

ANNEX J

**Bath and North East Somerset
Draft Core Strategy (December 2010)**

**Composite Schedule of Significant Changes
Screening assessment (September 2011)**

Introduction

The schedule below outlines further proposed significant changes to the draft Core Strategy. These changes result from issues raised through the [preliminary comments and questions from the Inspector \(ID/1 and ID/4\)](#) appointed to conduct the Core Strategy Examination and are in addition to those incorporated in the [Schedule of Proposed Changes \(March 2011\)](#) approved under the delegated arrangement agreed by Council on 2 December 2010. Deletions of existing text are shown as strike through and additional text is shown as underlined.

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33	Diagram 5	Delete notation and label for East of Bath Park & Ride (NEW)	Dealt with in Transport section.
40	Policy B2	Amend Policy B2 as follows: <u>3. Key Development Opportunities</u> Figure 7 illustrates the general extent of the city centre, identifies neighbouring areas with the most capacity for significant change and key regeneration opportunities. The precise extent of the city centre, including that of the primary shopping area is shown in the proposals map (see Appendix 3). Within the context of PPS4, <u>economic development led</u> mixed use development proposals at the following locations that accord with parts 1 and 2 of policy B2 and contribute to the scope and scale of change listed in part '4' of this policy will be welcomed. Remainder of Policy B2 remains unchanged.	Minor changes in wording to the policy are not considered to result in significant sustainability impacts. This change to policy will therefore not be reassessed and the original assessment findings apply.
48	Para 2.21	It is beyond the remit of this chapter of the Core Strategy to consider local aspects of change within outer Bath and <u>to present a bespoke neighbourhood plan for each area.</u> A number of general matters, such as the network of open spaces and other infrastructure are covered in the Core Policies section. The spatial strategy focuses on key areas or issues requiring	Policy increases housing numbers in Bath by 300 over the plan period, although overall numbers remain the

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		<p>strategic guidance. Core Strategy Policy in relation to a number of generic matters /topics is covered in the Core Policies section. The spatial strategy focuses on key areas or issues requiring strategic guidance. Crucially, suburban Bath is expected to yield about 2,5002800 new homes, making a significant contribution to the overall target of 6,000 and contains a district <u>centre</u> and local centres that need to be identified as part of the retail hierarchy.</p>	<p>same. The assessment of the submission Core Strategy assessed the impacts of housing at the Ensleigh MOD site in the Bath Strategy Matrix. It is therefore concluded that no further assessment is required.</p>
56	Paras 2.44 to 2.46	<p>2.44 The Council has secured programme entry for a £54m major scheme of Transport Proposals for Bath and is currently working towards full Government approval. The Transport Proposals will:</p> <ul style="list-style-type: none"> • Expand the City's three existing Park & Rides and create a new Park & Ride to the east of the City, thereby increasing Park & Ride capacity from 1,990 to 4,510 spaces • Create a segregated park and ride bus route for 1.4km of the journey from Newbridge Park and Ride to the city centre. • Upgrade nine bus routes to 'showcase' standard including raised kerbs for better access, off bus ticketing to speed up boarding and real time electronic information for passengers. • Create a more pedestrian and cyclist friendly city centre through the introduction of access changes on a number of streets and the expansion and enhancement of pedestrian areas. • Introduce active traffic management with real time information to direct drivers to locations where parking spaces are available. <p>2.45 The proposals will help to enable the programme of development set out in the spatial strategy in conjunction with further measures to enable convenient and sustainable circulation and access within the city. In addition the Council is committed to reducing the need to use cars for many trips within Bath. Therefore improvements to other public transport, walking and cycling infrastructure and the implementation of 'Smarter Choices' for transport will be pursued e.g. through the development of travel plans for new and existing sites and the expansion of car clubs.</p>	<p>The changes to this policy consist of three main points:</p> <ol style="list-style-type: none"> 1) Removal of a segregated bus transport from Newbridge Park and Ride; 2) Newbridge Park and Ride expanded by 250 rather than 500 spaces 3) Removal of the new Park and Ride to the East of Bath. <p>Mindful of these changes, reassessment is recommended.</p>

