

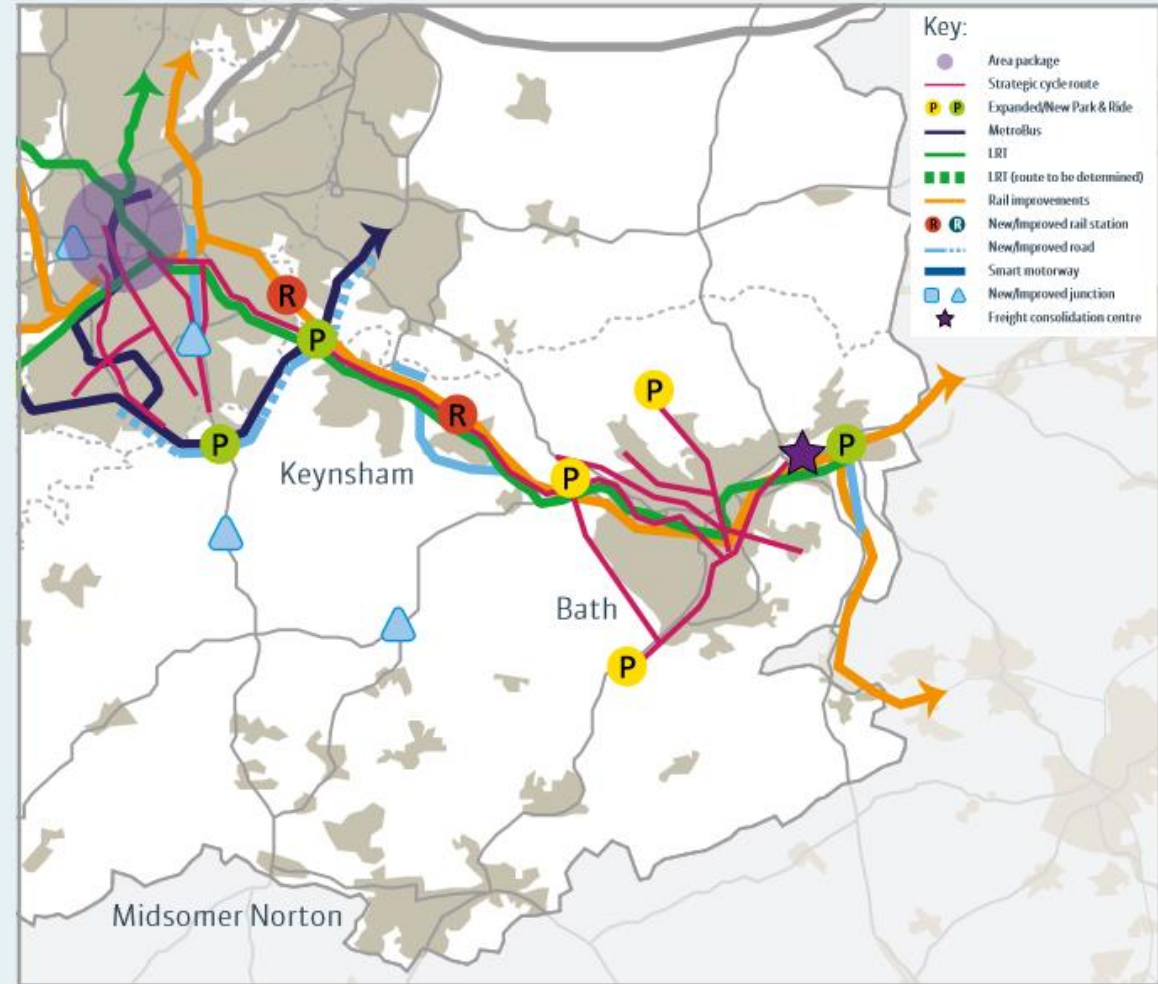
West of England

Joint Transport Study

Transport Vision Summary Document

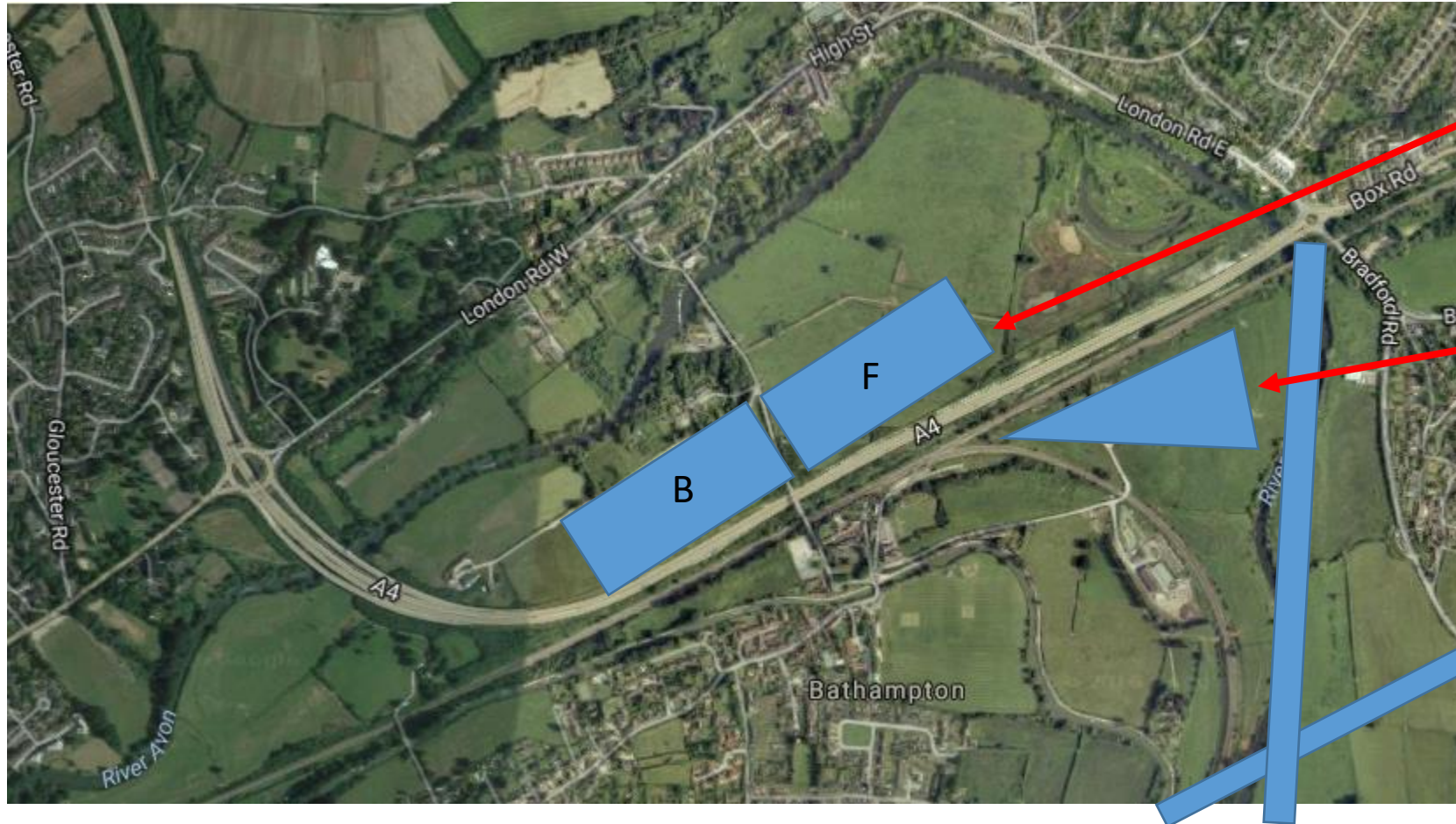
NOVEMBER 2016

rg.uk/gf2.ti/-/757442/23234053.1/PDF/-/Joint_Transport_Study_Transport_Vision.pdf



Bath to Bristol Corridor

West of England Transport Vision to 2036 turns the Green Belt and World Heritage Site Setting of Bathampton Meadows into a transport hub



Potential Park and Ride

Potential Freight Consolidation Centre

A36/46 link in the valley (route unknown)

Environment Agency Flood Plain Map November 2016



Enter a postcode or place name:

BA2 6SU

Go

Other topics for this area...

Flood Map for Planning (Rivers and Sea)

Flood Map for Planning (Rivers and Sea)

