

**BATH AND NORTH EAST SOMERSET COUNCIL
LOCAL DEVELOPMENT FRAMEWORK**

STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT

**REPORT OF FINDINGS
MAY 2011**

**APPENDIX 1dii: SOMER VALLEY SITE ASSESSMENTS
RADSTOCK**

**Bath & North East
Somerset Council**



Bath and North East Somerset
Local Development Framework

RADSTOCK SHLAA SITES

RAD.1	GDS.1/NR1: Radstock Railway Land
RAD.2	Rymans Engineering, Frome Road
RAD.3	Charltons, Frome Road
RAD.4	Old Bakery, Waterloo Road
RAD.4a	Builder's Yard, Frome Road
RAD.5	Post Office
RAD.6	Library / Youth Club / Church Street Car Park
RAD.7	Fortescue Road
RAD.12	GDS.1/NR13 Combe End Central
RAD.13a	Combend North i
RAD.13b	Combend North ii
RAD.14	Clandown Scrap Yard
RAD.15	Old Pitt Yard, The Downs Clandown
RAD.16	Land North of Radstock
RAD.17	Land at Whitelands / Tynning Hill
RAD.18	Plovers Rise
RAD.19	Five Acres
RAD.20	Radstock County Infants School
RAD.21	Mill Road and Frome Road
RAD.22	Frome Road, Writhlington
RAD.23	Writhlington School
RAD.24	Knobsbury Lane and Frome Road, Writhlington
RAD.25	Land between Manor Road, the Combe and Old Road & land between Old Road and Frome Road
RAD.26	Land between A367 and Bristol Road
RAD.27	
RAD.28	Land at Manor Farm
RAD.29	Land to rear of 43 Elm Tree Avenue

Area and Description

- 4.8 hectares.
- The site comprises former railway land adjacent to the town centre extending south- eastwards for a distance of approximately 700 metres from the A362/A367 roundabout. The site also includes the site of the former Council offices at Frome Road and the former Marcroft wagon works.
- See committee report for 06/02880/EOUT for a detailed site description.

Housing Potential

- Outline planning permission granted in March 2008 (06/02880/EOUT) for a mixed use development comprising up to 210 residential units, retail and business floorspace, community uses and public open space, together with highway works within the town centre.
- Area 1 Reserved matters approved in August 2009 (08/02332/RES) for residential development of 83 dwellings and commercial floor space for D1 use with retail and commercial floor space for A1-A5 and B1 use.
- Area 2 Reserved matters approved in August 2010 (10/00777/RES) for mixed use development of 56 residential dwellings and commercial floor space for retail/commercial A1-A5 and B1 use.
- Area 3 application awaited for remaining 71 dwellings.

Suitability

- Yes - as evidenced by the granting of outline planning permission.

Highways

- Highways comments as per consented planning application ref: 06/02880/EOUT.

Availability

- The site is in single ownership

Achievability

- Mostly within the next 5 years

Actions to overcome constraints

- The carrying out of major highway works within the town centre in order to facilitate access to the site is a requirement of the outline planning permission.
- Decontamination of the site is a requirement of the planning permission.
- Ecological mitigation and compensation is a requirement of the planning permission.

Area and Description

- 0.85 ha

Housing Potential

- To be determined

Suitability

- Currently in active employment use
- Possible contamination
- Potentially suitable subject to future of existing use and demand for industrial floor space.

Highways

- Access: The site sits on the Frome Road, but not affected by the diversion as part of the consented Radstock Regeneration scheme. Vehicular access is available only from Frome Road, and given the lack of frontage it appears unlikely that the appropriate level of visibility can be achieved. This will need to be demonstrated on consideration of traffic speed data. The access and on-site roads must be of an adoptable standard.
- Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. A Travel Statement is also required to include a detailed assessment of local travel infrastructure – bus services, ped/cycle routes including links to town centre.
- Wider Impact: A Transport Assessment must be produced. While a small impact expected individually, it will contribute to cumulative effect on the Centre of Radstock, as it is close to a number of other significant sites. There is insufficient information available to assess the strategic impact of this site. RAD.1 (210 dwellings + retail + employment) and Rad.3 (50 dwellings) lie adjacent to the site. There are numerous development sites in close proximity likely to cause a cumulative effect on A362 / A367.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location but will need to be justified based on the findings of the Travel Statement. A compromise to the max. standards cannot lead to parking displaced on-street. Cycle parking required.
- Section 106: Resident's Welcome Packs should be provided containing free trial bus tickets and sustainable travel information. Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought.

Availability

- Currently in active employment use. Not expected to become available within the next 5 years.

Achievability

- Not deliverable within the next 5 years. Potentially developable thereafter. However, due to assessment of availability, the site does not form part of the identifiable supply for the Core Strategy period.

Actions to overcome constraints

Area and Description

- 0.42 ha
- Timber merchants occupying single and two storey buildings and fronting the Frome Road.
- About 25% of the site comprises parking and hard standing.
- The Wellow Brook forms the northern and eastern boundaries of the site

Housing Potential

- A scheme of similar height scale, massing and density to that proposed for Area 1 of RAD.1 would yield about 50 dwellings

Suitability

- Currently in active employment/retail use.
- Despite the presence of Wellow Brook the site does not appear to fall within Flood Zone 2.

