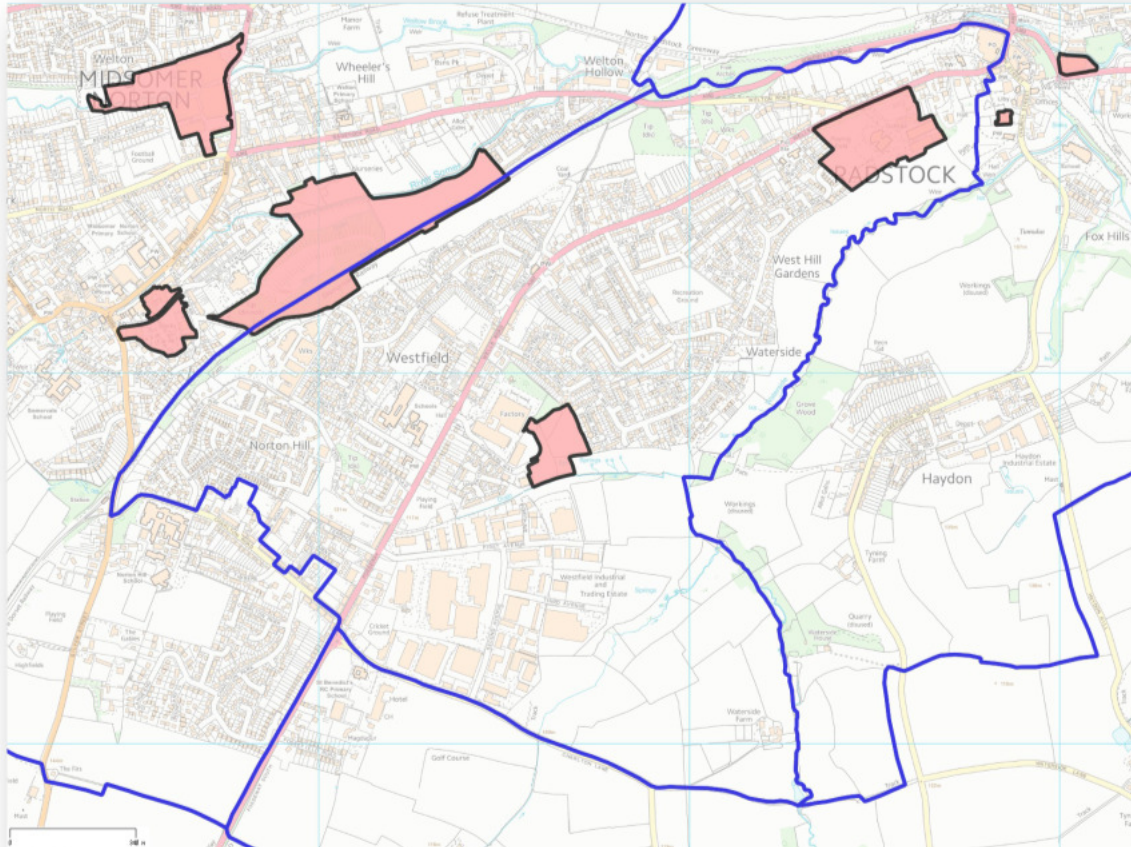
	
<p>Nightingale Estate – part built in 2010's, variety of housing types</p>	<p>Nightingale Estate – part built in 2010's, full planting scheme</p>
	
<p>Nightingale Estate – part built in 2010's, front walls</p>	<p>Nightingale Estate – part built in 2010's, small front gardens</p>

5.4 Empty Properties

Empty properties do occur, although not in great number in Westfield and the Neighbourhood Plan supports the BANES's Empty Property Policy, July 2013.



5.5 Allocated sites from the B&NES Placemaking Plan



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5.6 Housing Policies

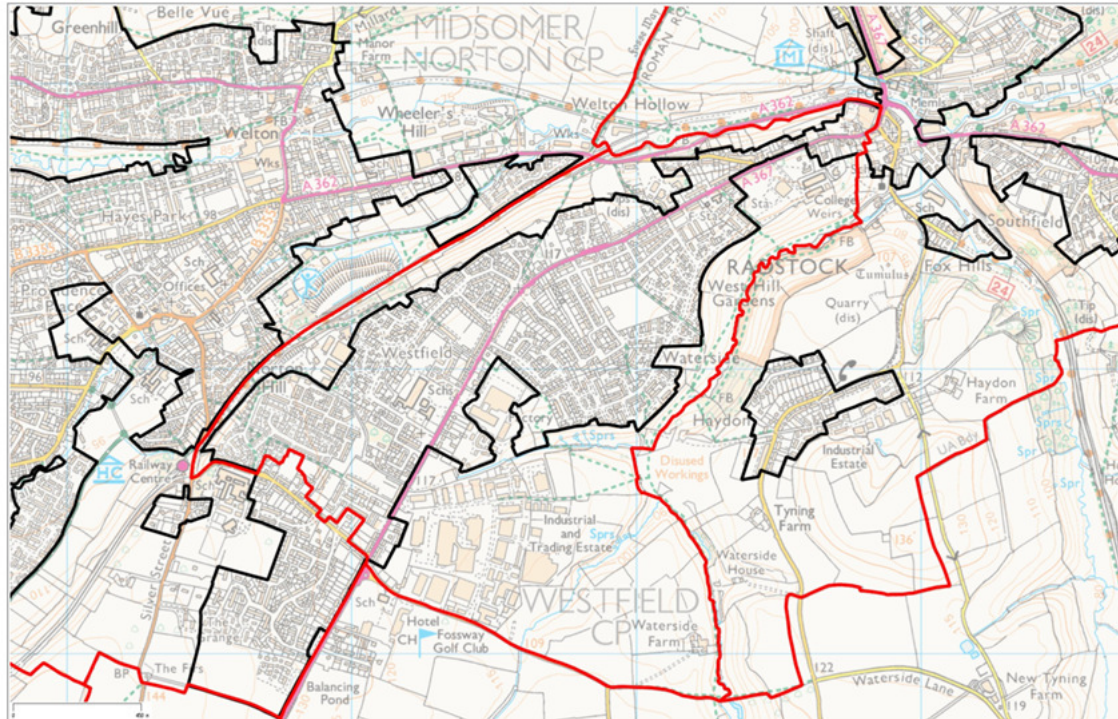
The Housing policies should be read in conjunction with the rest of the policies in this Plan, particularly Policy 19 on Parking in the Highways section and Policy 5 on Rural Landscape Character and Policy 6 Important Views in the Green Spaces section, Policy 15 on Developer Contributions in the Amenities and Infrastructure section and the Community Aspiration 2 on Elm Trees in the Preserving Heritage section.



Policy 1 Residential infill and backland development

Residential development proposals on infill and backland sites will be supported within the housing development boundary identified on the map below subject to the following criteria:

- 1 Proposals should reflect the character of the surrounding area and protect the amenity of neighbours. It should reinforce the uniformity of the street by reflecting the scale, mass, height and form of its neighbours.
- 2 Proposals that would lead to over-development of a site will be resisted. It should be demonstrated that development is of a similar density to properties in the immediate surrounding area.
- 3 New buildings should not adversely affect neighbouring properties by significant overshadowing.
- 4 Proposals must maintain private amenity space suited to the size of property. This policy also applies to applications for two or more properties on a site previously occupied by a single property.
- 5 There is potential within Westfield to build 1 or 2 bedroom homes replacing existing under-used and derelict garage blocks. The Neighbourhood Plan is in favour of such developments provided that it is in keeping with the street scene and additional on street parking will not result.



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The Neighbourhood Plan supports brownfield development where it accords with the Neighbourhood Development Plan. However, it seeks to preserve the character, scale and historic aspects of its current housing. For this reason there is a resistance to over development of sites.

5.7 Housing Accessibility Standard

Policy 2 Housing Accessibility Standard

Proposals for homes suitable for wheelchair users and elderly people will be supported.

Whilst the Westfield Housing Needs Survey, May 2016, showed a specific need for one to two bed homes, this should not be to the exclusion of a full range of homes. The Housing Needs Survey highlighted the importance of Homes for Life, with the most desirable type of dwelling being a two bed bungalow and 48% stating that their property needed 'to be all on one level'.

Lifetime homes embrace items such as level footpaths from car to home, main entrances being lit and covered, easy going communal staircases, with handrails, adequate widths to doorways to allow wheelchairs, sufficient space for a wheelchair user to circulate and approach essential facilities, windows with handles not too high,



so they can be opened by those with limited reach, and a window in a living room, with a windowsill height than enables a seated person to have a view to the outside. Sockets, switches and controls used on a day to day basis located at heights that are not too high, or too low, to be reached comfortably by any potential occupant of the dwelling.

5.8 Housing Design

Policy 3 Housing Design

To be supported a proposal for new homes must demonstrate:

1. It is designed to a high quality which responds to the heritage and distinctive character outlined and illustrated in the Westfield Context of this Plan and reflects the identity of Westfield as defined in terms of height, scale, spacing, layout, orientation, design and materials of buildings, the scale, design and materials of the public realm (highways, footways, open space and landscape).
2. It is sympathetic to the setting of any heritage assets.
3. There should be a variety of garden sizes to reflect the spectrum of garden sizes embodied in the various housing estates over time.
4. Existing landscape features should be included in the design and landscaping unless it is demonstrated this is not practicable.

Proposals for new homes that incorporate energy efficient design; vehicle charging; and under-cover, secure and accessible cycle parking facilities will be supported.

The Neighbourhood Plan is looking for holistic, high quality design appropriate to the area, using local materials (for example white lias stone or similar). The consultations highlighted the need for a variety of landscaping in the street scene, choices of garden sizes and energy efficiency incorporated into the design.

Development proposals will be supported where they contribute positively to and do not harm local character and distinctiveness, as outlined in the Westfield Context above. In considering whether development proposals meet this requirement they will be assessed against the following criteria:

- The development has positively responded to the site context, in particular the local character, including uses, landmarks, layout, streets and spaces, siting, spacing, set-back, building lines, roofscapes, materials, building forms and features
- The development scheme improves areas of poor design
- The design responds appropriately to urban morphology, including consideration of mix of uses, building heights, massing and scale and local vernacular

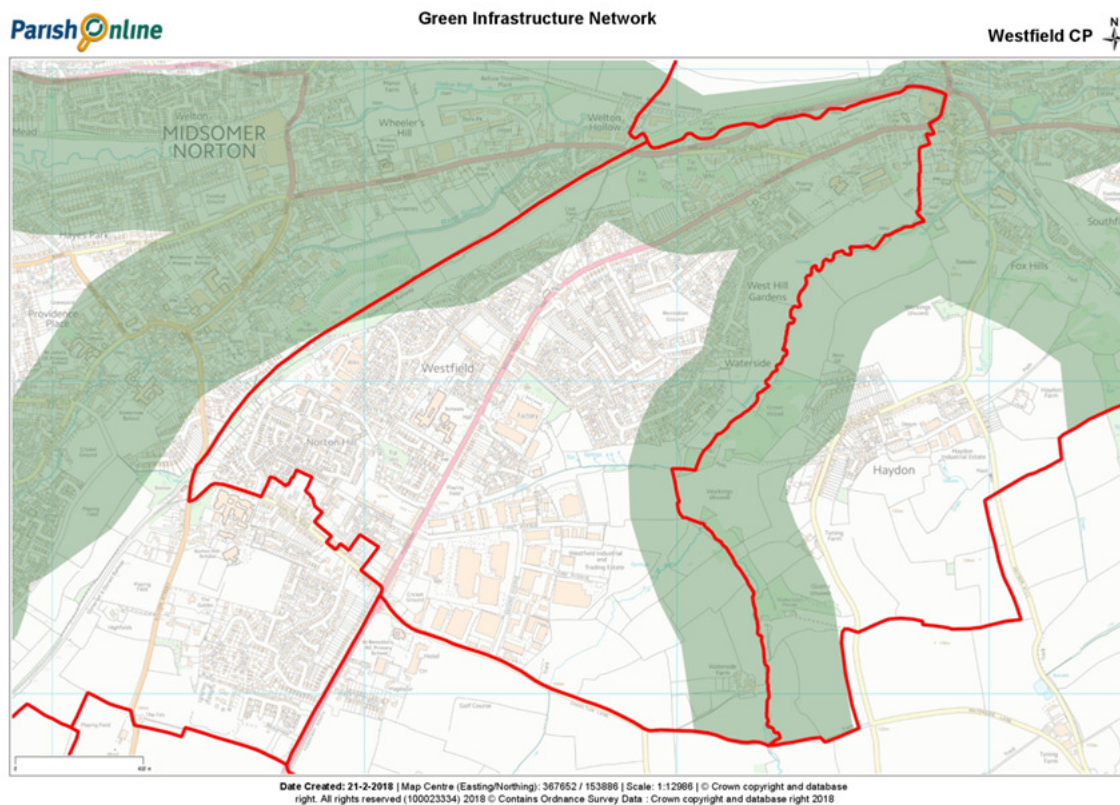


- The design enhances and responds to natural features, including landscape, green infrastructure, skylines, topography and landform and views
- The development contributes towards the local social context in a positive way, providing safe, functional and attractive streets and spaces
- The development should, where appropriate, respect locally characteristic architectural styles, patterns, rhythms and themes which reflect local proportions
- The development reflects materials, colours, textures, landscape and boundary treatments that are appropriate to the area, for example the use of white lias stone or similar to compliment the miners' cottages in Westfield



Green Spaces

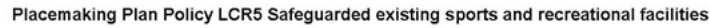
Westfield, being primarily in an elevated position in the Somer Valley, is very fortunate that it does retain green corridors to the north and south of its boundary. During public consultations there was a strong local desire to maintain these green corridors, as part of Westfield's identity. Waterside is widely used throughout the year by ramblers, dog walkers, mountain bike riders and children and in the summer months (school holidays) by many families picnicking along the stream. The map below shows these important green bio diversity corridors.