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		<p>2.46 The Greater Bristol Metro Project will allow for increased train frequencies serving Bath and Oldfield Park rail stations.</p> <p>2.44 The Council's Transport Strategy for Bath is one of reducing the use of cars for travelling to and within the city, by progressing improvements to public transport and making walking or cycling within the city the preferred option for short trips. This will be achieved through a variety of measures including:</p> <ul style="list-style-type: none"> • <u>Bath Transport Package – comprising a range of measures including three extended Park & Ride sites; upgrading nine routes to showcase standard including upgrades to bus stop infrastructure and variable message signs on key routes into the city displaying information about car parking availability</u> • <u>Improvements to the bus network through the Greater Bristol Bus Network major scheme including key routes from Bristol and Mid Somer Norton.</u> • <u>Rail improvements, such as the electrification of Great Western Railway mainline by 2016 and the new 15 year GWR franchise (including the Greater Bristol Metro Project), to increase capacity of local rail services travelling through Bath Spa rail station, improving attractiveness of rail travel increasing rail catchment area and making rail travel in to/out from Bath more attractive and efficient</u> • <u>The West of England authorities (including B&NES) have been awarded Local Sustainable Transport Fund key component funding for a number of measures and also been invited by the Department for Transport to submit a major bid to the Local Sustainable Transport Fund for £25.5 million</u> • <u>Creating a more pedestrian and cyclist-friendly city centre through the introduction of access changes on a number of streets and expansion and enhancement of pedestrian areas.</u> • <u>Other improvements to walking and cycling infrastructure through the Councils Integrated Transport annual settlement and the implementation of 'Smarter Choices'</u> 	

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		<p><u>for transport e.g. through the development of travel plans for new and existing sites and the expansion of car clubs</u></p> <p><u>2.45 To complement these public transport and cycling/walking improvements the Council will update its Parking Strategy for Bath which will broadly maintain central area car parking at existing levels in the short term and continue to prioritise management of that parking for short and medium stay users. This is necessary in order to discourage car use for commuting and provide sufficient parking to help maintain the vitality and viability of the city centre as a shopping and visitor destination. It will also result in a relative reduction in the amount of central area parking that is available as the economy grows, jobs are created and demand increases.</u></p> <p><u>2.46 The proposals set out above will help to enable the programme of development set out in the spatial strategy to be delivered in a way that minimises travel related environmental and air quality harm whilst providing convenient and sustainable access within the city.</u></p>															
57	Table 5	<table border="1"> <thead> <tr> <th data-bbox="539 799 692 852">IDP Ref</th> <th data-bbox="692 799 1055 852">Key Infrastructure</th> <th data-bbox="1055 799 1205 852">Phasing</th> <th data-bbox="1205 799 1355 852">Cost</th> <th data-bbox="1355 799 1680 852">Funding and Delivery</th> </tr> </thead> <tbody> <tr> <td data-bbox="539 852 692 1307">BI.1</td> <td data-bbox="692 852 1055 1307"> Transport Proposals for Bath: <ul style="list-style-type: none"> • Rapid Transit Routes • New showcase bus corridors • New and Extended park and ride sites • <u>Upgraded bus stop infrastructure on 9 service routes</u> • Safe routes for </td> <td data-bbox="1055 852 1205 1307">2011-16</td> <td data-bbox="1205 852 1355 1307"> £54m£50.4m <u>£31.85m</u> </td> <td data-bbox="1355 852 1680 1307"> Discussions are underway <u>DfT in the light of the Comprehensive Spending Review 2010 regarding how essential infrastructure can be brought forward at the earliest opportunity. Bath Transport Package accepted into 'development pool' of schemes by DfT. Final bid to be submitted for funding to DfT in September 2011. DfT decision anticipated December 2011.</u> </td> </tr> </tbody> </table>						IDP Ref	Key Infrastructure	Phasing	Cost	Funding and Delivery	BI.1	Transport Proposals for Bath: <ul style="list-style-type: none"> • Rapid Transit Routes • New showcase bus corridors • New and Extended park and ride sites • <u>Upgraded bus stop infrastructure on 9 service routes</u> • Safe routes for 	2011-16	£54m £50.4m <u>£31.85m</u>	Discussions are underway <u>DfT in the light of the Comprehensive Spending Review 2010 regarding how essential infrastructure can be brought forward at the earliest opportunity. Bath Transport Package accepted into 'development pool' of schemes by DfT. Final bid to be submitted for funding to DfT in September 2011. DfT decision anticipated December 2011.</u>
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			pedestrians and cyclists <ul style="list-style-type: none"> Other essential transport links and improvements 				
		BI.2	Improvements to Flood Defences of Bath City Centre and Riverside	2010-26	£7.6m	Flood Risk Management Strategy – ongoing work between B&NES and Environment Agency. Opt for on-site compensatory flood mitigation measures within river corridor or introduction more strategic flood storage area.	
		BI.3	Public Investment into Bath Western Riverside	2010-15	£27.6m	Homes and Communities Agency Funding through the West of England Single Conversation: West of England Delivery and Infrastructure	
		BI.4	Improvements to Bath Train Station and Enhanced Service Frequency from Bath and Oldfield Park to Bristol	2017-2020	£19.7m for Greater Bristol Metro Rail Project	Network Rail with Bath & North East Somerset Council. Evidence included in the G Western Mainline Route Utilisation Strategy (2010). Council Will continue to provide this urgently needed investment through its Memorandum of Understanding with the Rail	