Highways

- Access: The site sits on the junction of Frome Road and the High Street, to be diverted as part of the consented Radstock Regeneration scheme. Preferred vehicular access is from the western boundary as access from the south may conflict with the operation of the new signals, although this will depend on the level of development. The access and on-site roads must be of an adoptable standard.
- Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. A Travel Statement is also required to include a detailed assessment of local travel infrastructure – bus services, ped/cycle routes including links to town centre
- Wider Impact: A Transport Assessment must be produced for this site highlighting the net gain in vehicular traffic. There are a number of substantially sized sites surrounding it and as such there would be a cumulative impact on A362/A367. While a small impact expected individually, it will contribute to cumulative effect on the Centre of Radstock, as it is close to a number of other significant sites.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location. However this cannot lead to parking displaced on-street. Cycle parking required
- Section 106: Resident's Welcome Packs should be provided containing free trial bus tickets and sustainable travel information. Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought.

Availability

- Not immediately available but expected within the next 5 years.

Achievability

- Not deliverable within the next 5 years. Potentially developable within 10-15 years. Site forms part of identifiable supply for Core Strategy period

Actions to overcome constraints

- None identified.

Area and Description

- 0.65 ha
- Site fronts onto Waterloo Road and is bound by the Wellow Brook and residential development to the rear.
- Site comprises a three storey former bakery building with single story extensions, car parking and incidental open space.
- The bakery building is not listed but does contribute to local character and maybe worthy of retention / conversion.
- A mature tree sits within the car park and semi mature trees flank the open space.

Housing Potential

- The SHLAA assumes that the bakery building will be converted for commercial/non-residential use and that the site frontage to Waterloo Road, and open space is appropriate for residential development of up to two storeys. Recently completed development at Rad4a is relevant.
- Detailed assessment of potential underway.
- Interim assessment is about 40 dwellings.

Suitability

- Underused edge of centre site
- Significant redevelopment opportunity for Radstock
- Suitable for a mix of uses including offices, housing and potentially retail
- The need for the existing car parking and open space needs to be established but neither would appear to be essential

Highways

- Access: Vehicular access is achievable from the car park egress onto Waterloo Road. Access to the town centre and public transport appears good. Access roads of an adoptable standard will be required.
- Local Impact: A full Transport Assessment will be required to consider the impact on local roads and those further afield. The impact on the Waterloo Road junction with Bath New Road will require detailed consideration. The T.A. will include a detailed Travel Assessment to consider local travel infrastructure, specifically walking, cycling and public transport links to key facilities.
- Wider Impact: The Transport Assessment will indicate an impact on the centre of Radstock, which will be exacerbated by the proximity of other significant potential development sites. Should residential development be included in any scheme, a Transport Statement would be required to highlight the net gain in vehicular traffic. Consideration to be given to the effect of cumulative impact of all adjacent development in the area and the effect on A367 / A362.
- Parking: Reduction to Local Plan parking standards may be considered acceptable given its location. There can be no parking displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Assessment. Cycle parking required
- Section 106: Resident's Welcome Packs should be provided containing free trial bus tickets and sustainable travel information. Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought. Retail Travel Plan required.

Availability

- Largely in the control of Radstock Cooperative. Not in active use.
- Considered to available

Achievability

- Not deliverable within the next 5 years but developable within 10-15. Site forms part of identifiable supply for Core Strategy period.

Actions to overcome constraints

- Confirm necessity of current car parking role

Area and Description

- 0.10ha
- The site comprises a former builders yard located immediately to the rear of Riverside Cottages, between Frome Road and Waterloo Road, and to the east of the former Radco Furniture Store.
- The site adjoins an area of public open space to the north.
- Vehicular access to the site is from Frome Road by means of a narrow access between Charltons Timber and Fosseyway Press which crosses the Wellow Brook.

Housing Potential

- In January 2010 planning permission was granted for 2 x 2-bedroom and 6 x 1-bedroom flats and two 2-bedroom houses 09/02185/FUL

Suitability

- Yes – as evidenced by planning permission

Highways

- As per planning permission

Availability

- Developer is Oval Estates

Achievability

- Under Construction

Actions to overcome constraints

- Resolved

Area and Description

- 0.12 ha
- Site comprises the 2.5 storey Fortescue House with Post Office compound to the rear with access onto Fortescue Road.

Housing Potential

- Fortescue House could convert to residential or office space
- Infill development potential to the rear
- Estimated potential is for about 15 flats

Suitability

- Town Centre site with no current retail frontage and closely related to RAD.1
- Suitable for mixed use office /residential development

Highways

- Access: This site lies within the consented Radstock Regeneration Scheme, but only a part of the site is due to be redeveloped with that scheme. Vehicular access would be taken from Fortescue Road, the one-way flow of which will reverse as part of the scheme - this will not affect access. Local walking and cycling infrastructure is set to improve significantly.
- Local Impact: A basic Transport Statement will be required to consider the impact on local roads. Notwithstanding the regeneration proposals, a Travel Statement is also required to include an assessment of local routes including links to key facilities.
- Wider Impact: The Transport Assessment will probably indicate that an insignificant impact is expected individually, but it will contribute to cumulative effect on the centre of Radstock, as it is close to a number of other significant sites. Unlikely to have a significant impact on transport network and will offer a minimal contribution to a cumulative impact at A367/A362.
- Parking: Reduction to Local Plan parking standards may be considered acceptable given its location. However this cannot lead to vehicles displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Statement. Cycle parking required.
- Section 106: Resident's Welcome Packs should be provided containing free trial bus tickets and sustainable travel information. Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought. Retail Travel Plan required.