6.1 Waterside Green Corridor and the Westfield Industrial Estate

The Waterside green corridor does not extend the full length of the parish. There is a small section at the western end immediately behind the main Trading Estate which is outside the green corridor. Please see Policy 9 Development of Employment, in the Employment, Industry and Jobs section.

The map below shows the areas the Neighbourhood Plan is seeking to protect.



Westfield – A Parish committed to Education and Enterprise

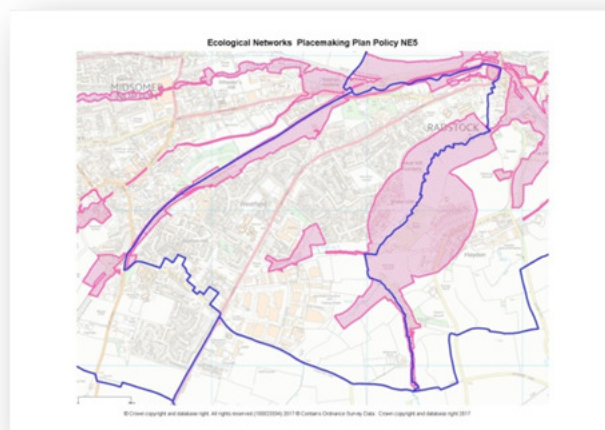


rarer Lesser and Greater Horseshoe species which use the cycle path at the bottom of the field for foraging after sunset. Deer, foxes and an abundance of slow worms are seen in this field. This site is an SNCI.

Waterside Valley to the south is a BRERC Site of Nature Conservation Interest and is rich in wildlife. In 2012 there was a full Ecology report of this area undertaken.

- The bat activity surveys detected foraging and commuting activity from three species of bat (common pipistrelle, soprano pipistrelle and nocturne).
- The site was described in the report as having “running water with associated marginal habitats, ancient woodland, unimproved calcareous grassland, semi improved neutral grassland and geological interest.”
- Variety of semi natural habitat with notable species: marsh arrow grass, marsh ragwort, bog stitchwort, fan-leaved water-crowfoot, reed sweetgrass, short-fruited willowherb, early hair grass, brown bent, cornflower, crested hair grass etc.”
- The report went on to describe the broadleaved woodland as “likely to provide habitats to a range of wildlife. Dead wood provides opportunities to specialist invertebrates and could provide refuge opportunities to reptiles.”
- Trees are also likely to support nesting and sheltering birds.
- Furthermore some of the trees could support roosting bats in addition to providing foraging/commuting habitat.
- The broadleaved woodland is considered to have local value as it is a BAP priority habitat.”
- This area supports birds such as barn owls, reptiles, bats and badgers. Often deer are seen within the Waterside Valley, usually to be found foraging for food and watering in the stream.

The map below shows the current green corridors and known bat corridors.





6.3 Access to the natural environment

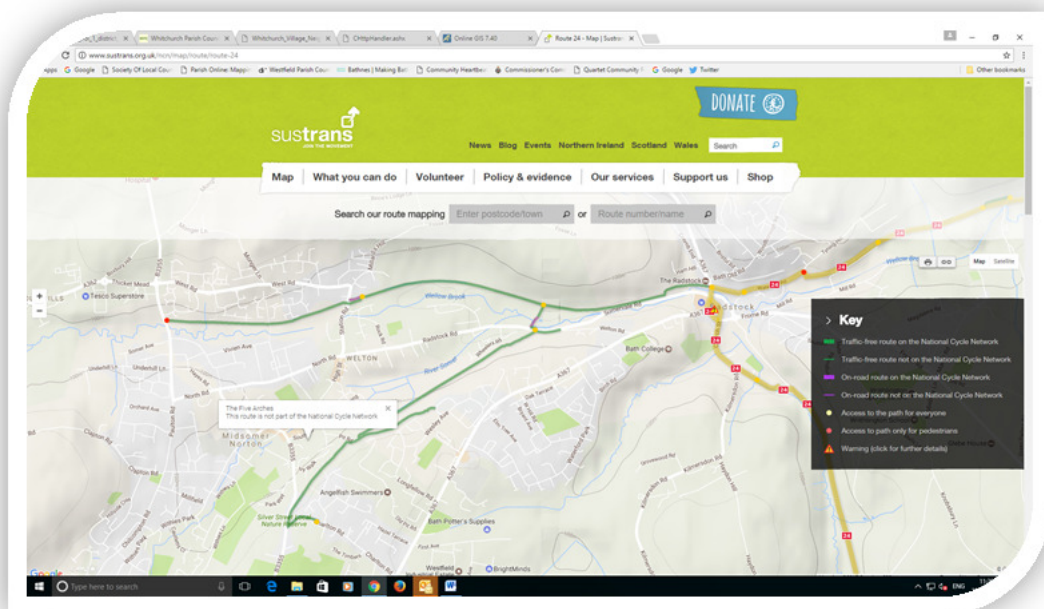
Community Aspiration 1 Improving access to Green Spaces

1. Create signed nature and wildlife trails, including some accessible to wheelchair/pushchair users.
2. Improve access to the countryside including safe walking and cycling routes in the Parish and their accessibility by people of all ages to encourage healthier lifestyles.
3. Map and, wherever possible, link our local Green Spaces to those of neighbouring parishes and towns, including

(i) a Westfield Park in the form of a nature trail, linked to the proposed town park in Midsomer Norton to allow access to both and

(ii) management of the weir on the border with Radstock.

The green corridor to the south is called **Waterside** and features a valley side running down to a stream with public footpaths and three bridges over the stream, provided for access.

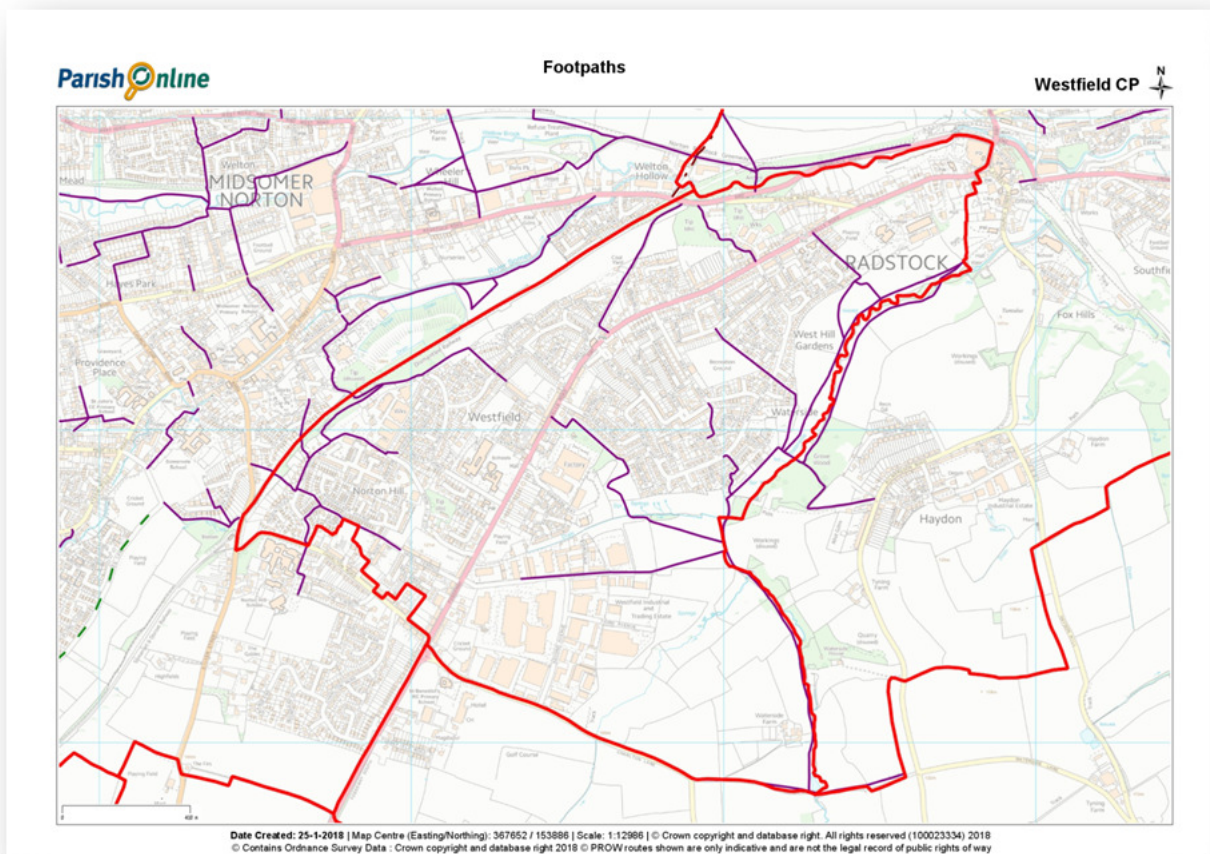


To the north is a recently built **Sustrans cycle path** on the old Railway track, this again is accessed by a steep slope from Westfield and although the Fosseway public footpath is the link to it, this is extremely steep and slippery in any wet weather. (The



Heritage Section of this Plan refers to the preservation and renovation of this footpath). The cycle path is very widely used for recreation by residents of Westfield and all the neighbouring conurbations (Midsomer Norton/Radstock/Mendip) for horse riding, cycling and dog walking, running and general exercise. It has direct links to further cycle paths which will take you as far as Frome to the east (11 miles+), so for all aspiring marathon enthusiasts it is a major benefit. The major difficulty on this from Westfield's perspective is in easily accessing the cycle path, particularly for the older generation.

The map below shows footpaths in Westfield



Both the Waterside and the cycle path green corridors are used by local junior schools for nature walks in the summer months, being quite rural with squirrels, birds, tree varieties, stream water flows, forest walking and fantastic views of the countryside. Westfield Parish Council has commissioned a series of identified scenic walks around the parish and a schools nature trail could be adopted as an added aspiration.



The value of the green space to the local schools is best summed up in the words of the children themselves following a visit in May 2017:

We all went for a long walk with Geoff who is a council man. We walked up lots of hills and walked down hills. We walked in really long grass which we found out was a crop called wheat. We walked up steps and walked down them. We found out that we were on an old miners' track that the miners walked across to get to work and back. All of us walked into a muddy, dirty forest where there was a river under the ground. Many years ago, St Nicholas School had to close because they were worried that all the water from the river might make the batch collapse. We crossed the boundary between Radstock and Westfield. When we arrived back at school, lots of parents were at the gate. After that, we had an ice lolly. We had a great time. Thank you Geoff.