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		industry.	
96	Para 5.18 (as amended by PC74) Para 5.19	The villages which currently meet these criteria set out in policy RA1 and that have some capacity for development are: Batheaston, Bishop Sutton, Farmborough, Temple Cloud, Timsbury and Whitchurch. These villages are shown on the diagram 18. This indicative list of villages may be subject to change over the lifetime of the Core Strategy. It will be formally reviewed as part of <u>will be included in the review of the Core Strategy and consideration will be given to any demonstrated change of circumstances against the criteria in the interim. Local community support for the principle of development is demonstrated by the views of the Parish Council as the locally elected representative of those communities or through alternative mechanisms introduced in the Localism Bill.</u>	The rewording of this policy is not considered to be significant and has therefore not been reassessed.
99	Para 5.29	This policy will apply to all market housing developments across the District. Villages which meet the criteria of policy RA1 will benefit from this policy and sites will be allocated through the Placemaking Plan. Beyond this, local need for affordable housing across the rural areas will be primarily met through the rural exceptions policy. There may also be opportunities to convert rural buildings into affordable housing under the Government's emerging proposals for the 'home on the farm' scheme. <u>If there are rural buildings which are no longer required for local food production, there may also be opportunities to convert them to affordable housing under the Government's emerging proposals for the 'home on the farm' scheme.</u> Any development proposals coming forward under the Community Right to Build are to be considered separately from the rural exceptions policy.	This reordering of wording is not considered to have significant sustainability impacts. This will therefore not be reassessed and the original assessment applies.
101	Para 5.49	Private developers will play an important role in bringing forward and developing small scale housing developments in the 'Policy RA1' villages and to the delivery of employment sites. Further assessment of the potential for development in Farmborough to help fund a sustainable transport link to local shopping facilities also needs to be undertaken through the Placemaking Plan.	This is considered a minor deletion and therefore unlikely to have significant sustainability impacts. As such it will not be reassessed and the original assessment should apply.

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106	Policy CP1 (as amended by PC8)	<p>Retrofitting measures to existing buildings to improve their energy efficiency and adaptability to climate change and the appropriate incorporation of micro-renewables will be encouraged.</p> <p>Priority will be given to facilitating carbon reduction through retrofitting at whole street or neighbourhood scales to reduce costs, improve viability and support coordinated programmes of improvement.</p> <p>Masterplanning and ‘major development’ (as defined in the Town & Country Planning (Development Management Procedure (England) Order 2010) in the district should demonstrate that opportunities for the retention and retrofitting of existing buildings <u>within the site</u> have been included within the scheme. All schemes should consider retrofitting opportunities as part of their design brief and measures to support this will be introduced.</p> <p>Retrofitting Historic Buildings</p> <p>The Council will seek to encourage and enable the sensitive retrofitting of energy efficiency measures and the appropriate use of micro-renewables in historic buildings (including listed buildings and buildings of solid wall or traditional construction) and in conservation areas, whilst safeguarding the special characteristics of these heritage assets for the future.</p> <p>Proposals will be considered against national planning policy.</p>	<p>This is a minor alteration and as such no significant sustainability impacts are predicted. Therefore this policy will not be reassessed and the original assessment applies.</p>
107	Policy CP2	<p>Sustainable design and construction will be integral to new development in Bath & North East Somerset. All planning applications should include evidence that the standards below will be addressed:</p> <ul style="list-style-type: none"> • Maximising energy efficiency and integrating the use of renewable and low-carbon energy; • Minimisation of waste and recycling during construction and in operation; • Conserving water resources and minimising vulnerability to flooding; • Efficiency in materials use, including the type, life cycle and source of materials to be used; • Flexibility and adaptability, allowing future modification of use or layout, facilitating future 	<p>This amendment changes the operation of the policy by giving developers a means of demonstrating circumstances where its provisions should not apply. Therefore this policy change may have significant sustainability impacts and as such should be reassessed.</p>