Availability

- Not immediately available.

Achievability

- Not deliverable within the next 5 years but developable within 10-15. Site forms part of identifiable supply for Core Strategy period.

Actions to overcome constraints

- Availability subject to future operational requirements of the Post Office

Area and Description

- 0.46ha
- Site occupied by library, youth centre with about 70 car parking spaces to the rear

Housing Potential

- Assumed that existing community uses are redeveloped on-site as park of any proposal.
- About 15 @ 65 dph (assuming half the site area is available for housing)

Suitability

- Site is suitable subject to confirmation of current role of car park.

Highways

- Access: Vehicular access is achievable from the existing Church Street car park access, with pedestrian links via the (current) library. Access roads of an adoptable standard will be required.
- Local Impact: A full Transport Assessment will be required to consider the impact on local roads and those further afield. The T.A. will include a detailed Travel Assessment to consider local travel infrastructure, specifically walking, cycling and public transport links to key facilities.
- Wider Impact: The Transport Assessment will indicate an impact on the centre of Radstock, which will be exacerbated by the proximity of other significant potential development sites. Unlikely to have a significant impact on transport network in isolation. A Transport Statement should be provided highlighting the net gain in vehicular traffic. Likely to offer some contribution to a cumulative impact at A367 / A362 with sites in Radstock.
- Parking: Reduction to Local Plan parking standards may be considered acceptable given its location. However this cannot lead to vehicles displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Statement. Cycle parking required.
- Section 106: Resident's Welcome Packs should be provided containing free trial bus tickets and sustainable travel information. Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought. Retail Travel Plan required.

Availability

- Council Ownership

Achievability

- Not deliverable within the next 5 years but developable within 10-15. Site forms part of identifiable supply for Core Strategy period.

Actions to overcome constraints

- Parking survey

Area and Description

- 0.11ha
- Site occupied by a two storey rectangular block comprising six retail units with approx six residential flats above (approx 800 sq.m) and a further two storey block comprising one retail unit with storage above (approx 360 sq.m).
- Also a small area of car parking at the northern tip of the site.

Housing Potential

- Redevelopment over 3 storeys could yield approx 2,100 sq.m.
- Assuming ground floor remains as retail (700 sq.m), 1,400 sq.m could be available for residential use on upper floors
- Assuming 80% usable floor space and 70 sqm per unit this could yield about 16 units gross or 10 net.

Suitability

- Town Centre site with protected ground floor retail frontage.

Highways

- Access: Fortescue Road lies within the consented Radstock Regeneration scheme, but is not due to be redeveloped as part of that scheme. Vehicular access would be taken from Fortescue Road, the one-way flow of which will reverse as part of the scheme – this will not affect access. Local walking and cycling infrastructure is set to improve significantly.
- Local Impact: A basic Transport Statement will be required to consider the impact on local roads. Notwithstanding the regeneration proposals, a Travel Statement is also required to include an assessment of local routes including links to key facilities.
- Wider Impact: The Transport Assessment will probably indicate that an insignificant impact is expected individually, but it will contribute to cumulative effect on the centre of Radstock, as it is close to a number of other significant sites. Unlikely to have a significant impact on transport network in isolation. Likely to offer a minimal contribution to a cumulative impact at A367 / A362 with other Radstock sites.
- Parking: Reduction to Local Plan parking standards may be considered acceptable given its location. However this cannot lead to vehicles displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Statement. Cycle parking required.
- Section 106: Resident's Welcome Packs should be provided containing free trial bus tickets and sustainable travel information. Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought. Retail Travel Plan required.

Availability**Achievability**

- Not deliverable within the next 5 years but developable within 10-15. Site forms part of identifiable supply for Core Strategy period.
- Implementation of RAD.1 could act as a catalyst for redevelopment

Actions to overcome constraints

Area and Description

- 0.59ha
- The site is located on the east side of Comb End, approximately 300 metres north of its junction with Bath New Road A367.
- The site is occupied by buildings in a variety of commercial uses.
- Part of the site towards its northern end has recently been redeveloped for five houses.
- The site is located within the Radstock Conservation Area.

Housing Potential

- The site is allocated in the Local Plan under policy GDS.1/NR13 for about 30 houses.
- The capacity of the site is assessed as 30 @ 50 dph.

Suitability

- The site comprises previously developed land within the urban area.
- The site is located in a mixed commercial/ residential area in close proximity to existing housing.
- The site is located within convenient walking distance of town centre amenities.
- Part of the site is within Flood Zone 3b.
- The site is allocated under policy GDS.1/NR13 for a mixed use scheme to accommodate about 30 dwellings.
- The highway network in the vicinity is substandard with limited capacity at the junction of Coobend/A367.