By Chardonnay Meggatt and Chloe Porter

Westfield Primary School



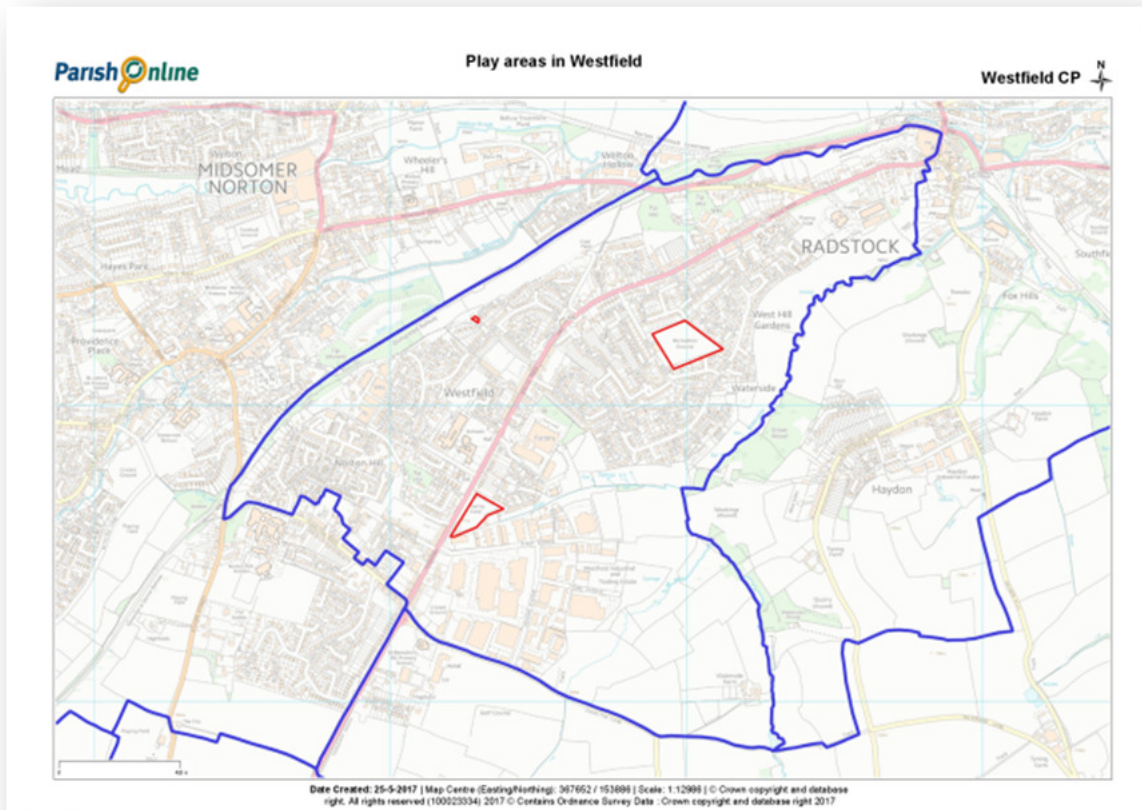


Photos courtesy of Westfield Primary School

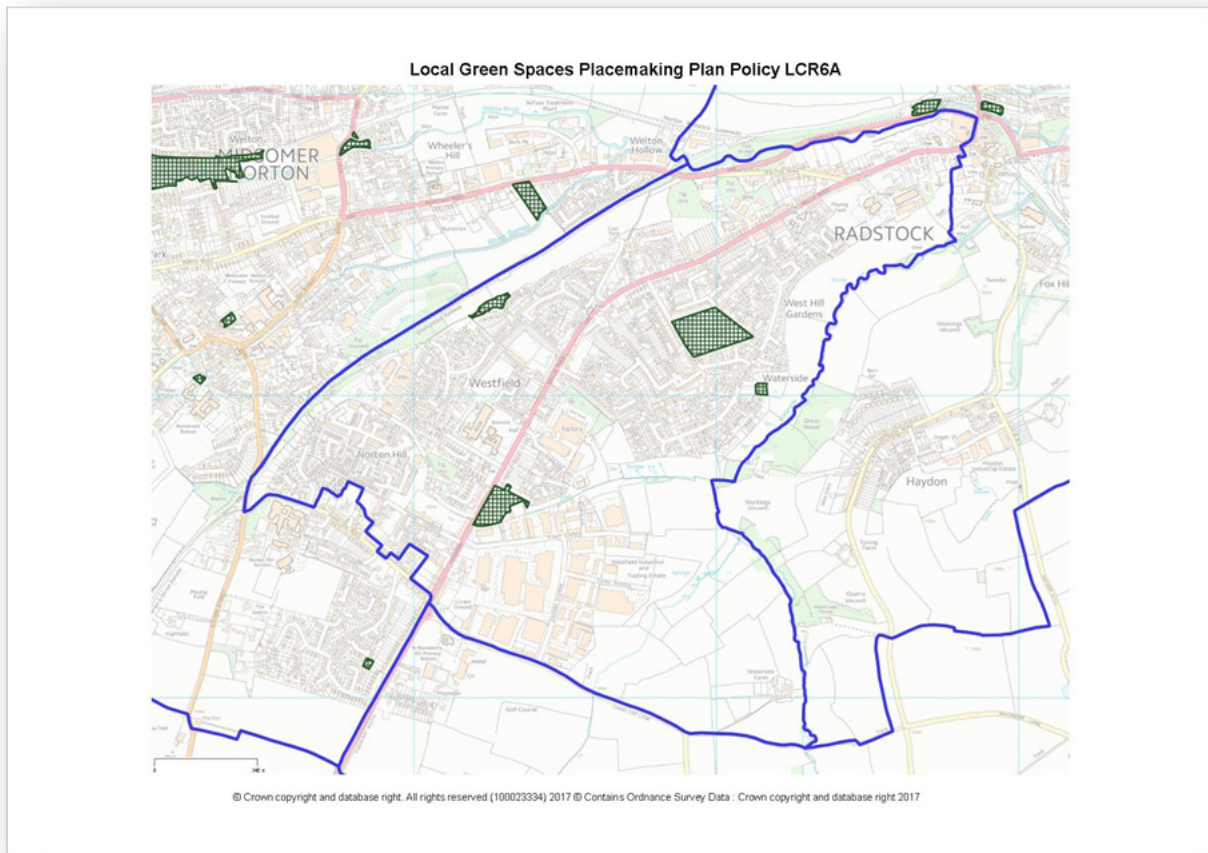
6.4 Play Areas

Please see Policy 15 Developer Contributions in the Amenities and Infrastructure section, item 2. The provision of safe and accessible Play Areas for community use where there is an identified need will be promoted using funding for CIL and grants where available.

The division of the community by the A367 is reflected in the difficulties of access to some of the recreational areas currently in the Parish, for example, the southern half of the parish has two recreation areas, Westhill Recreation Ground and Norton Hill Recreation Ground, whereas the northern half of the parish contains only a very small play area at Shakespeare Road (0.0288 ha).



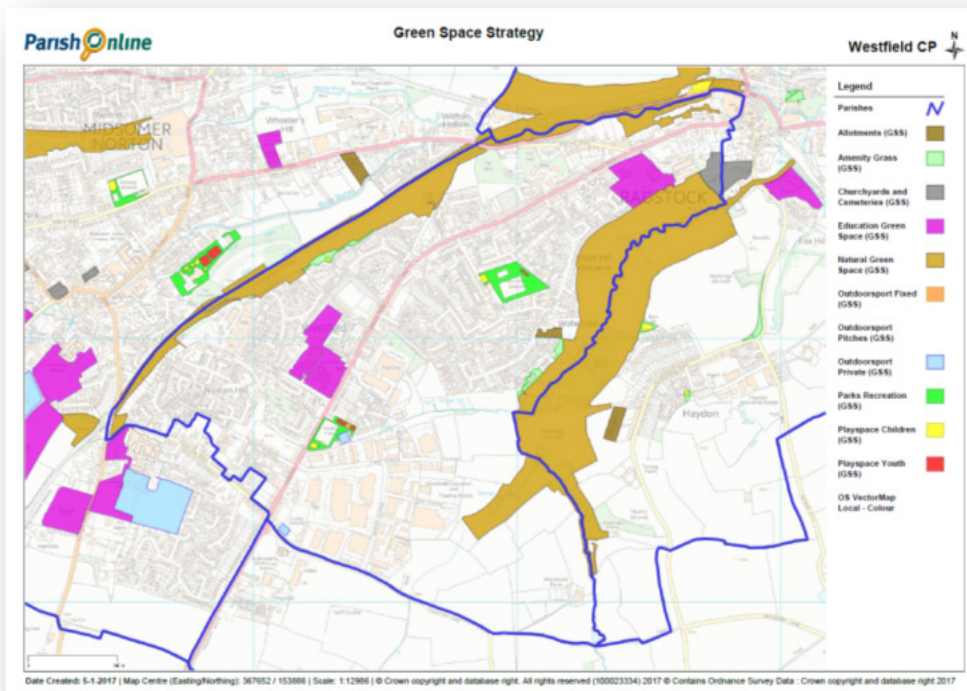
Through the consultation which supports the Green Space Strategy, there has been identified a need in the north of the Parish for more play space to meet the needs of all age groups, with safe and accessible play being highlighted. There are identified inadequacies in the current recreational facilities in the north of the parish, causing many residents to travel to other facilities outside their area. The protected recreational sites from the adopted Placemaking Plan are shown below. BANES Green Space Strategy 2015 shows a deficit in this type of space. Please see Policy 15 Developer Contributions in the Amenities and Infrastructure section.



6.5 Allotments

Please see Policy 15 Developer Contributions in the Amenities and Infrastructure section, item 3. The provision of allotments for community use where there is an identified need will be promoted using funding from CIL and grants where available.

B&NES' Green Space Strategy 2015 identifies that Westfield is short of both green space and allotments per head of population. Westfield has the largest shortfall in allotment space in the whole of the Somer Valley, falling short by 1.49 ha and the second highest shortfall in park and recreation ground of 4.49ha and lacks amenity green space by 0.98ha (B&NES Green Space Strategy 2015-2029). The current allotment site is shown in the Green Space Strategy from the Adopted Placemaking Plan below.



The Plan seeks to encourage recreational activities and provide a healthy and sustainable food supply, together with developing a better understanding of nutrition by younger residents. There are currently no allotments in the north side of the Parish.

Local consultation has highlighted an appetite for a shared garden space scheme whereby people with garden space but without the capacity to work the garden are linked with those who would like to work a garden, with an agreement on how to share the produce.

6.6 Rural Character

Policy 5 Rural Landscape Character: Waterside Valley and land north of Highfields

To be supported, development proposals within the Waterside Valley and land north of Highfields must demonstrate, via a Landscape and Visual Assessment, that they conserve and enhance rural landscape character, as outlined in this Neighbourhood Plan and do not cause significant harm to the characteristic rural features of the area including the undeveloped landscape setting of settlements, natural field boundaries, water courses, woodlands and other mature trees.



6.7 Land North of Highfields

The site consists of some 4.3 ha of north-facing hillside, located between the centres of Midsomer Norton to the north-west, Radstock to the east, and Westfield to the south. The steeply sloping land is currently used for grazing, and lies outside the housing development boundaries designated by the Bath and North East Somerset Local Plan, 2007. A public footpath that is part of the original Fosse Way, a roman road linking Exeter with Lincoln, runs across the north-eastern end of the site. The hillside makes a positive impact to the character and landscape setting, with its steep natural incline and the overall openness it creates. The Conservation Area Assessment for Radstock notes that the Conservation Area boundary has been drawn to include the adjacent linear field to the west of the Wellsway batch. The openness of the wider hillside, and the relationship of the former coal tip to the former railway (now a cycle path), are part of the setting of this heritage asset and contribute to its significance as part of the area's industrial history.

The majority of the site lies within a designated Site of Nature Conservation Interest (SNCI), the Norton Radstock Disused Railway Line SNCI, a linear site stretching some 3km along the route of the former railway. The high ecological value of this SNCI derives in large part from its unbroken length, and habitat connectivity, such that it functions as “green infrastructure”, bringing a wide green corridor and its associated wildlife through the centre of the urban area. Ecological surveys have been undertaken and established that its semi-improved grassland supports a range of plant species, with one area at the western end containing a greater range of floral diversity than the rest of the site.

The cycle path to the immediate north of the site forms an important route linking west to east through the area, used for commuting and foraging by Greater and Lesser Horseshoe bats. The Mells Valley Bat Special Area of Conservation (SAC) and the Bath and Bradford on Avon Bat SAC are linked by this corridor.



Features of the Land North of Highfields



Hillsides



Cycle path, bat corridor



Variety of landscape and habitats



Variety of landscape and habitats



Green corridor between Westfield and historic Midsomer Norton



Contrast at night between darkness of the countryside and the lights of the town



Field boundaries



Historic Roman Road, Fosse Way



Continuation of the Fosse Way



Variety of landscape features

6.8 Waterside Valley

The B&NES Rural Landscapes of Bath and North East Somerset Landscape Character Assessment (2003) describes Waterside Valley as having relatively steep river valleys, small irregular shaped fields in valley, unclipped hedges in valleys, industrial past evident from remains of colliery spoil heaps, some individual farmsteads, few individual hedgerow trees but large areas of hawthorn scrub, scrub woodland and new plantation, open landscape on higher plateau with wide views.

This small character area of just over 3sq km lies between the built up areas of Midsomer Norton and Radstock. The character of the area results from its relationship to the built up area and the associated coal mining heritage. It is divided into three separate areas and includes several tributary valleys of the Wellow Brook including the River Somer, Snail's Bottom and Kilmersdon Brook.