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		<p>refurbishment and retrofitting;</p> <ul style="list-style-type: none"> • Consideration of climate change adaptation. <p>For major development a BREEAM and/or Code for Sustainable Homes (CfSH) (or equivalent) pre-assessment will be required alongside a Planning Application. Post-construction assessments will also be required. These assessments must be undertaken by an accredited assessor.</p> <p>The standards set out in the table below will be requirements for major development over the plan period:</p> <p>Applications for all development other than major development will need to be accompanied by a B&NES Sustainable Construction Checklist</p> <p><u>An exception will only be made where it can be demonstrated that meeting the provisions of this policy would render development unviable.</u></p>	
109	New para	<p><u>New para after 6.24 (6.25):</u></p> <p><u>Any impact of this policy on the viability of schemes will be given careful consideration.</u></p>	<p>This amendment provides developers with the opportunity to demonstrate circumstances where the provisions of the policy would not apply. Therefore this policy change may have significant sustainability impacts and as such should be reassessed.</p>
110	Policy CP4	<p>The use of combined heat and power (CHP), and/or combined cooling, heat and power (CCHP) and district heating will be encouraged. Within the identified “district heat priority areas”, shown on diagram 19, development will be expected to incorporate infrastructure for district heating, and will be expected to connect to existing systems where and when this is</p>	<p>This amendment changes the operation of the policy by giving developers a means of demonstrating circumstances where its provisions should</p>

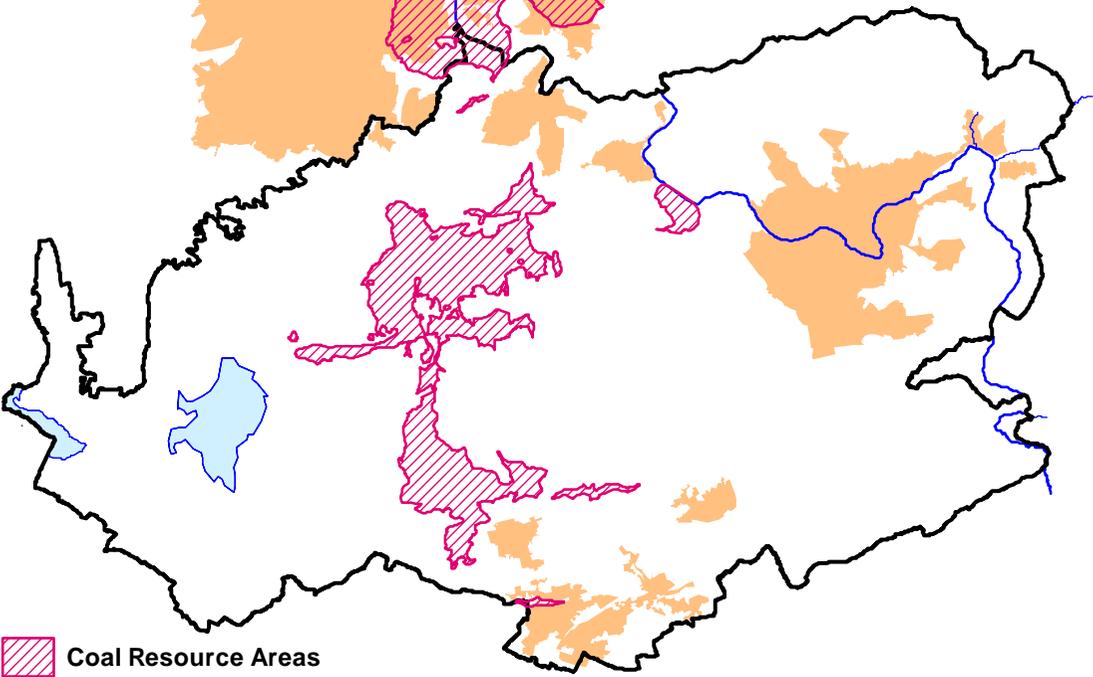
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		<p>available, unless demonstrated that this would render development unviable.</p> <p>Masterplanning and major development in the district should demonstrate a thermal masterplanning approach considering efficiency/opportunity issues such as mix of uses, anchor loads, density and heat load profiles to maximise opportunities for the use of district heating.</p> <p>The Council will expect all major developments to demonstrate that the proposed heating and cooling systems (CHP/CCHP) have been selected considering the heat hierarchy, in line with the following order of preference:</p> <ol style="list-style-type: none"> 1 Connection with existing CHP/CCHP distribution networks 2 Site wide CHP/CCHP fed by renewables 3 Gas-fired CHP/CCHP or hydrogen fuel cells, both accompanied by renewables 4 Communal CHP/CCHP fuelled by renewable energy sources 5 Gas fired CHP/CCHP 	<p>not apply. Therefore this policy change may have significant sustainability impacts and as such should be reassessed.</p>
114	Para 6.37	<p>All development schemes with a residential component. Housing schemes will be assessed using the expected to demonstrate how they have been designed to meet Building for Life methodology standards (or equivalent, as identified by the Council, should these be superseded within the strategy period). The Council will expect proposals to achieve as a minimum, a 'good' standard as defined by BfL or an equivalent future standard.</p>	<p><u>Removal of good in this background text is countered by its inclusion in the policy itself. No material change.</u></p>
117	Policy CP6	<p>1 High Quality Design</p> <p>The distinctive quality, character and diversity of Bath and North East Somerset's environmental assets will be promoted, protected, conserved or enhanced through:</p> <p>a high quality and inclusive design which reinforces and contributes to its specific local context, creating attractive,</p>	<p>Specification of good remains in the policy. No material change and not reassessed.</p>