Highways

- Access: Combe End for virtually all its length is sub-standard in width, pedestrian provision and lighting, and is subject to commercial vehicle use including HGVs associated with industrial operations. Some limited development has taken place where the opportunity to improve the highway network has been taken. The potential of 30 units on this site would mean between approx 200 (at mean) to over 300 (at 85% ile) trips which would to an extent be off set by removal of existing trips, including some larger vehicles.
- Local Impact: Junctions at either end of Combe End joining the A367 are sub-standard and are difficult to manoeuvre. Such land as has been developed as housing has been small scale and has produced benefits of footway provision across the frontage.
- Wider Impact: As above access to A367 is problematic and it will be necessary for the developers to demonstrate that a safe and appropriate means of access can be achieved to the wider highway network without any detrimental effect. A Transport Statement should be provided for this site. Individually it is unlikely to have a major effect on highway network, but close to RAD 9 (40 dwellings) and RAD 13 (50 dwellings). The cumulative effect of these developments may effect the junctions of Coombend/ A367 and A362/ A367. A Transport Statement must consider the potential cumulative impact. There are also other SHLAA sites which would use the Old Bath Road/ A376 junction, directly opposite the Coombend/ A367 junction and would therefore exacerbate any cumulative impact at this location.
- Parking: As stated part of the site has recently been developed and parking provision is in accord with the maximum Council standards. This should also apply to the remainder of the site.
- Section 106: As a minimum, new footway of appropriate standard should be provided across the site frontage with other provision at drop kerbs across entrances. The newly adopted SPD will inform additional contributions other than those which are site specific. Provision of Travel Plans will

be required. Residents welcome packs recommended. Works/ Contributions resulting from conclusions of TA.

Availability

- It is likely that the site is in a number of different ownerships.
- Existing businesses will need to relocate or vacate the site.
- Potential for development in the next five years.

Achievability

- Deliverable within the next 5 years. Site forms part of identifiable supply for Core Strategy period.

Actions to overcome constraints

- Flood Risk Assessment, with sequential test and implementation of mitigation measures.
- Investigation into contamination and necessary remedial works.

Area and Description

- 1.3ha (a) and 0.1 ha (b).
- Site (a) is located on the south-west side of Coomb End and is occupied by a number of buildings in a variety of industrial and commercial uses. The site would appear to comprise made up ground.
- Site (b) is located on the opposite side of the road and comprises a vacant commercial garage with residential properties on either side.
- The sites are located within Radstock Conservation Area, approximately 700 metres north of Radstock town centre.

Housing Potential

- A density of 35 dph is considered appropriate in view of the character of the site and its surroundings.
- The capacity of site (a) is about 45 @ 35 dph.
- The capacity of site (b) is about 5 @ 35 dph.

Suitability

- The sites comprise previously developed land within the built-up area but outside the housing development boundary.
- The western fringes of site (a) are located within Flood Risk Zone 2.
- Redevelopment of site (b) in advance of site (a) would be undesirable in view of its proximity to commercial uses.

Highways

- Access: Coomb End for virtually all its length is sub-standard in width, pedestrian provision and lighting, and is subject to commercial vehicle use including HGVs associated with industrial operations. Some limited development has taken place where the opportunity to improve the highway network has been taken. The potential of 30 units on this site would mean between approx 200 (at mean) to over 300 (at 85% ile) trips which would to an extent be off set by removal of additional trips, including some larger vehicles.
- Local Impact: Junctions at either end of Coomb End joining the A367 are sub-standard and are difficult to manoeuvre. Such land as has been developed as housing has been small scale and has produced benefits of footway provision across the frontage.
- Wider Impact: As above access to A367 is problematic and it will be necessary for the developers to demonstrate that a safe and appropriate means of access can be achieved to the wider highway network without any detrimental effect. A Transport Statement should be provided for this site. Individually it is unlikely to have a major effect on highway network, but close to RAD 9 (40 dwellings) and RAD 12 (30 dwellings). The cumulative effect of these developments may affect the junctions of Coombend/ A367 and A362/ A367. There are also other SHLAA sites which would access the primary road network via the Old Bath Road/ A376 junction, directly opposite the Coombend/ A367 junction, potentially causing a large cumulative impact at this location.
- Parking: to be in accord with Council standards
- Section 106: As part of the pre-application advice provision of a footway along site b frontage was identified and this would also apply to site a. The newly adopted SPD will inform additional contributions above those which are site specific. Provision of travel plans will be required. Residents welcome packs recommended. Works/ Contributions resulting from conclusions of TA.

Availability

- It is likely that the sites are in a variety of different ownerships.
- Existing businesses will need to relocate or vacate sites.
- A planning application was made on site (b) and land adjoining in August 2010 for the erection of 9no. two bed dwellings with parking, altered site access, landscaping and ancillary works following demolition of garage workshop (10/03295/FUL).

Achievability

- Not deliverable within the next 5 years but developable within 10-15. Site forms part of identifiable supply for Core Strategy period.

Actions to overcome constraints

- Investigation into contamination and necessary remedial works.
- Provision of footway linked to development of RAD.12

Area and Description

- 0.33ha
- The site comprises a scrap yard on either side of Chapel Road at its western end.
- The site is adjoined to the north by a wooded batch and to the west by open countryside.
- There is housing along the south side of Chapel Road to the east of the site.
- The site is located on the western end of Clandown approximately 1km north-west of Radstock town centre.
- The site is located within the Radstock Conservation Area.

Housing Potential

- The site comprises previously developed land within the built-up area and is well located in relation to existing housing.
- The capacity of the site is assessed as 12 @ 35 dph.

Suitability

- In view of the nature of the existing use, the site is likely to be contaminated.
- Vehicular access to the site is substandard but a residential development would be likely to result in improved highway safety vis-a- vis the existing use.
- Redevelopment could result in environmental improvements
- The use clearly has a very harmful influence on the amenities of the area and the potential for conflict is evidenced by the restrictions applied to large commercial vehicles at times when access is required to the school. This is a very unsatisfactory juxtaposition of uses, and the residential development of the scrap yard could provide a resolution.
- Redevelopment could result in the loss of the existing business, but the poor location of the use at present is such that this may be justified. The identification of the site for residential development may encourage the identification of an alternative site.