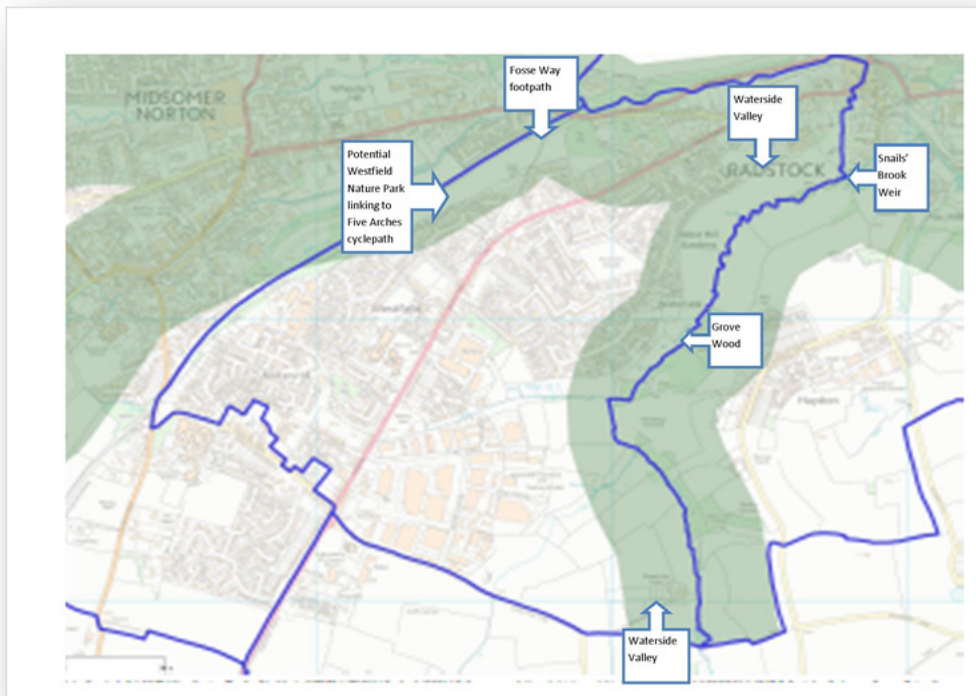
The floors of the Somer Valley and Snail's Bottom are Mercia Mudstones. The base of the Kilmersdon Valley however is alluvium deposits. Above this on both sides of all the valleys is a band of shales and clays from the Penarth Group. These rocks are from the Triassic period. The majority of the remaining upland is Lias Limestone (white and blue) while the very highest part above 130m, south of Haydon, is a small outcrop of Inferior Oolitic Limestone. This part of the plateau is virtually a small western outlier of the Cotswolds that has been separated by erosion of the intervening area. All these limestones are from the Jurassic period. The steepest



slopes of both the Kilmersdon and Snail's Bottom Valleys have frequently slipped. Below all of the areas is the coal bearing Carboniferous strata.

The soils of the valleys and valley slopes are generally derived from the Mercia Mudstones and are slowly permeable, reddish and clayey. The remaining higher land has shallow, well-drained calcareous soil derived from the limestones. The area is outside any Green Belt or Area of Natural Beauty (AONB) designation.

The frequency of springs, particularly east of Haydon, gives a marshy character to parts of the valley.



Grove Wood is one of the most distinct areas of woodland in the area and is registered as ancient semi natural woodland. There is considerable scrub along the stream sides and upper slopes of the valleys and some scrubby woodland on the spoil heap by the colliery. Newly planted areas are found adjacent to Grove Wood and along the upper slopes of the Kilmersdson Valley. The scrub consists mainly of hawthorn and bramble with coarse grasses.

The valleys give an enclosed feel to the landscape in contrast to the plateaux with their open views. The tower of Downside Abbey is visible across the plateau to the



south. Snails Bottom, the old Haydon spoil heap (batch) and Kilmersdon Valleys are particularly well used for casual recreation.

The landscape has changed in the last 150 years from a rural scene to an industrial one dominated by the coal industry and back to a rural scene. The disturbance caused by coal mining and railways and the subsequent ending of mining and disuse of the railways has created valuable habitats of nature conservation interest. The plateau is well maintained as a traditional rural landscape.

Features of the Land at Waterside Valley



Crops, farming



Well used tracks, variety of habitats



Open countryside



Hedgerows



Variety of landscape, mature trees



Wildlife corridor



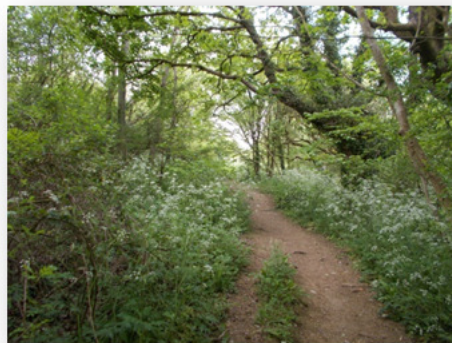
Woodland



Well walked track, mature trees, woodland



Watercourse



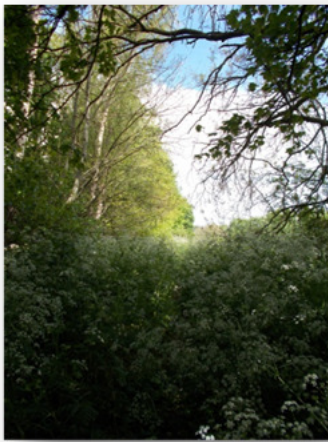
Variety of flora



Watercourse, bridge



Waterside valley, natural springs, lush vegetation



Waterside valley, towards historic town of Radstock



Variety of landscape features at Waterside Valley



6.9 Important Views

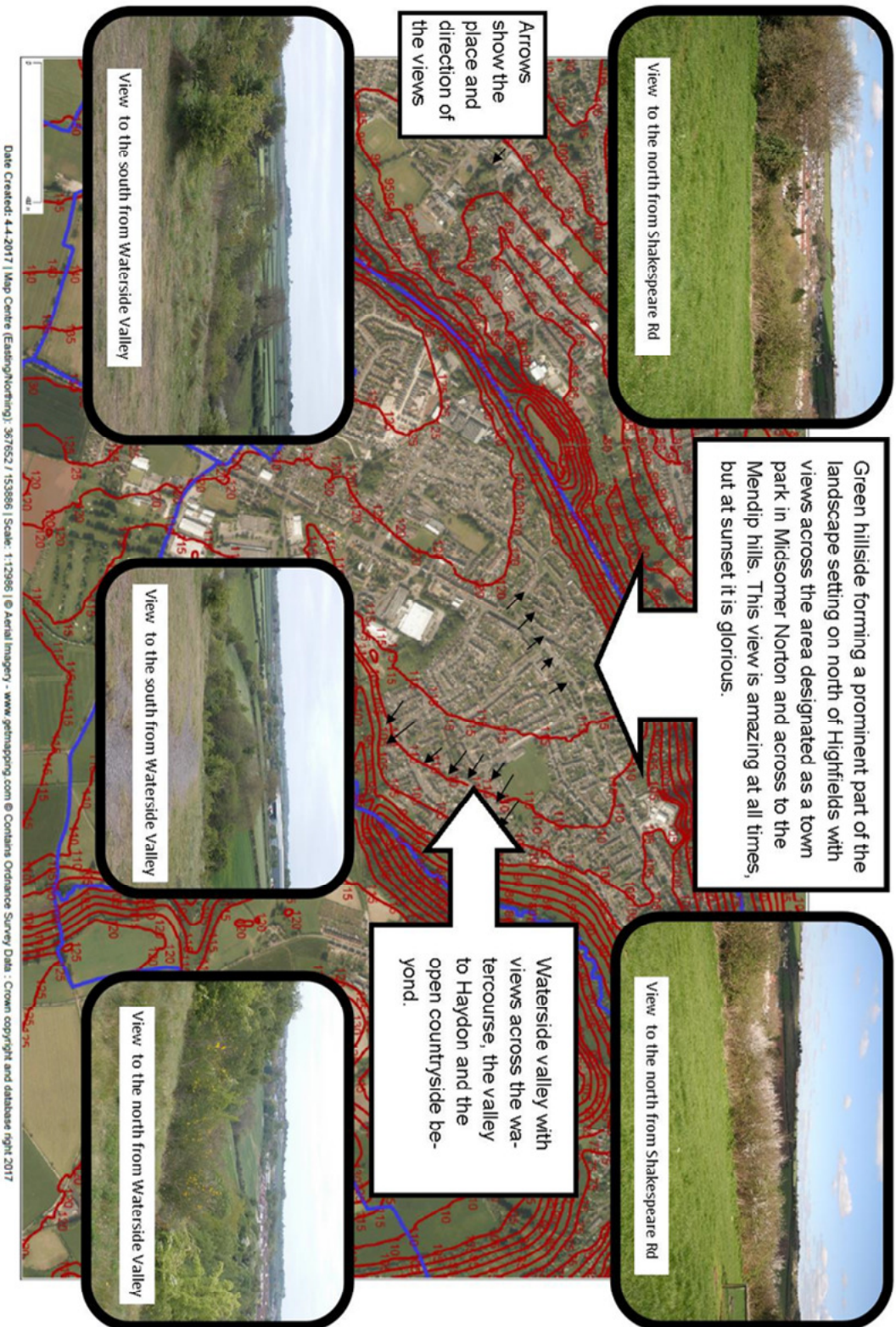
Policy 6 Important Views

To be supported development proposals must demonstrate they will not significantly harm important views where seen from publicly accessible locations including views identified in the illustrated map shown in this section, for their open countryside, historic landmarks and towns, valleys and hillsides, their beauty at sunset and at night the contrast they give of darkness compared with the lights of neighbouring towns.

Westfield is recognised as a beautiful area; residents value the rural beauty and that includes the stunning far-reaching views in and around the two green corridors on either side of the Parish. The Plan aims to protect the high quality views in and around the Plan Area. Due to the topography of the land, there are some places where development will have a greater impact on views. The contour map overleaf shows how the green corridors have some very prominent steep sides, high peaks and long open areas. The photos indicate the areas within the plan area that are visually most sensitive to development as a result of the topography.

The view on the bottom middle of page 45 which includes the trading estate in the mid-distance is an important one, and is marked on the map with a black arrow. It is important because of the breath-taking views to the far distance. Providing any growth of the trading estate does not create a ridge line which exceeds the current ridge line, then such potential changes to that particular view are acceptable.

Photos overleaf courtesy of Terry Reakes



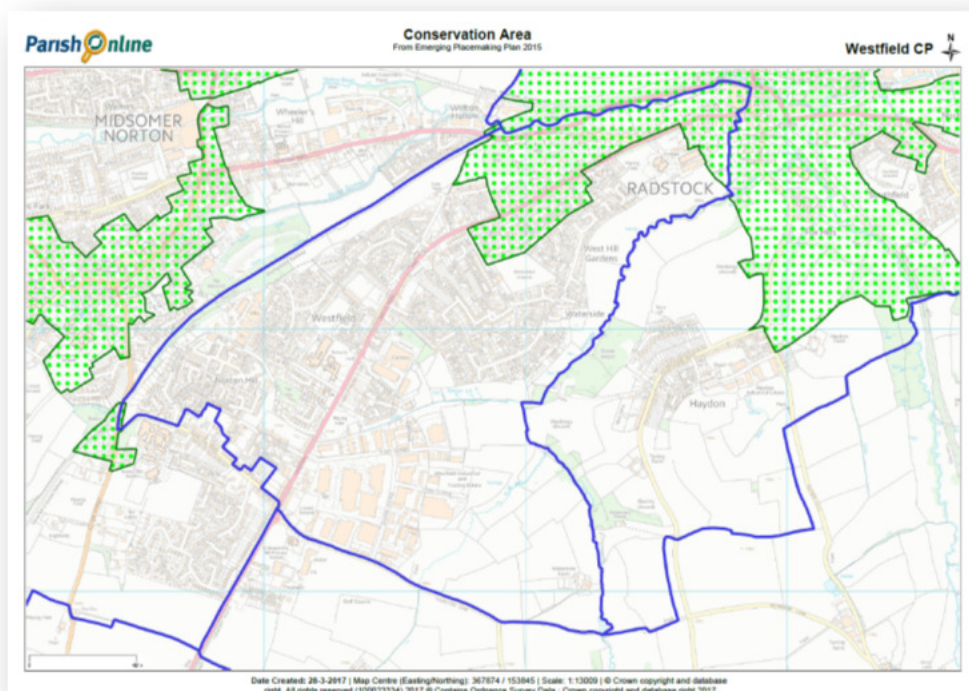


Preserving Heritage

Westfield has taken its Parish name from the rather prosaically named field, which was west of South Hill. Norton Hill means a north enclosure in old English.

Policy 7 Preservation of the Historic Environment

Development within or affecting the setting of the Conservation Area will only be supported where the proposal preserves or enhances those elements which contribute to its special character including those heritage assets identified in the Radstock Conservation Area Assessment Strategic Policy adopted in March 1999.