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		<p>inspiring and safe places.</p> <p>b All ensuring that all major housing development schemes with a residential component should be assessed using the Building for Life design assessment tool (or equivalent methodology) meet CABE's. As a guide development should meet its "good" standard. Building for Life (BfL) good standard, as a minimum.</p> <p><i>Note: Rest of policy CP6 remains unchanged.</i></p>	
120	Para 6.64	<p>In light of the opportunities for development in the plan period Keynsham continues to be excluded from the Green Belt and an Inset boundary is defined on the Proposals Map. There are a number of villages which meet the requirements of national policy in PPG2 'Green Belts' para 2.11 and continue to be insets within the Green Belt as established in the Bath & North East Somerset Local Plan. These villages are those which are the most sustainable <u>villages in the Green Belt rural locations</u> for accommodating <u>some</u> limited new development in the plan period <u>under the provisions of either policy RA1 where the criteria are met, or where not, policy RA2</u>. There are no exceptional circumstances which would justify amending these Inset boundaries and therefore, they remain unchanged. Some sites may come forward in the Green Belt under the Government's proposals for Community Right to Build.</p>	Minor clarifications – no material changes proposed for the purposes of the SA – not assessed.
121	Minerals Para 6.66	<p>Amend section on Minerals with new policy as follows:</p> <p>Limestone is the principal commercial mineral worked in the District. There are currently two active sites – one surface workings and one underground mine. Upper Lawn Quarry at Combe Down in Bath and Hayes Wood mine near Limpley Stoke both produce high quality Bath Stone building and renovation projects. <u>Bath & North East Somerset also has a legacy of coal mining and there are also still coal resources within Bath & North East Somerset</u> which are capable of extraction by surface mining techniques. <u>Although no longer worked, there are potential public safety and land stability issues associated with these areas. The general extent of the surface</u></p>	There are minor amendments to this supporting text and it is not anticipated that there will be any significant sustainability impacts. As such this policy will not be reassessed and the original assessment applies.

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	<p>Para 6.67</p> <p>Para 6.68</p> <p>Para 6.69</p>	<p><u>coal Mineral Safeguarding Area within the District is illustrated in Diagram 20a.</u></p> <p>Historically Bath & North East Somerset has never made any significant contribution to regional aggregates supply and because of the scale and nature of the mineral operations in the District and the geology of the area it is considered that this situation will continue. Bristol is also in no position to make a contribution to regional aggregates supply, other than the provision of wharf facilities. However North Somerset and South Gloucestershire have extensive permitted reserves of aggregates and have historically always met the sub regional apportionment for the West of England. <u>The approach to this is set out in Policy 26 of the Joint Replacement Structure Plan the saved policies of which remain part of the Development Plan for Bath & North & East Somerset.</u> This approach is consistent with national planning policy advice for <u>minerals.</u></p> <p>The emerging West of England Joint Waste Core Strategy (JWCS) seeks to encourage the prudent use of resources with specific reference to minerals and includes policy guidance on the recycling, storage and transfer of construction, demolition and excavation waste at mineral sites.</p> <p>Development proposals relating to minerals resources will continue to be considered within the context of national minerals planning policy and the saved minerals policies in the B&NES Local Plan until reviewed through the Placemaking Plan. Minerals Safeguarding Areas will be defined in the Placemaking Plan as will other minerals allocations and designations. <u>Policy CP8a, which sets out the strategic approach to minerals in the District, will ensure that mineral resources within the district continue to be safeguarded. Minerals Safeguarding Areas will be designated in a separate Development Plan document the Placemaking Plan following the methodology set out in the British Geological Survey document¹ and defined on the Proposals Map. Although there is no presumption that the resources will be worked this will ensure that known mineral resources are not needlessly sterilised by non-mineral development.</u></p> <p><u>It is proposed that more detailed guidance on minerals related issues will be developed in the</u></p>	