Highways

- Access: The site is at the end of an existing sub-standard length of public highway (Chapel Road) without adequate turning facilities.
- Local Impact: The scale of development as 12 dwellings will have negligible impact and is preferable to the existing scrap yard use. Full standard adoptable turning head to be provided at termination of Chapel Road.
- Wider Impact: The development is unlikely to have a significant strategic impact. Close to RAD 15, a development of 30 dwellings.
- Parking: Car parking for residential units to be accommodated within the site.
- Section 106:

Availability

- The site is understood to be in single ownership.
- There is no evidence that the owner is intending to relocate the existing business.

Achievability

- Not deliverable within the next 5 years but developable within 10-15. Site forms part of identifiable supply for Core Strategy period.

Actions to overcome constraints

- Relocation of the existing business.
- Investigation of contamination and implementation of necessary remedial work.

Area and Description

- 1.93h
- The site comprises a former colliery located on the rural fringes of Clandown. The site is located 1.25 kilometres north-west of Radstock town centre.
- The site was more recently used for the manufacture of concrete blocks and comprises largely derelict industrial buildings and hardstandings.
- The site is adjoined by a wooded batch to the south and by open countryside to the west. There is sporadic housing development to the north-west.
- Part of the site comprises made-up ground and the land falls away steeply to the west.
- Vehicular access is by means of a narrow lane to the north and an unmade track to the east.

Housing Potential

- Having regard to the character of the area, the capacity of the site is assessed as about 30 dwellings @ 35 dph.
- Planning application received in July 2009 (for of 31 live/work units and provision of public open space (Ref: 09/02612/OUT). Pending Consideration.

Suitability

- Development potential limited by poor vehicular access and distance from local services and community facilities.
- Western part of site prominent in the landscape.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- The site is not suitable.

Highways

- Access: Historically vehicle access has been available both north and south and although the current owners have blocked off the southern access this could be re-opened. Highways have been involved in pre application discussions related to the development of the site for live/work units, the concept of commercial use as well as dwellings not being acceptable in terms of traffic generation. Current thoughts are use of northern access with the provision of traffic management and this approach appears to be acceptable to the owners.
- Local Impact: As part of the above discussion alterations to the local junction have been investigated, as have some of the nearby junctions. Existing footway links will be retained and improved to the south of the site although given the topography of the land to the town centre travel by car for other than recreational is most likely.
- Wider Impact: Previous development in PStJ has been identified the southern junction of High Street/Bypass to be overcapacity at pm peak and developments have led to a requirement for contributions towards improvements to the junction. A Transport Statement should be provided for this site. The TS will need to look at the difference in trip generation between the site's previous and potential usage and obtaining suitable access. There are no other major developments in close proximity.
- Parking: The site has footpath links but as indicated above the car is considered to be the major mode of travel and parking should be in accord with Council maximum standards and provision should also be made for visitor parking.

- Section 106: Potential junction improvement, traffic management on the access road, possible improvement to footways to make the site work with recently introduced SPG will inform others. Possible contributions towards alternative transport. Residential welcome packs should be provided.

Availability

- The site is in single ownership and is available for development

Achievability

- Deliverable within the next five years. S106 discussions ongoing.

Actions to overcome constraints

- Investigation of contamination and ground conditions and implementation of remedial work.
- Possible off-site highway works.
- Arrangement for suitable access.

Area and Description

- 21 ha
- The site comprises agricultural land on either side of Bath Old Road beyond the edge of the built-up area approximately 1 kilometre north of the town centre.
- The land to the west of Bath Old Road comprises pasture and a large arable field with a farmyard adjacent to Bath Old Road. To the south of the site is the Roundhill Recreation Ground. The land forms part of an open plateau sloping gently from north-east to south-west with extensive views to the south-west across Radstock and Midsomer Norton towards the Mendips.
- The land to the east of Bath Old Road similarly forms part of the plateau, with extensive views to the south-east across Radstock and to the north-east towards Peasedown St John and beyond.
- The eastern site adjoins Trinity Primary School to the south but is otherwise beyond the edge of the built-up of Radstock.
- Vehicular access to the site is from Bath Old Road, although the eastern site extends as far as an unmade track forming a continuation of Woodborough Road.

Housing Potential

- Having regard to the need to secure strategic landscaping of the site and to accommodate open space and other land uses within the development, the net developable area is unlikely to exceed 50% of the gross site area.
- On the basis of 50% net developable site area, the capacity for housing is assessed as 370 dwellings.

Suitability

- The site is located beyond the edge of the urban area and, apart from its proximity to Trinity Primary School, is not within convenient walking distance of local services and facilities.
- The site is located on an open plateau and is visible in long distance views from a wide area. Development of the site would represent a significant incursion into the open countryside and the rural setting of the town.
- The site is fairly flat and would appear capable of accommodating development with few physical constraints.
- Vehicular access is available from Bath Old Road, but junctions off-site are likely to require improvement in the event of development on a significant scale.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- The site is not suitable

Highways

- Access: Vehicular access would be onto Bath Old Road, within the National Speed Limit. Bath Old Road rises steeply up from the town centre. There is no footway on Old Bath Road for approximately 150m from the site. The steepness of the roads leading to the town centre and the lack of footways would not make this a suitable and sustainable site.
- Local Impact: There is a lack of footways from the site to link with existing pedestrian facilities, and a narrowed section of carriageway which would not enable continuous footways to be provided. The location of the site is not considered suitable for further residential development. If the highway comments are set aside, a Transport Assessment should be submitted to consider the impact on

local roads and the wider highway network. This should also assess the infrastructure for sustainable travel, including public transport, pedestrian facilities, cycle routes.