The Conservation Area Policy, 25 March 1999, describes the predominant features being the historic miners' terraced cottages and the planted spoil tips (batches) which are locally important heritage assets. The remains of the Wellsway pit include an outstanding two cylinder steam winding engine house; a weighbridge (both recommended for Grade II listing by the Monuments Protection Programme) and the

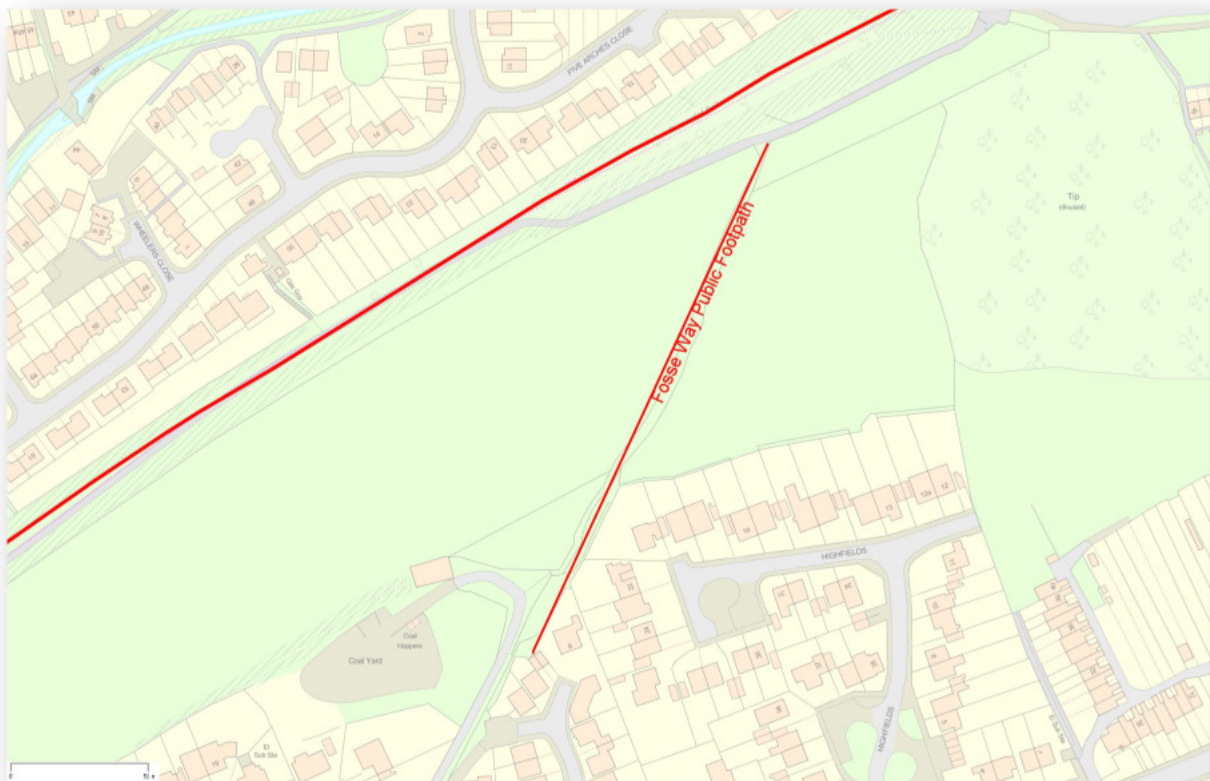


colliery stables, currently designated as an area of Distinctive Environmental Character.

The Parish has a proud history of being a part of the old Somerset Coalfield Area, of which Radstock was the main distribution terminus. A number of historic remnants of this coal mining heritage remain: the batches, the Wellsway Pit, the engine house and the pit pony stables. Some of these assets are contained within the B&NES Adopted Policy of Conservation for the Mining area of Radstock.

7.1 Fosse Way Public Footpath

Westfield also retains a Public Footpath which is the line of the Roman Road, the Fosse Way, built by the Romans between Exeter and Lincoln through Bath. These assets are appreciated by all as historic remnants of Westfield's past.



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7.2 Mining Heritage



Industrial coalmining was established in 1763 and statistics show that by the 1970's when the mines closed over 10,000 men and boys had been employed in the local pits.

Coal seams were found in the Westfield from the carboniferous period, when coal had been formed from vast masses of vegetable matter. Many fossils of fern leaves were found on the batches. Some fish fossils were also found.

Most batches were formed from the residue of stone and dust which was left after the coal was extracted. Over the years the batches were landscaped or levelled and the stone used for road maintenance.

Difficulties occurred over the transportation of the coal. The roads were in such a bad condition mine owners lost money in transportation. Canals were built in 1800's and the first canal was cut through alongside the river to transport the coal. Then in the 1850's steam trains took over all the transportation business.

The coal mined in Westfield was "hand cut" from 1763 to the 1940's, when mechanical cutters were introduced. This mechanisation caused the eventual closure of the mines because the coal seams were very narrow and unprofitable. There was also the added difficulty of extra dust. The last mines closed in the 1970's.

7.3 Wellsway Pit

Wellsway Pit in Westfield was owned by Lady Waldegrave. The Wellsway Pit engine room is still in existence as well as the pit pony stables. It has been suggested that these stables are the last remaining relics in the country and are therefore potential candidates for listing.

Pit ponies were used to drag the wagons through the topple paths to the top surface. Despite rumours, pit ponies were not blind, their wellbeing was second to none. If a pony's flesh had been broken there was a major enquiry, calling for attendance by a Vet, special reports written and an inspection by an independent mining official.



Remains of the Pit Pony Stables. Photo courtesy of Joan Pack

The miners were happy in their assumption though that if for any reason their lamps had gone out, the ponies were able to find their way out. The ponies were taken out of the pit for a fortnight's holiday. The ponies were sturdy but quite short legged and were used in the local mines until 1952.

There was usually one Pit Manager for the five pits in Radstock and Wellsway. Mr James McMurtrie who was born in 1839 and died in 1914 was the manager of the pits in the late 1800's. His chief job was to forward £2,000.00 a quarter to the Countess Waldegrave, or explain why not. These working conditions caused many bitter disputes, remembered to today. Mr McMurtrie lived in the South Hill Manor, with the estate and grounds running down through Waterside to St Nicholas Church. This property was demolished in the 1950's and the grounds now taken over by Bath College.

The Waldegrave Estate eventually leased the remaining working pits, Wellsway included, to Sir Frank Beauchamp of Silver Street, Midsomer Norton for an annual fee of £10,000.00.

7.4 Railways

In the mid 19th Century railway fever gripped the country and in 1871 the Bath extension of the Somerset and Dorset Joint Railway was built. This railway line provided opportunities for the coal mining companies. The Midsomer Norton station was built at the junction of Silver Street and Charlton Road giving Westfield immediate access to a station. Around 1900 a new deep mine, Norton Hill pit was constructed on the hill above the railway line to enable the coal freshly mined to be carried by rail. At the same time residents benefitted from the new passenger line which made seaside holidays as well as commuting to Bath possible.



7.5 Elm Trees

Community Aspiration 2 Elm Trees

Elm trees, where appropriate, should feature in the planting schemes of all new developments.

In the 1900's Elm Trees flourished in Westfield, one was supposedly haunted. New properties built at the turn of the century were named Elm Terrace, Inner Elm Terrace and Westfield Terrace, which all fronted the main road, which had no pavements.

The land behind those terraces remained rural until the 1950's when there was a need of new housing.

7.6 Schools

In 1922 any child who lived in Westfield walked to Radstock or Midsomer Norton to go to school.

A temporary army hut was commissioned by the Council and an infant school was opened in Westfield on 3rd July 1922. Nine pupils were registered on this first day.

This school grew until during the 1950's a new school was opened on the opposite side of the road, with playgrounds and playing fields.

7.7 Listed Buildings

- Westfield House Grade 2 listed, was possibly an isolation hospital for smallpox patients. Located in Wells Road, Westfield House (ST 65 SE 2/100 II 2. Circa 1830) has three storeys, coursed limestone with coved eaves course to slate roof, coped verges, stone end chimneys, three windows, glazing bar sashes, central ½ glazed door with cut brackets to flat hood, gable lit garret, extension to rear, forming 'L'-plan.



Westfield House, photo courtesy of Joan Pack

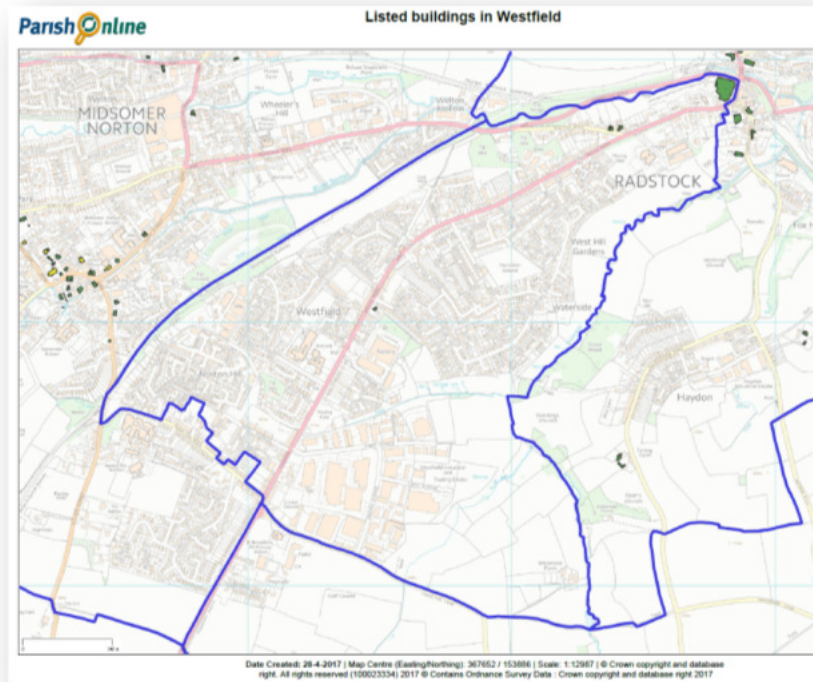
- Another listed building in Westfield is the public house called The Railway Inn which was built in the nineteenth century. There were two public houses on the site, built side by side, one called the 'Railway Inn' and the other 'The Wellsway Inn'. In the 1950's a Mr Kenneth Mitchard took over the licence of the public house, the Wellsway having closed. The structure of the Wellsway Pub was incorporated into the Railway Inn as one building. A Grade II listing refers to the front façade of the building only.



The Railway Inn, photo courtesy of Joan Pack



- Co-operative House, Wells Hill. This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest. List entry Number: 1115181



7.8 Locally Important Heritage Assets




Policy 8 Preserving the locally important heritage assets

Development proposals that will result in the loss of the key locally important heritage assets listed in the Table below will not be supported.



Locally Important Heritage Assets

Proposed Locally Important Heritage Asset	Reason	



<p>Railway Inn, as outlined in the Preserving Heritage Section</p>	<p>For its heritage value.</p>	
<p>Pill Boxes (5)</p>	<p>Part of a national, strategic line of defence erected in the early part of the WWII conflict. And, hence, candidates for potential listing.</p>	
<p>Engine House</p>	<p>Reflecting the mining heritage</p>	



Fosse Way public footpath	Built by the Romans between Exeter and Lincoln	
Pit Pony Stables	Reflecting the mining heritage and one of the last surviving buildings of this type, making it a potential candidate for listing.	

Policy HE1 of the Placemaking Plan states that proposals affecting non-designated heritage assets, including unscheduled archaeology, unlisted buildings and local parks and gardens, should ensure they are conserved having regard to their significance. Work is progressing on the B&NES Locally Listed Heritage Assets SPD, with the programme adjusted in order to take account of Historic England's Guidance on Locally Listed Heritage Assets, and it is understood that the SPD will be adopted in 2018.