¹'A guide to minerals safeguarding in England', BGS (2007)

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	New Diagram	<p><u>legacy, and the need for related remedial measures should be addressed as part of the proposal in the interests of public safety.</u></p> <p><u>Mineral extraction that has an unacceptable impact on the environment, climate change, local communities, transport routes or the integrity of European wildlife sites which cannot be mitigated will not be permitted. The scale of operations should be appropriate to the character of the area and the roads that serve it.</u></p> <p><u>Reclamation and restoration of a high quality should be carried out as soon as reasonably possible and proposals will be expected to improve the local environment.</u></p> <p>Delivery:</p> <p>Delivery will be through the Development Management process. Minerals Safeguarding Areas will be identified in the Placemaking Plan a separate Development Plan Document where and other current designations and allocations will be reviewed to ensure adequate resources are safeguarded.</p>	

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		 <p data-bbox="584 1007 904 1045">  Coal Resource Areas </p> <p data-bbox="555 1050 1626 1107"> <u>Diagram 20a: General extent of the surface coal Mineral Safeguarding Area</u> (based on data supplied by the Coal Authority, 2009) </p>	
123	Policy CP9	Amend Policy CP9 to as follows: Large sites Affordable housing will be required as on-site provision in developments of 10 dwellings or 0.5 hectare (whichever is the lower) and above. An average affordable housing percentage of 35% will be sought on these large development sites. This is on a grant free basis with the	This amendment provides further information in regard to the viability elements of major schemes. Including Affordable Rented Tenure and social housing. The

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		<p>presumption that on site provision is expected.</p> <p><u>Taking into account the overall viability of the proposed development, including:</u></p> <ul style="list-style-type: none"> • <u>Whether the site is likely to have market values materially above or below the average for the district</u> • <u>Whether grant or other public subsidy is available</u> • <u>Whether there are exceptional build or other development costs</u> • <u>The achievement of other planning objectives</u> • <u>The tenure and size mix of the affordable housing to be provided</u> <p><u>A higher (up to 45%) proportion of affordable housing may be sought or provision below the average of 35% may be accepted.</u></p> <p>Higher affordable housing proportions (up to a maximum of 45%) may be sought in individual cases, taking account of:</p> <p>a whether the site benefits from above average market values for the district;</p> <p>b whether grant or other public investment may be available to help achieve additional affordable housing.</p> <p>In some cases the scheme viability may justify the Council accepting a grant free provision of affordable housing below the average of 35%. This may be applicable on schemes where market values are significantly below the district average or where the build costs are exceptionally high and taking into account whether grant or other public investment may be available.</p> <p>Small sites</p> <p>Residential developments on small sites from 5 to 9 dwellings or from 0.25 up to 0.49 hectare</p>	<p>changes are made to reflect evidence and so might have a material change in policy. This has been reassessed.</p>

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		<p>(whichever is the lower) should provide either on site provision or an appropriate financial contribution towards the provision of affordable housing with commuted sum calculations. The target level of affordable housing for these small sites will be 17.5%, half that of large sites, in order to encourage delivery.</p> <p>In terms of the 17.5% affordable housing on small sites, the Council will first consider if on site provision is appropriate. In many instances, particularly in the urban areas of Bath, Keynsham, Midsomer Norton and Radstock the Council will accept a commuted sum in lieu of on site provision. This should be agreed with housing and planning officers at an early stage.</p> <p>Sub-division and phasing</p> <p>Where it is proposed to phase development or sub-divide sites, or where only part of a site is subject to a planning application, the Council will take account of the whole of the site when determining whether it falls above or below the thresholds set out above.</p> <p>Tenure</p> <p>The tenure of the affordable housing will typically be based on a 75/25 split between social rent and intermediate housing.</p> <p><u>The Council will consider the provision of affordable rent or other affordable housing products in lieu of social rent when it is proven necessary to improve viability in order to achieve policy position levels of affordable housing and where the housing need for affordable rent can be demonstrated.</u></p> <p>Property Size and Mix</p> <p>Residential developments delivering on-site affordable housing should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities. The size and type of affordable units will be determined by the Council to reflect the identified housing needs and site suitability.</p> <p>The type and size profile of the affordable housing will be guided by the Strategic Housing</p>	