- Wider Impact: The scale of this development is for approximately 370 dwellings and this would have a significant impact on Bath Old Road and its junction with Bath New Road. The location of the site, and lack of pedestrian facilities, would be likely to result in a development which is highly dependent on the car, and therefore not sustainable. The site is also close to a number of other significant sites and therefore there would be a cumulative impact on the highway network. The site is likely to have a significant strategic impact, therefore a Transport Assessment is required. Junction assessment recommended at Old Bath Rd / Woodborough Road, Old Bath Road / A367 and A367 / A362. Close to sites RAD 19 (approximately 20 dwellings), RAD 17 (260 dwellings), RAD 18 (11 dwellings permitted 08/01814/FUL) and RAD 20 (14 dwellings) and consideration should be given to this. Further cumulative impact likely at: - Woodborough Road / Old Bath Road, Old Bath Road / A367 and A367 / A362. Multi modal accessibility should also be considered.
- Parking: Adequate car parking would need to be accommodated within the site, in order to ensure parking does not take place on the adjoining roads. Cycle parking should also be provided on site.
- Section 106: If development were to be accepted, contributions may be sought towards the GBBN public transport scheme and any highway works identified as part of a Transport Assessment would need to be addressed by the applicant, or secured through contributions. Residents' Welcome Packs would need to be provided to each new resident to inform them of travel choices, and including free bus tickets. A travel plan should be produced for this site. Potential requirement for mitigation measures for junction improvements and contributions towards sustainable travel.

Availability

- Single ownership and available for development.

Achievability

- N/A given assessment of suitability

Actions to overcome constraints

- Investigation of the adequacy of the local highway network and possible off-site highway works.
- Relocation of farmyard.

Area and Description

- 18.6 hectares.
- The site is located immediately to the north-east of the built-up area, approximately 0.8 kilometres north-east of the town centre.
- The site adjoins existing housing development fronting Woodborough Road, Walnut Buildings, Stoneable Road and Tynning Hill to the west.
- To the north and east the site adjoins open countryside in agricultural use.
- To the south-east of the site are two long terraces of cottages at Lower Whitelands.
- To the south, the site adjoins the Mill Road Industrial Estate.
- The site essentially comprises three parts. To the south-east of Tynning Hill is a spoil heap which is heavily wooded at its western end and along its southern edge where it falls away steeply into the valley of the Wellow Brook. The eastern end of this part of the site, to the west of Lower Whitelands, appears to have been reclaimed and is largely open and level.
- On the north-west side of Tynning Hill is a large wooded batch extending as far as Woodborough Road immediately to the east of the built up area.
- To the east of the batch, the land on the north-west side of Tynning Hill slopes gently down from north-west to south –east. Much of the site was previously occupied by temporary miners' housing, but the area has been reclaimed by vegetation and is now becoming heavily overgrown.
- Vehicular access to the site is from Tynning Hill via Waterloo Road. The northern edge of the site abuts an unmade track forming an extension of Woodborough Road.
- Much of the site including the two wooded batches, together with Lower Whitelands to the south-east, is located within the Radstock Conservation Area. The entire site was identified as Important Hillside within the Deposit Draft of the Bath and North East Somerset Local Plan.

Housing Potential

- In view of the constraints of the site, it is unlikely that the developable site area would exceed 40% of the gross site area.
- On the basis of 40% net developable site area, the capacity is assessed as 260 dwellings @ 35 dph.

SuitabilityExtracts from B&NES LP Inspectors Report

- "This area was considered for housing development by the Inspector at the Wansdyke Local Plan Inquiry. In his report he formed the view that there was little to distinguish the wooded and open land on the objection sites from nearby fields and woods, and they appear as part of the countryside "which encloses and penetrates into this part of the town". "Although some excavation has taken place to reveal some foundations of cottages and prefabs which were once on the site at Whitelands, I have no reason to disagree with my colleague that this site is generally open and a part of the countryside which surrounds the town".
- "In spite of the excavations which have taken place, the remains of the structures on the site have largely blended into the landscape so the status of the land as previously developed in terms of Annex C to PPG3 is questionable. However, whether or not it would fall within that definition, the site is physically separate from the edge of Norton Radstock to the west. I sympathise with the concerns expressed by some objectors regarding the uses to which this site is put and problems of maintaining the land, but agree with my colleague in his report on the Wansdyke Local Plan. Its development would constitute a substantial encroachment of building onto a prominent open part of

the side of the valley and would be detrimental to the character and appearance of the surrounding area.”