7.9 World War II Pill Boxes

A point of historical interest in Westfield is that during the Second World War pill boxes named British Hardened Field Defences World War II were erected, and these pill boxes still exist. There were 28,000 of these defences built in 1941 and 6,500 have survived. Erected to protect the pits, at July 2017 six pill boxes remained in Westfield, three in Waterside Valley, one in Inner Elm Terrace and two either end of

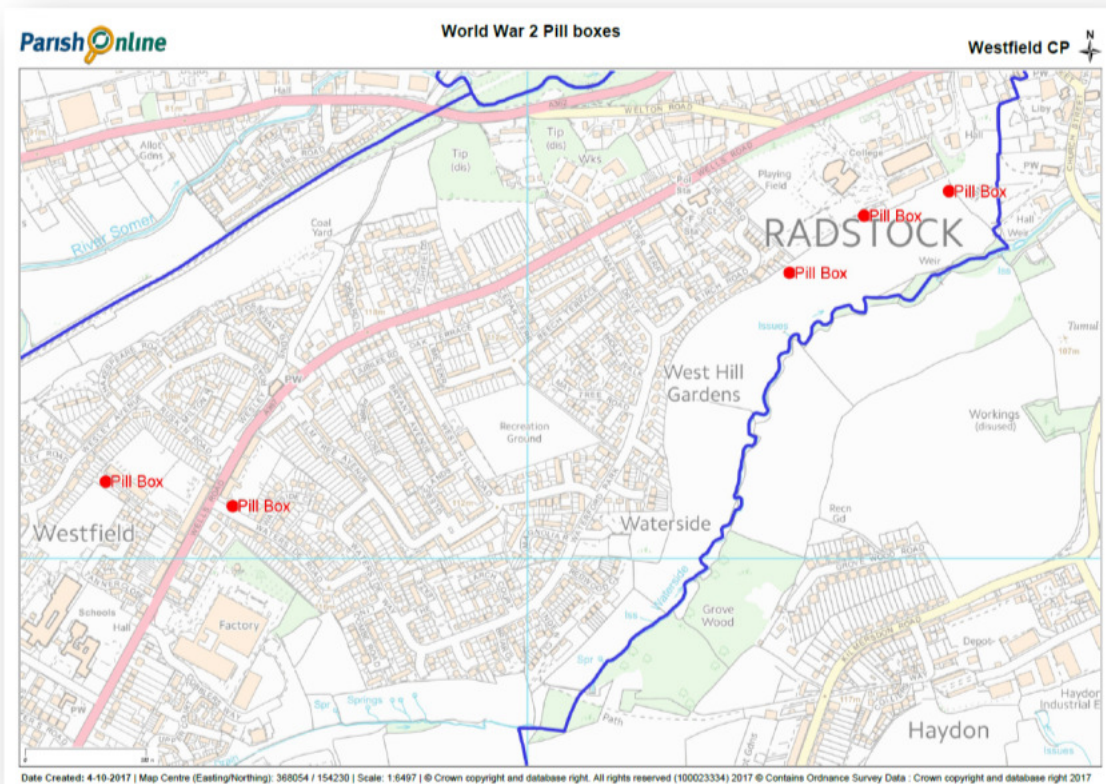


Westfield Terrace. They formed a chain between Midsomer Norton railway station and Church Hill, Writhlington. However, following a controversial decision by local housing association CURO to sell land which included one of the pillboxes, the one at Westfield Terrace/ Elm Tree Avenue was demolished by a private resident in September 2017.



Left: World War II Pill Box at Inner Elm Terrace, photo courtesy of Joan Pack

Right: World War II Pill Box at Waterside Valley, accessed from The Dring, photo courtesy of Cllr Geoff Fuller



World War II Pill Box at Waterside Valley, accessed from The Dring, photo courtesy of Cllr Geoff Fuller

7.10 Churches

There are still three churches in the parish of Westfield, St Peter's Church, Longfellow Road, the Methodist Church and the Radstock Baptist Church, Wells Road. St Peter's Church was completely rebuilt in 1988. It is now quite beautiful.



St Peter's Church before demolition. Photo courtesy of Mary Barnett, donated by her son Ian Barnett

The Methodist Church was built in 1869 by the members of the congregation with their own hands.

St Hugh's Roman Catholic Church was housed in an 1830's barn, later Downside Abbey acquired the building in 1922. The stained glass is 1960's art.

Appendix 3 gives a full background to the heritage of Westfield.



Economy, Industry and Jobs

Westfield has a buoyant local economy with many long-established businesses mainly focussing on a manufacturing base. Within the research carried out for this Plan, residents and businesses alike have demonstrated their enthusiasm to promote economic prosperity and encourage growth in local employment, particularly for young people.

Over the years, many businesses have prospered and then closed, namely Clarks factory, Prattens, Mardons, Dando & Dark, but many more have taken their place and the Industrial Estate is thriving and has a good future.

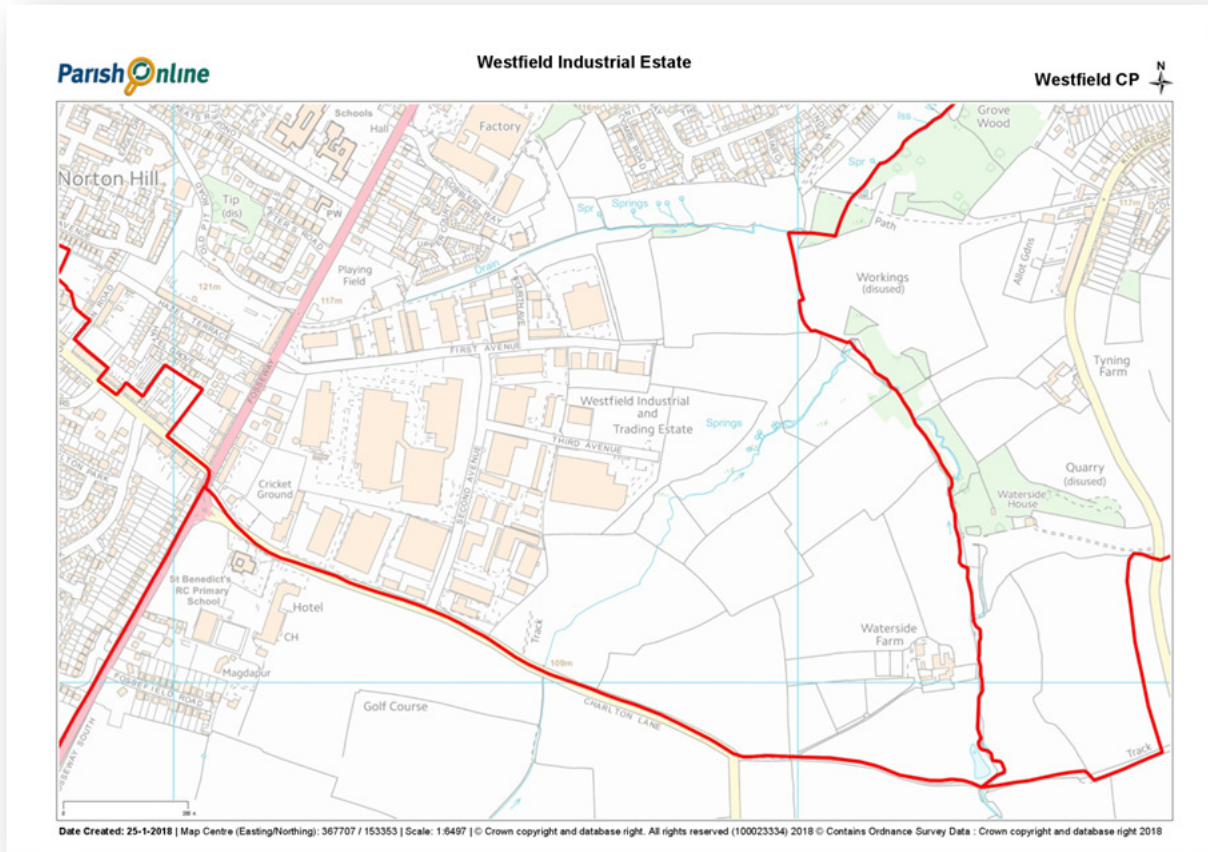
Charltons Wood Manufacturers have diversified to furniture production: their company had supplied wooden props for the mines and Mr Brian Mitchard's family butcher business which started in 1913, has just celebrated its centenary. Many people live in Westfield and work independently for their own businesses, many commute to Bath and Bristol, many are self employed. It has always been a very industrious place to live.

The Plan is designed to encourage growth by helping existing employers to stay and grow, enabling Westfield to act as an employment centre for the outlying settlements and encouraging new businesses to invest and create a wide range of new jobs for local people.

The industrial estate has a main entrance on the A367 and a second entrance on Charlton Lane. It consists of a mix of light industrial units from 500 sq ft to very large printing works. The smaller buildings are brick, whereas the larger ones are metal clad. Roofs are pitched and metal clad. It is completely flat, grid like and linear with ditches buildings set well back from the road. The roads are wide and straight with some cul de sacs. All units have parking, but not enough. There are many gaps between buildings with green spaces and trees, flowers and shrubs which make it a pleasant walking environment. It is an access point for walks into the waterside valley. The estate backs onto farmland and wildlife and beautiful views are in abundance.

These policies aim to contribute to sustainable development by:

- Promoting a strong and sustainable economy throughout Westfield.
- Encouraging and supporting existing businesses to expand and diversify.
- Reducing the need of people and businesses to travel long distances to work.



The Parish Council is committed to the principal strategic objective of balancing the local employment opportunities with housing development.

This is to be achieved by promoting, managing and encouraging development within the Parish and the Westfield Industrial Estate in particular in order to diversify and strengthen the local economy and in that way ensure Westfield does not simply become a commuting settlement.

Our research for this Neighbourhood Plan has shown that the population has demonstrated considerable disquiet over Westfield's fragile state in respect of highway capacity and the associated dangers to pedestrians, pollution and the ability to move around the parish, so much so that capacity development proposals will also need to be able to demonstrate that they do not have an unacceptable impact on HGV / public transport and private car movements. Comprehensive transport assessments will be the most appropriate way of so doing.



8.1 Proposals for the Development of Employment

Policy 9 Development of Employment

Proposals for the expansion of Westfield Industrial Estate will be supported subject to the following criteria:

1. The proposal is compliant with Placemaking Plan Policy ED2a and where the use class proposed is not considered to have an adverse impact to the industrial operations within the estate.
2. The proposal demonstrates that it would not harm the ecological setting of the site.
3. The proposal provides a comprehensive Transport Assessment/Travel Plan proportionate to the scale of development proposed in accordance with the requirements of the local planning authority.
4. The proposal demonstrates its will not result in on-street parking.

The Plan will help businesses both create and preserve existing jobs by:

- Allocating land for business use.
- Making sure that existing employment sites are kept for employment use wherever possible.
- Supporting the creation of new business premises in suitable locations.
- Protecting the dynamic vitality of Westfield.
- Supporting new mixed use developments, so that where appropriate, people can combine work and home life.
- Encouraging appropriate and sustainable green tourism activities.
- Working to respond to parking requirements at the Industrial Estate.

Westfield has a relatively high level of self-employment and home based working which the plan aims to encourage. Self-employment adds to the character and viability of the local economy and supports the community's aim to avoid Westfield's population becoming over-dependent on outward commuting. This process will be encouraged and developed by the provision of ultra-fast broadband and potential provision of purpose built working hubs with flexible accommodation patterns and controlled rental costs. It enables those with responsibilities as carers to work flexible hours from home.



8.2 New Business Development

Policy 10 New business development on land already in business use and providing employment

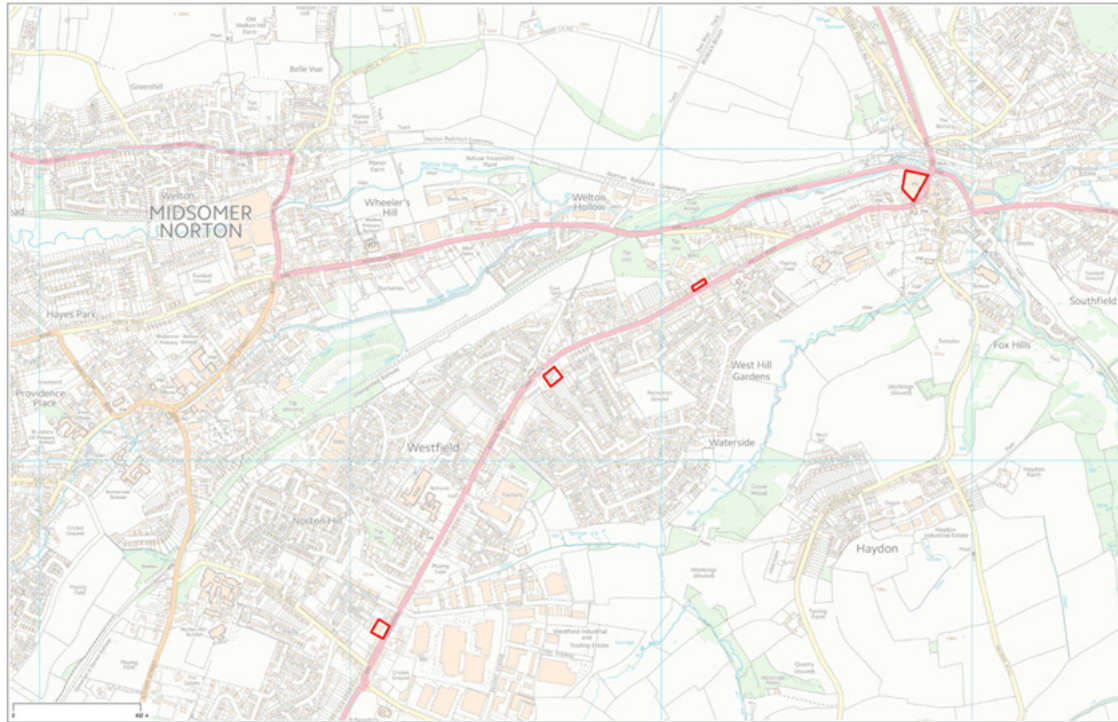
New business development on land already in business use and providing employment, will be supported subject to the following criteria:

- The scale and nature of the proposals would not harm the amenities or employment potential of adjoining activities
- The scale and nature of the proposals would have no significant conflicts with agriculture and other land-use activities.
- The proposal would not result in severe peak period road congestion ie. 6.30 am-9am and 4pm-6pm.