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		<p>Market Assessment and other local housing requirements but the Council will aim for at least 60% of the affordable housing to be family houses including some large 4/5 bed dwellings.</p> <p>Other</p> <p>All affordable housing units delivered through this policy should remain at an affordable price for future eligible households. Affordable Housing should be integrated within a development and should not be distinguishable from market housing.</p>	
124-125	<p>Para 6.81</p> <p>Para 6.82</p> <p>New para 6.82a</p> <p>New para 6.82b</p>	<p>Gypsies, Travellers & Travelling Showpeople</p> <p>Local Development Frameworks must consider the accommodation needs of gypsies, travellers and travelling showpeople. <u>There is currently a national and local shortage of authorised sites for these communities. Taking steps to address this will help to improve access to services for gypsies, travellers and travelling showpeople (including health care, schools and shops) and also help to reduce conflicts that can arise from the setting up of unauthorised camps.</u></p> <p>Gypsies, travellers and travelling showpeople are not one single group and their differing cultural needs relating to residential homes and stopping places must be considered. There are currently no authorised gypsy and traveller sites within the District.</p> <p><u>The West of England Gypsy and Traveller Accommodation Assessment (WoE GTAA) undertaken in 2007 investigates accommodation requirements of the gypsy and travelling communities in B&NES for the period 2006-2014. recommends that 19 permanent pitches and 20 transit pitches are found for the gypsy and travelling communities in Bath & North East Somerset for the period to 2011. The WoE GTAA also indicates that one plot is provided travelling showpeople in Bath & North East Somerset for this period.</u></p> <p>Provision for gypsies, travellers and travelling showpeople will be decided in line with Circulars 01/2006 'Planning for Gypsy and Traveller Caravan Sites' and 04/2007 'Planning for Travelling Showpeople'. These Circulars state that a criterion based approach needs to be taken in the Core Strategy when looking at the location of sites. Core Policy CP11 sets out the criteria to <u>The Council will identify suitable and deliverable sites to meet the established</u></p>	<p>Given the specification of pitch numbers and greater detail in the policy background, it is considered that this change may have significant sustainability impacts and as such should be reassessed.</p>

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	Policy CP11	<p><u>accommodation needs of gypsies, travelers and travelling showpeople through separate Development Plan Documents (DPDs) for the period to 2011. The criteria in Policy CP11 will be used to guide the identification of suitable sites for inclusion in the relevant DPDs and to identify sites meet future accommodation needs when assessed. These criteria will also be used when considering planning applications that may happen before the DPDs are prepared or in addition to sites being allocated.</u></p> <p>POLICY CP11 - GYPSIES, TRAVELLERS & TRAVELLING SHOWPEOPLE</p> <p><u>The following criteria will be used to guide the identification of suitable sites to meet the established accommodation needs of gypsies, travellers and travelling showpeople to 2011 and their accommodation needs beyond 2011 once assessed.</u></p> <p>Proposals for sites for gypsies, travellers and travelling showpeople accommodation will be considered against the following criteria:</p> <ul style="list-style-type: none"> a: local community services and facilities, including shops, schools and health facilities, should be accessible by foot, cycle and public transport b: satisfactory means of access can be provided and the existing highway network is adequate to service the site c: the site is large enough to allow for adequate space for on-site facilities and amenity, parking and manoeuvring, as well as any commercial activity if required d: the site does not harm the character and appearance of the surrounding area e: adequate services including utilities, foul and surface water and waste disposal can be provided as well as any necessary pollution control measures f: use of the site must have no harmful impact on the amenities of neighbouring occupiers g: the site should avoid areas at high risk of flooding and have no adverse impact on protected habitats and species, nationally recognised designations and natural resources 	