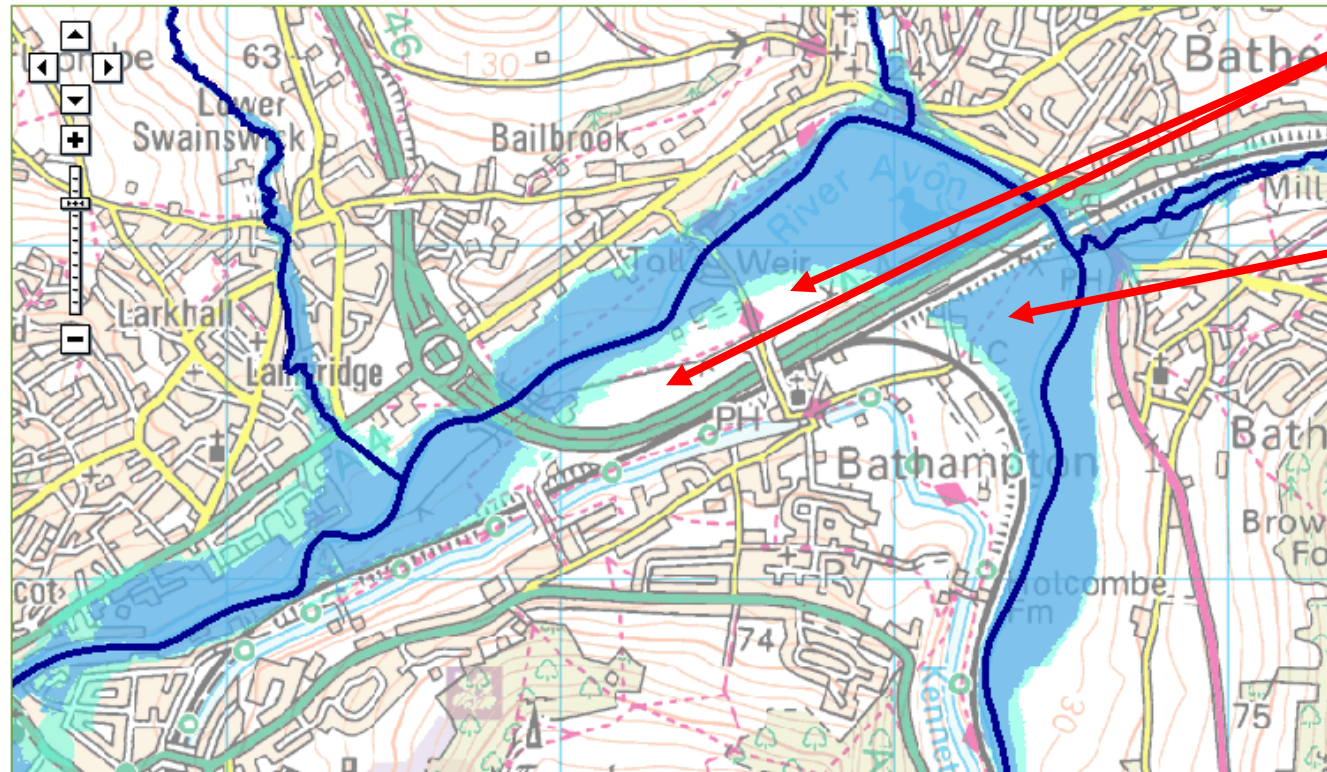
Map legend

Click on the map to see what Flood Zone (National Planning Policy Guidance definitions) the proposed development is in.

- Flood Map for Planning (Rivers and Sea)
- Flood Zone 3
- Flood Zone 2
- Flood defences (Not all may be shown*)
- Areas benefiting from flood defences (Not all may be shown*)
- Main River
- Main River
- Other national environmental organisations
- Natural Resources Wales Area of responsibility