Policy 11 The provision of any new or additional retail floor-space

Subject to national policy and Strategic Policies CR1 and CR2 relating to a sequential test and impact assessment the provision of any new or additional retail floor-space, in the areas shown in the map below, will be supported

- if it enhances Westfield's shopping offer, adding to the mixture of local services at the local centres and many existing retail spaces in Westfield.
- the location enhances the aspiration for developing a geographic centre for the community
- the position and nature of the proposal would not result in severe peak period road congestion ie. 6.30 am-9am and 4pm-6pm.



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This is not an exhaustive map of retail outlets in Westfield, it simply highlights the retail outlets serving the local community with facilities such as food shopping.

Please also see Policy 15 Developer Contributions, item 4 which states Local Shops at Elm Tree Avenue – The Neighbourhood Plan supports the renovation of the existing local shops at Elm Tree Avenue to encompass grants for internal updates, improvements to the façade, outside lighting, paving and car parking provision.

In looking to encourage growth and reduce outward commuting our research has clearly shown that the community is concerned to protect the parish from unsuitable development which will have an adverse impact on residents, the road network and the environment. To this end, our policies in the Highways section are relevant to securing growth which does not add unduly to the existing problems of heavy traffic.



8.3 Land Use

Policy 12 Land Usage Proposals

Proposals for the use of land or buildings on existing employment sites for uses other than employment purposes will not be supported unless:

It can be demonstrated that the on-going use of the premises or land for employment purposes is no longer viable. Where an applicant is seeking to demonstrate that an existing employment site is not suitable for continued employment use, the planning application will be required to contain a detailed supporting statement giving evidence of continued active and efficient marketing for a period of 12 months that seeks to demonstrate that this is the case, with evidence of fair rental or sale price of the space, which is comparable with rental or sale prices in the area.

OR

The alternative proposal would provide demonstrable and ongoing employment benefits to the local community, as evidenced by a supporting statement.

Our research showed that residents and business owners are in favour of the re-use of brownfield sites, but were concerned about the impact of HGV traffic on the road network and the resultant loss of wildlife habitats.

Our policies aim to strike a balance between these views by supporting small scale employment uses where appropriate and opposing redevelopment of mining waste (batches) where the biodiversity is greatest.

8.4 Rural Tourism

In line with NPPF 3 the Plan seeks to support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respects the character of the countryside. Westfield has many resources to support sustainable tourism including

- the historic Somerset minefields and the associated historic mining infrastructure,
- the close relationship with the Fosse Way and its Roman British history,
- the opportunities for quiet recreation on the many green areas that surrounds it
- and the tourism directly generated by close proximity of the City of Bath



Policy 13 Proposals for recreational and tourism activities

Proposals for recreational and tourism activities and facilities will be supported providing that the siting, design and scale of the development conserves or enhances the quality of Westfield's built, natural, conservation and historic environment and does not negatively impact in surrounding employment uses.



Amenities and Infrastructure

The single largest theme emerging from consultation with local people is the need for a community facility in Westfield. As a result the Parish Council commissioned a Feasibility Study which highlighted Westhill Recreation Ground as the most suitable site.



Policy 14 A Community Facility for Westfield

The Neighbourhood Plan will support a proposal for the development of a parish facility in Westfield to meet the social, recreational and cultural needs of the community.

9.1 Infrastructure

When planning permission is being considered and granted for development or modification in Westfield, opportunities will be taken to provide facilities and amenities of community value, subject to viability, in accordance with priorities



identified in this Neighbourhood Plan or otherwise determined by Westfield Parish Council in consultation with the local community.

Policy 15 Developer Contributions

The Neighbourhood Plan identifies the following key infrastructure to be funded via the Community Infrastructure Levy, s.106 or other grant funding.

- (1) Natural Environment – The conservation, protection and enhancement of our natural environment, by maintaining and extending our green corridors including hedgerows, hillsides, valleys and green space.
- (2) Recreation Grounds - The provision of safe and accessible Play Areas for community use where there is an identified need. To be promoted using funding from CIL and grants where available.
- (3) Allotments - The provision of allotments for community use where there is an identified need. To be promoted using funding from CIL and grants where available.
- (4) Local Shops at Elm Tree Avenue – The renovation of the existing local shops at Elm Tree Avenue to encompass grants for internal updates, improvements to the façade, outside lighting, paving and car parking provision.
- (5) Protecting and promoting biodiversity particularly in the green corridors
- (6) Creating signed nature and wildlife trails, including some accessible to wheelchair/pushchair users.
- (7) Improving access to the countryside including safe walking and cycling routes in the Parish and their accessibility by people of all ages to encourage healthier lifestyles.
- (8) Mapping and, wherever possible, linking our local Green Spaces to those of neighbouring parishes and towns, including
 - (a) A Westfield Park in the form of a nature trail, linked to the proposed town park in Midsomer Norton to allow access to both
 - (b) Management of Snails Brook, the weir on the border with Radstock
- (9) Improving the façade and outer area of the local shops at Elm Tree Avenue.
- (10) Preserving the Pit Pony Stables, the Engine Winding House and World War II Pill Boxes, Westfield Methodist Chapel and St Peters Church.
- (11) Promoting the enhancement of Public Footpath CL24/42 Fosse Way.
- (12) Encouraging the development of a Heritage Trail for the Parish.
- (13) Doctors' surgeries, Dentists and pharmacies expansion to support a growing neighbourhood with increasing health support requirements



- (14) A Community Centre for Westfield
- (15) Primary and secondary school expansion to support increase in family units entering the parish
- (16) Leisure facilities/social hubs – gyms, cinema, theatre, clubs to support the community spirit and general wellbeing of people in the parish
- (17) B and b/hotel accommodation to support increased business activities, walking and cycling holidays and facilitate family visiting particularly in light of smaller home sizes.
- (18) Libraries to enable access to learning resources for low income families and the wider population of the parish and give children a love of learning.
- (19) Colleges/universities to provide an attractive place to grow business through developing skills, alternative to those offered in Bath and Bristol and enabling creativity, language skills and leisure interests and create opportunity for future entrepreneurs.
- (20) Care/nursing care homes to support the requirements of an aging population in the parish
- (21) Contributions towards road improvements, including new cycle routes and facilities, as well as safer pedestrian crossings.

9.2 Broadband

Policy 16 Broadband Provision

To be supported, development proposals for new dwellings, employment premises, and education facilities must make provision to connect to the internet, to the latest industry standard and with realistic future proof upgrades available (demonstrated through a 'Connectivity Statement' provided with relevant planning application).



9.3 Street Lighting

Community Aspiration 3: Street Lighting

Our Neighbourhood Plan supports the provision of energy efficient street lighting in residential areas. Decisions on street lighting should be taken in consultation with local residents and should consider the impact on residents and wildlife. When considering the impact on residents, issues of security in communal areas such as outside the local shops and clubs and along major roads so pedestrians can walk safely should be taken into account and light levels increased appropriately.

9.4 Asset of Community Value

Community Aspiration 4: Asset of Community Value: As the last remaining public house in Westfield, the Railway Inn is a building which is proposed as an Asset of Community Value.



Highways

The A367 which dissects Westfield is an area where children, parents and shoppers congregate and cross the busy road. The increasing traffic, especially HGVs, is a source of noise pollution and harmful emissions and danger for pedestrians, cyclists and residents accessing or leaving their properties on foot or by car.

Particular consideration to transport links is required to help bring cultural, community and employment activity to Westfield. Maintaining ease of access in and out of the area is a priority of the Westfield Neighbourhood Plan. Where development directly in Westfield or neighbouring parishes is likely to impact this policy traffic, infrastructure and service impact studies are to be undertaken as a part of determining sustainability

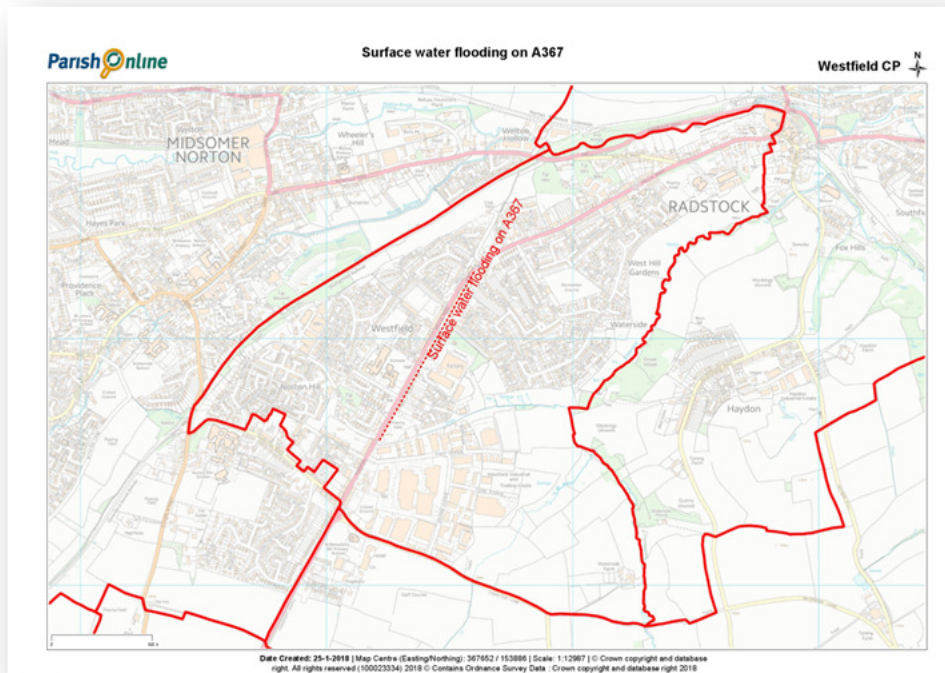
10.1 Drainage and Flooding

Policy 17 Drainage: surface water flooding on the A367

Development adversely affecting surface water flooding on the A367 will not be supported. Where proposed developments in Westfield in the vicinity of the A367 are being considered an Impact Assessment in relation to drainage specifically on the A367 is to be undertaken.

Local knowledge has also highlighted another major problem which is the poor maintenance of drains, and the locations thereof, causing flooding of the footpath on the A367 at St Peter's Glade, meaning that children are walking through flood water to get to the adjacent Westfield Primary School. Monitoring of drains, and objecting to anything that will prevent the hillsides being natural sponges are vital to stop this problem worsening. Waterside Valley is an important soak away. The Waterside/Snails Brook needs to be kept clear to enable natural drainage. The green open spaces serve the same function. The mature trees in the Waterside estate and the Janes estate also have important functions in keeping the verges drained.

There is high flood risk in Waterside Valley in the area by the Miner's Pool and the graveyard at the Radstock end of the valley. "We once had so much water in the Westfield end of the graveyard that someone slipped and fell into the grave itself." (2008) The other issue is the retaining walls, which can be badly affected and collapse if there is too much rain. Again, the drainage should be watched.



10.2 Road Dangers

Policy 18 Road Dangers

Development proposals that are likely to generate significant amounts of movement must be accompanied by a Transport Statement or Transport Assessment outlining the transport implications during both construction and in operation, in particular addressing impacts on:

- A Road dangers
- B Pedestrian environment and movement
- C Cycling infrastructure provision
- D Public transport
- E The street network



Community Aspiration 5 Through Traffic

Through Traffic - Design and highways proposals that mitigate the impact of through traffic within Westfield will be supported. These proposals may include traffic management measures to minimise the impact of through traffic on residential streets.

Community Aspiration 6 Residential Traffic

Residential roads - Proposals to protect and mitigate against the impact of traffic within residential areas will be supported. Such proposals may include:

- a) Traffic calming
- b) Making some areas “Access Only”.

The Parish is effectively split in half by a busy main road (A367) into a northern and southern part. The A367 is a main arterial route from Bath to the south of England, with 14,100 traffic flow for an average day in 2014.