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		<p><i>Delivery:</i></p> <p><i>Delivery will be through the Development Management process. <u>Sites will be identified through the Gypsies and Travellers DPD to meet identified accommodation needs up to 2011 and beyond once assessed.</u></i></p>	
134	Para 7.04	<p><u>Progress against</u> many objectives/policies can be measured quantitatively and this is <u>reflected in the targets</u> set out in the framework below. <u>Where appropriate the target is set out in a way that will help to inform review of the Core Strategy in accordance with the programme set out in paragraph 7.05 below</u> .However, other objectives/policies do not lend themselves to this quantification and where appropriate a qualitative target is included in order to enable performance is to be measured in a different way. Monitoring performance against the indicators set out is principally undertaken through the Annual Monitoring Report (AMR). The AMR is published in December each year and in addition to setting out monitoring information includes analysis of whether and how the policies are being delivered. In so doing it will inform the process of Core Strategy policy review and provides evidence to inform formulation of policies in other Local Development Documents.</p>	No material changes, clarifications made in regard to AMR and indicators, no assessment required.
134	New para 7.07	<p>Monitoring & Review Add new para 7.07</p> <p>“7.07 The need for the contingency development area at Hicks Gate will not be considered before April 2016. If, at April 2016 or at a date thereafter, the Council cannot demonstrate a 5 year housing land supply, to the extent that there is a shortfall of 1000 or more units, it accepts that the need for the contingency development area will be triggered, unless additional brownfield housing land supply can be identified as being available and developable beyond the next 5 years”.</p>	Specific wording on monitoring housing by the council that implements another policy. No material change and not assessed.
135	Table 9	Amend heading of column 4 from ‘Quantification of objective’ to ‘ <u>Target</u> ’	The changes to the table do not have any material effect on sustainability and have therefore not been assessed.

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135	Table 9	<p>Amend the 'Target' column for the respective indicators for strategic objective 1 and policy CP1 to read:</p> <p><u>Increase in the number of residential and non-residential properties that have installed photovoltaic cells</u></p>	<p>The changes to the table do not have any material effect on sustainability and have therefore not been assessed.</p>
136	Table 9	<p>Amend the 'Target' column for the respective indicators for strategic objective 2 and policy CP6 to read:</p> <p><u>Maintain or increase the area of priority habitats by 2026</u></p> <p><u>Annual increase in the proportion of assessed housing schemes that meet the Building for Life (BfL good standard)</u></p> <p><u>Reduce the number of principal listed buildings recorded as 'at risk' on the Council's Buildings at Risk Register</u></p> <p><u>Increase the number of up to date Conservation Area Appraisals and Management Plans in place</u></p>	<p>The changes to the table do not have any material effect on sustainability and have therefore not been assessed.</p>
136	Table 9	<p>Amend the 'Indicator' column for strategic objective 4 and policy CP12 to read:</p> <p>Health of the centres as indicated by retail floorspace losses, vacancy rates and land use mix changes in each of the centres listed in the hierarchy (city/town centres – annually and district/local centres – periodically)</p> <p>Amend the 'Target' column for the indicator above for strategic objective 4 and policy CP12 to read:</p> <p><u>Health of each centre as measured by the indicators specified is maintained or enhanced</u></p> <p>Amend the 'Indicator' column by adding the following indicator for strategic objective 4 and policy CP12:</p>	<p>The changes to the table do not have any material effect on sustainability and have therefore not been assessed.</p>

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		<p><u>Market share of comparison goods spending in Bath city centre and the town centres</u></p> <p>Amend the 'Target' column for the indicator above to read:</p> <p><u>The market share of comparison goods spending as measured by household surveys undertaken about every 5 years is maintained or enhanced</u></p>	
	Table 9	<p>Amend the 'Target' column for the respective indicator for strategic objective 5 and policy DW1 to read:</p> <p>National target of 60%</p> <p><u>At least 80% of new housing provided between 2006 and 2026 should be on previously developed land</u></p>	The changes to the table do not have any material effect on sustainability and have therefore not been assessed.
	Table 9	<p>Amend the 'Target' column for the respective indicator for strategic objective 5 and policy CP9 to read:</p> <p><u>3,400 affordable homes completed by 2026</u></p> <p>Average of 35% of <u>all</u> homes provided on large sites across the District <u>should be affordable homes</u></p>	The changes to the table do not have any material effect on sustainability and have therefore not been assessed.
	Table 9	<p>Amend the 'Target' column for the indicator for strategic objective 5 and policy CP11 to read:</p> <p><u>Delivery of 22 permanent and 20 transit pitches for Gypsies and Travellers by 2016</u></p>	The changes to the table do not have any material effect on sustainability and have therefore not been assessed.
	Table 9	<p>Amend the 'Target' column for the Air Quality indicator for strategic objective 6 and policy CP13 to read:</p> <p><u>By 2016 within the Bath AQMA and Keynsham AQMA annual average concentrations of</u></p>	The changes to the table do not have any material effect on sustainability and have therefore not been assessed.

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		<u>Nitrogen Dioxide (NO₂) not to exceed 40µg/m³</u>	
	Table 9	Amend the 'Indicator' column for strategic objective 7 to read: 4711 transport related targets <u>indicators</u> are monitored as part of JLTP3. http://www.travelplus.org.uk/media/187017/12%20targets%20and%20monitoring.pdf(page2)	The changes to the table do not have any material effect on sustainability and have therefore not been assessed.