BA2 6SU at scale 1:20,000

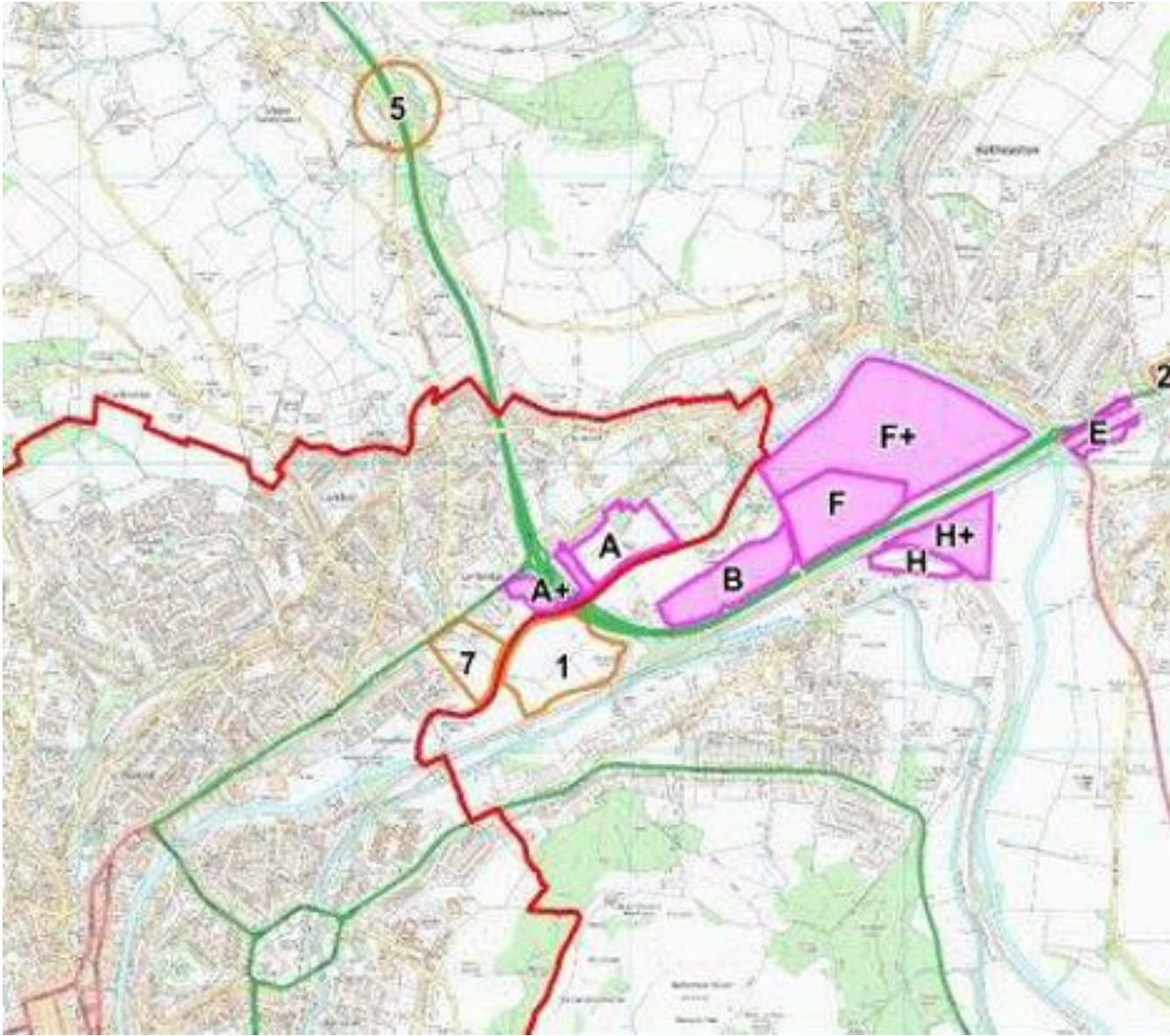
Other maps Data search Text only version



Potential Park and Ride

Potential Freight Consolidation Centre

LDF Appendix 4 – site map and summary



LDF Appendix 4 – site map and summary

Site	<i>feasibility and deliverability of each site option;</i>	<i>costs associated with each site option;</i>	<i>transport benefits of each site option; and</i>	<i>visual impact of each site option.</i>
Site F: Land east of Mill lane	Previous Planning Permission shows deliverability	£7.3m – £11m	Well located to capture demand	Not in AONB High and negative impact on WHS setting and AONB setting Located in the Greenbelt Comprehensive approach and landscape mitigation would reduce landscape impact
Site F+: Land east of Mill lane with mitigation	Previous Planning Permission shows deliverability	£7.3m – £11m	Well located to capture demand	Not in AONB High and negative impact on WHS setting and AONB setting Located in the Greenbelt Ecological and landscape mitigation would reduce landscape impact and deliver biodiversity gain
Site B: Land west of Mill lane	Access from A4 would need HE approval and may be difficult to provide without using Site F	No structures if access direct from A4 but significant earth works needed given level differences. £8m – £12m	Well located to capture demand and would allow link to Metro West rail option	Not in AONB High and negative impact on WHS setting and AONB setting Located in the Greenbelt Comprehensive approach and landscape mitigation would reduce landscape impact
Site H: Bathampton Junction	Network Rail (NR) not supportive, no business case and very difficult access under A4 & railway, 10+ years to deliver. Approval required from HE & NR	Significant costs associated with a tunnel under the A4 & railway, a decked car park and moving the railway line. Over £60m	Well located to capture demand	Located within AONB, high negative impact on AONB, WHS setting, existing listed building Located in the Greenbelt
Site H+: Bathampton Junction – bus based	Unlikely to have a positive business case, difficult access under A4 & railway. Approval required from HE & NR	Significant costs associated with a tunnel under the A4 & railway & a decked car park. Over £50m	Well located to capture demand	Located within AONB, high negative impact on AONB, WHS setting, existing listed building, significant impact due to height of decked structure Located in the Greenbelt