The 2014 B&NES Traffic survey found that the A367 has one of the highest levels of congestion in BANES with some 14,100 two way total traffic for an average day. For this reason air pollution is high on the agenda. The Parish Council has asked B&NES to undertake air pollution monitoring at three places on the A367 and one location on the Radstock Road during summer months.

In 2016 the Parish Council requested a safety audit of the A367 through Westfield in order to address some important safety issues:

- The pedestrian refuge at the Welton Road junction is situated on a particularly narrow section of road. Cars are parked on the A367 from here up to the Dring and passing these, especially with buses is hazardous. Is it possible to narrow the footpath outside the College?
- Parking times should be restricted at the lay by outside Costcutters due to restricted visibility. The crossing should be better lit, with markings upgraded, possibly LED lights to control light pollution.
- Highfields crossing should be examined and upgraded by the Road Safety Engineers
- The cyclists lane outside the Methodist Church hall goes across the path of pedestrians.
- The grass at the top of Elm Tree Avenue could be grass creted to enable more parking outside the local shops.



- Parking on the A367 at the junction with Waterside Way makes it dangerous for those coming out of the side road and facing vehicles trying to pass the parked cars.
- Parking on Cobblers Way close to the traffic lights means that the lights are triggered needlessly and cars waiting to come out of Cobblers Way have to wait behind the parked cars. Drainage at this location is a serious issue with surface water flooding a recurring feature.
- The pedestrian crossing close to First Avenue should be moved to Old Pit Road because in order to get to the crossing in its current location pedestrians have to first cross First Avenue, which is a wide road, very busy, with lots of HGV's. Since this is a route to both St Benedict's and Norton Hill School, young people have to navigate this dangerous crossing without any help.
- Is the pedestrian refuge between Charlton Road and Charlton Lane in the right place?
- The safety of the route at Longfellow Road / Ruskin Road for buses, including the road markings.
- First Avenue is a wide and dangerous place to cross in order to reach the pedestrian crossing for the A367, to consider moving it to a safer place such as close to Old Pit Road.
- Hazards caused by parked cars on the A367 particularly close to the Chinese takeaway and petrol station opposite.
- Consider widening the pavement outside Costcutter as the path is very narrow and challenging for people with prams and wheelchairs.
- At the Co-op/Whitstones chip shop/Pets Corner shop there should be one entrance to enter and one to exit the row of shops to improve traffic flow.

The Options Consultation 2017 highlighted the following other known hazard areas in Westfield:

- Charlton Road is narrow and dangerous, the cycle lane outside the school narrows it further and should be considered for removal.
- A mini roundabout at the entrance to Nightingale Way to help traffic flow. This might not be necessary if the road could be widened.
- Daytime parking restrictions at the entrance to the Nightingale estate. Currently there is parking on both sides of the road, meaning that a fire engine probably could not get through.
- Have a cycle route between Waterford Park and Norton Hill, following the edge of the industrial estate and the housing estate.
- Traffic lights outside Norton Hill School would ease congestions at school hours and make it safer for children when crossing.

The Reg 14 Consultation 2017 highlighted the following comments in Welton Road:

- Welton Road has NO pedestrian pavements whatsoever, it is mainly a single carriage way, BOTH ways, with the ensuing chaos that that causes and the



20mph speed limit completely ignored with NO Police deterrent to enforce it. Nobody can walk or drive on this road with any degree of safety and it is used in the main by locals as a Rat Run due to the unsuitable traffic flow in Radstock.

- Looking at the current draft of the Neighbourhood Plan, I note that it makes no mention of the new addition to the Bath College campus. It is this development which has spurred many residents of Welton Road into action - since it will provide places for around 500 new students and thus cause an even greater weight of traffic (cars, cycles and pedestrian) along Welton Road
- I would also point to the changing demographics of Welton Road as an additional cause for concern: in recent years we have seen it change from being populated largely by older people to the influx of many families with children. The implication of this shift is that the primary concern of many residents is for the welfare of children, whose behaviour on the roadside is often less predictable than that of the older residents they have replaced.
- We live in the bungalows we find it impossible to get out of the drive way because of traffic coming down at great speed. nobody takes any notice of 20mph speed limit. go out after 5.30 at night the traffic goes down at excessive speed you find yourself jumping out of the way. also parking cars opposite driveways doesn't help, no matter whether it be child or older person all life matters.
- The pedestrian line holds no fear for the manic rush hour traffic that speed up the road and the pedestrians wait patiently for the cars to pass far too near for comfort. I live at number 11 and only have a short walk to take my disabled daughter to college but many times the cars have passed within inches of our legs! This is not acceptable.
- I think the only way someone would appreciate our concern is not only walking down this busy road, but walking holding the hand of one of their children or grandchildren to understand the extent of the problem.
- I understand and agree with the remarks about the unpredictable behaviour of children on the road, but would also comment on the fact that personally I can be a little wobbly and unpredictable at the road side when trying to get as near to the edge when cars are rushing by, because the road drops away into the gully when walking up the hill.

10.4 Air Quality

Given the significant volume of traffic, Bath and North East Somerset Council has agreed to consider monitoring air quality on the A367 through Westfield. The impact of further traffic growth without alternatives in place will increase the health and safety risk for residents.

10.5 Footpaths



Community Aspiration 7 Footpaths

Our Neighbourhood Plan supports the provision of safe walking paths to community assets such as allotments, schools and halls.

Improving access through the use of increased footpaths and cycle ways to encourage safe routes to school using alternatives to cars and improved connectivity of the parish to surrounding countryside and neighbouring parishes is seen as essential to the future sustainability of the parish.

10.6 Parking for Domestic Dwellings

Policy 19 Parking: Domestic Dwellings

Parking standards should ensure off street parking and meet the following standards. Not to the detriment of good urban design and green spaces, to be supported proposals for all new residential developments must provide a minimum of:

- (1) One space per one bed dwelling
- (2) Two spaces per dwelling per two-three bed dwelling
- (3) Three spaces per four bed dwelling and above
- (4) 0.2 spaces per dwelling for visitor parking.

Garages are excluded from the prescribed minimum standards unless it is demonstrated they are sufficiently large to conveniently park an average sized family saloon car. If no garage or secure area is provided there must also be provision for cycle parking as per 1 secure covered stand per dwelling in a communal area for residents, plus 1 stand per 8 dwellings for visitors.

Schedule 2 of the parking standards indicated within the B&NES Placemaking Plan for Policy ST7: Transport Requirements for Managing Development, shows that the minimum standard for outer areas is: 1 space per dwelling, 2 spaces per two to three bed dwelling, 3 spaces per four bed dwelling and above with 0.2 space per dwelling for visitor parking, and that garages are included in the prescribed minimum standards. Policy 20 of the Westfield Neighbourhood Plan increases visitor spaces to become 0.5 per dwelling because visitors will in general need to rely on cars and excludes garages from the minimum standards.

Statistics from the Census 2011 show that properties in our area have more vehicles per dwelling than in other areas of BANES and the UK. For example 3.3% of



Westfield households have 4 or more cars compared to 2.5% in BANES and 1.9% in England. 7.9% have three cars, compared with 6.1% in BANES and 5.5% in England and 33% have two cars compared with 27.1% in BANES and 24.7% in England.

The Options Consultation revealed the depth of concern from local people with a range of comments as follows.

Daytime parking restrictions on the entrance of Nightingale Estate. Parking on BOTH sides of the road is meaning a fire engine probably couldn't get into the estate.

We should ensure that garages are large enough to actually house a car if they are to be classed as a parking space (which on new developments developments does not seem to be the case). I cannot get my car into my garage and parking spaces are tight thus everyone parks on the road.

Keep this policy and extend to include that the one off spaces must be wider than minimum requirements otherwise, as in our street, you have homes with driveways that are not used due to being far too narrow so cars end up on pavement/street.

In conjunction with this policy inappropriate, illegal or obstructive parking needs to be policed effectively.

Parking spaces are a must but people do not use them they would sooner park on roads to block them up even more.

If a home has two parking spaces including a garage, because most people use their garages for storage that means its only got one space.
Minimum of three spaces per dwelling.

Wider roads on estates are needed so cars don't block the roadway.
Living in Waterford Park parking is sometimes awkward. The removal of some of the grassed areas to be used for extra parking spaces for residents.
Parking standards should be for at least 2 cars not including garage as very few use garage for cars. Does this included large vans?

The photographs below demonstrate the difficulties of parking in this area, particularly on the new roads where cars have to park on the pavement in order to allow free flow of traffic.







GLOSSARY

Affordable housing - Housing that meets the needs of households whose income does not allow them to rent or buy at prevailing local market prices. It can include social rented housing i.e. rented housing owned and managed by local authorities or Registered Social landlords for which guideline target rents are determined through the national rent regime or intermediate housing where housing prices and rents are above social rent but below market prices or rents.

Backland site - 'Landlocked' sites behind existing buildings, such as rear gardens and private open space, usually within predominantly residential areas. Such sites often have no street frontages.

Brownfield site - an area of land or premises that has been previously used, but has subsequently become vacant, derelict or contaminated. This term derived from its opposite, undeveloped or 'greenfield' land.

Community Infrastructure Levy (CIL) - The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010.

Infill development - The filling of small gaps within existing development e.g. the building of one or two houses on a small vacant plot in an otherwise extensively built up frontage. The plot will generally be surrounded on at least three sides by developed sites or roads.

Grass-crete - Concrete that has a defined pattern of voids achieved through the use of a disposable form that once removed and replaced with stone or grassed soil allows water to pass through the concrete.

Green corridor - Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.

Housing development boundary - A line controlling and identifying the limits to developments for an individual area. The line is tightly defined around the housing of the area; it will include existing commitments to build development, and land within residential curtilages except large gardens or other open areas which are visually detached from the settlement. It excludes:



- Playing fields or open space at the edge of settlements (existing or proposed) Isolated developments which are physically or visually detached from the village (including farm buildings or agricultural buildings on the edge of the settlement which relate more to the countryside than the settlement)
- Large gardens and other open areas which are visually open and relate to the open countryside rather than the settlement
- Large gardens or other areas whose inclusion or possible development would harm the structure, form and character of the village
- Areas where development and intensification would harm the character of the village or would have an un-acceptable impact on the highway or on the character and landscape
- Significant employment sites that are important in providing sources of local employment HDBs do not need to be continuous. It may be appropriate given the nature and form of village to define two or more separate elements.

Holistic design - An approach that emphasizes the functional relationship between the various building parts and the facility as a whole. May include protection of the Earth's resources, as well as an element of spirituality, aiming to create spaces that enrich the quality of the environment and the lives of those who use the building.

Pedestrian refuge - A refuge island, also known as a pedestrian refuge or pedestrian island, is a small section of pavement or sidewalk, completely surrounded by asphalt or other road materials, where pedestrians can stop before finishing crossing a road.

S.106 funding - Planning obligations, also known as Section 106 agreements (based on that section of The 1990 Town & Country Planning Act) are private agreements made between local authorities and developers and can be attached to a planning permission to make acceptable development which would otherwise be unacceptable in planning terms. The land itself, rather than the person or organisation that develops the land, is bound by a Section 106 Agreement, something any future owners will need to take into account.



INDEX OF POLICIES AND COMMUNITY ASPIRATIONS

POLICIES

Housing		Page
Policy 1	Residential infill and backland developments	22
Policy 2	Housing Accessibility Standard	23
Policy 3	Housing Design	24
Green Spaces		
Policy 4	Ecology: Protecting the importance of the green corridors of Waterside Valley and land north of Fosseway Gardens	27
Policy 5	Rural Landscape Character: Waterside Valley and land north of Fosseway Gardens	35
Policy 6	Important Views	44
Preserving Heritage		
Policy 7	Preservation of the Historic Environment	46
Policy 8	Preserving the locally important heritage assets	52
Economy, Industry and Jobs		
Policy 9	Development of Employment	60
Policy 10	New business development on land already in commercial use	61
Policy 11	The provision of any new or additional retail floor-space	61
Policy 12	Land Usage Proposals	63
Policy 13	Proposals for recreational and tourism activities	64
Amenities and Infrastructure		
Policy 14	A community facility for Westfield	65
Policy 15	Developer Contributions	66
Policy 16	Broadband Provision	67
Highways		
Policy 17	Drainage: surface water flooding on the A367	69
Policy 18	Road Dangers	70
Policy 19	Parking: Domestic Dwellings	74



COMMUNITY ASPIRATIONS

Green Spaces		Page
Community Aspiration 1	Improving access to green spaces	29
Preserving Heritage		
Community Aspiration 2	Elm Trees	50
Amenities and Infrastructure		
Community Aspiration 3	Street Lighting	68
Community Aspiration 4	Asset of Community Value	68
Highways		
Community Aspiration 5	Through Traffic	71
Community Aspiration 6	Residential Traffic	71
Community Aspiration 7	Footpaths	74