- The wooded batches form a backdrop to existing development and are important features in the setting of the town and its Conservation Area as well as marking the physical limit of the built up area. Development of the site would also erode the rural character of Lower Whitelands.
- The batches are heavily wooded and are likely to be of nature conservation interest.
- The batches would also be unsuitable for development without significant reprofiling. Full investigation of ground conditions would be required.
- On account of previous mining uses, it is possible that much of the site is contaminated.
- The site is located on the edge of the built-up area but footway links with the town centre are poor. Off-site works to Waterloo Road/Tynning Hill are likely to be necessary in order to accommodate any significant level of development.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- The site is not suitable

Highways

- Access: The main access would be from Tynning Hill via Waterloo Road and thence to the main highway network at A367. Tynning Hill especially is sub-standard in terms of width and is in many places lacking in pedestrian facilities. The overall site lies outside the general development boundary with what appears to be the most easily developed being furthest from the development line. There would be a policy objection from Highways on that basis. There is the possibility of link to the top of Waterloo Road (although the road is also very narrow) and a foot/cycle link to the cycleway at the south of the site although there are difficulties related to levels and woodland.
- Local Impact: As above there are issues related to the sub-standard nature of Tynning Hill as the major access road and whilst other links could be provided major works would need to be completed to the main access to deal with the potential traffic generation. As well as on policy Highways would be likely to raise objection over increased use of sub-standard road network.
- Wider Impact: The site is one of a number we have been asked to consider where traffic will impact on the centre of Radstock either directly or in part and there would be concern over the cumulative impact. This site is likely to have a significant strategic impact, therefore a Transport Assessment is required. Junction assessment recommended at Old Bath Rd / Woodborough Road, Old Bath Road / A367 and A367 / A362. Close to sites RAD 19 (approximately 20 dwellings), RAD 16 (370 dwellings), RAD 18 (11 dwellings permitted 08/01814/FUL) and RAD 20 (14 dwellings) and consideration should be given to this. Further cumulative impact likely at: - Woodborough Road / Old Bath Road, Old Bath Road / A367 and A367 / A362. Multi modal accesibility should also be considered.
- Parking: In accord with Council's maximum standards given the site location
- Section 106: Works to improve access road. Possible contribution to cycleway works re ped/cycle access plus other contributions arising from implementation of new SPG. Residents welcome packs would be required, including free bus tickets. A travel plan should be produced for this site. Potential requirement for mitigation measures for junction improvements or contributions for sustainable travel.

Availability

- Understood to be in control of single land owner / developer with intention to develop.

Achievability

- Future development dependent upon action to address contamination and ground condition issues and improve access.

Actions to overcome constraints

- Investigation of possible contamination and implementation of necessary remediation measures.
- Ground conditions survey.
- Off-site highway works.

Area and Description

- 0.28ha
- The site lies in an area of mixed character. Dwellings around the site are of varied design and age. Typically buildings rise up steep slopes and the use of retaining walls is common. The site slopes very steeply from the north to the south. A variety of materials can be found including local lias stone, reconstituted stone and render.
- The site lies within the Radstock Conservation area, the boundary of which follows the north boundary of the site.

Housing Potential

- Outline planning permission was granted in April 2007 for the development of 11 dwellings (ref 06/01569/OUT).
- Full planning permission was granted for a development of 11 dwellings in October 2008 (ref 08/01814/FUL).
- A revised scheme in respect of 11 dwellings was permitted in March 2009 (ref 09/0709/FUL).

Achievability

- Site built 2009/10

Area and Description

- 0.8ha
- The site is bounded by recent housing development at Colliers Rise to the south east, agricultural land to the north, and domestic curtilage to Five Acres to the west, and is bounded by hedgerows on all sides. The site is currently used as an ancillary depot to site owner's scrap metal works at Clandown for the open storage of scrap metals, bin containers, plant and machinery and the overnight parking of an HGV.

Housing Potential

- About 20 at 35 dph (assuming a 75% developable area)

Suitability

- The site is previously developed land (as established by 04/03951/CLEU).
- Dwelling known Yellowstone (02/01280/FUL) built in the curtilage of Five Acres.
- Three further dwellings in the curtilage of Five Acres (04/0005/OUT) granted outline consent in June 2004. Permission has lapsed.
- There is an existing access directly onto Bath Old Road, which has good exit visibility in both directions. The same access has been judged to be sufficient to support additional residential development to the south of Five Acres, approved under 04/00861/OUT, and is presently used as an HGV access in association with the depot.
- The impact of development at Five Acres upon the landscape would not be significant or harmful. The site is well screened by nature hedgerows on all sides. There is no significant vegetation or watercourse within the site.
- Site is outside the LP housing development boundary
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- The site is not suitable.

Highways

- Access: Vehicular access would be onto Bath Old Road, which rises steeply up from the town centre. There is no footway on Old Bath Road for approximately 140m from the site. The steepness of the roads leading to the town centre and the lack of footways would not make this a suitable and sustainable site.
- Local Impact: Lack of footways from the site to link with existing pedestrian facilities, and a narrowed section of carriageway which would not enable continuous footways to be provided. The location of the site is not considered suitable for further residential development. If the highway comments are set aside, a Transport Statement should be submitted to consider the impact on local roads and the wider highway network. This should also assess the infrastructure for sustainable travel, including public transport, pedestrian facilities, cycle routes.
- Wider Impact: Whilst the scale of this development may not be significant, the cumulative impact of the development on the highway network would need to be assessed as part of a Transport Statement. The site is also close to a number of other significant sites. A Transport Statement should be provided for this site. It is unlikely to have a significant effect on highway network in isolation. Close to sites RAD 16 and RAD 17 where there is a combined potential total of 630 dwellings. This site will contribute a minimal amount to a cumulative effect at the junctions at Woodborough Road/ Bath Old Road and Bath Old Road/ A367.

- Parking: Adequate car parking would need to be accommodated within the site, in order to ensure parking does not take place on the adjoining roads. Cycle parking should also be provided on site.
- Section 106: Contributions may be sought towards the GBBN public transport scheme. Residents' Welcome Packs would need to be provided to each new resident to inform them of travel choices. Any highway works identified as part of a Transport Statement would need to be addressed by the applicant, or secured through contributions.

Availability

- Understood to be in single ownership. Availability for development unknown. Probable, given planning history.

Achievability

- N/a given assessment of suitability

Actions to overcome constraints

- Given the existing use a survey needed to establish whether any contamination is present.
- Relocation of existing use.

Area and Description

- 0.36ha
- The site is located within a residential area on the west side of Bath Old Road.
- The site is adjoined by housing on all sides.

Housing Potential

About 14 dwellings

Suitability

- The site is within the housing development boundary and with Radstock Conservation Area.
- The site is within convenient walking distance of town centre services and amenities.
- Consent was granted in February 2008 for the demolition of the existing school buildings school (ref 07/03799/CA).
- A planning application was refused in April 2008 for the erection of 14 dwellings after demolition of existing school (ref 07/03795/FUL).
- The application was refused on the grounds of poor design and layout but no objection was raised in principle to the number of units proposed.

Highways

- Access: The previous application for residential development on this site has shown that an acceptable access can be created onto Bath Old Road. The access and on-site roads must be of an adoptable standard.
- Local Impact: A Travel Statement is required to include an assessment of local travel infrastructure – bus services, ped/cycle routes including links to town centre.
- Wider Impact: Consideration is required of the cumulative impact of development on the Bath Old Road area and its junction with Bath New Road, and the centre of Radstock, as it is close to a number of other significant sites being considered for the Local Plan. The site is unlikely to have a significant strategic impact on the highway network.
- Parking: Reduction to Local Plan parking standards considered acceptable given its location, but will need to be justified based on the findings of the Travel Statement. A compromise to the maximum standards cannot lead to parking displaced on-street. Cycle parking required.
- Section 106: Resident's Welcome Packs recommended. Works/contributions resulting from the conclusions of the Travel Statement. Contributions to capacity/road safety issues arising from consideration of cumulative impact (see above) and GBBN public transport measures likely to be sought.

Availability

- Site is Council owned and currently being marketed.

Achievability

- Within the next five years.

Actions to overcome constraints

- No constraints.

Area and Description

- 2.36 ha
- The site is an open hillside falling steeply from Frome Road to Mill Road towards the Wellow Brook. Most of the site comprises pasture with a small car parking area at its western end.
- The site is adjoined on three sides by open land or large domestic gardens, and the Mill Road Industrial Estate is on the opposite side of Mill Road to the north.
- The site is located within the Radstock Conservation Area approximately 400 metres east of the town centre.

Housing Potential

- Theoretically about 70 dwellings at 35 dph assuming 80% of the area is developable

SuitabilityExtract from LP Inspector's Report: Obj Ref 3278/B2

- This is a substantial area of land between development in Frome Road and Mill Lane. It is an attractive hillside with many trees and shrubs and forms part of a green finger reaching into the centre of the town. I have considered whether it should be included in the HDB in Section 5 and recommend no change. The land makes an important contribution to the character and appearance of the town, and I have identified sufficient options for the Council to investigate to meet the strategic housing land requirement without the need for the allocation of a site in such a sensitive location. Note: this extract refers to a larger site than that assessed in this SHLAA extending to eastwards to land north of Maple Rise.
- The hillside is an important feature within the Conservation Area and is described as being 'of intrinsic importance to the special character of the area' in paragraph 4.8.1 of the Radstock Conservation Area Assessment, 1999. Its significance is reflected both in the past mining history of the area evidenced by surviving buildings and features in the surrounding area and by its open green character which contrasts with the industrial area to the north of Mill Lane.
- In November 2008 an outline planning application was submitted for 21 industrial units on the northern part of this site (08/04293/OUT); this was withdrawn having been recommended for refusal. A further application for industrial development was submitted in April 2009 (09/01013/OUT) and refused in July 2009. An appeal was dismissed in April 2010.

Highways

- The site adjoins the Mill Road Industrial Estate to the north and there are frequent HGV movements along Mill Road which is the sole means of access to the industrial estate. This would result in a poor environment for future residents of any housing development. Whilst vehicular access to the site would appear adequate, footway links to the west are poor and would give rise to safety problems in view of the frequency of HGV movements along Mill Road.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park.
- Site is not suitable

Availability

- Understood to be in single ownership.
- Available for development as evidenced by recent planning applications.

Achievability

- N/A given assessment of suitability

Actions to overcome constraints

- Provision of footway along Mill Road to the west of the site.

Area and Description

- 1.30ha
- The site comprises a field of pasture surrounded by hedgerows and forms part of an open hillside falling from south to north into the valley of the Wellow Brook.
- The site is adjoined to the west, beyond which is a recent housing development (Maple Rise). To the east is housing fronting Manor Park Close and Magdalene Road. To the south is housing development fronting onto Frome Road.
- The site is located within the Radstock Conservation Area.
- The site is well related to the built up area, being adjoined on three sides by housing.

Housing Potential

- Theoretically about 35 dwellings at 35 dph (assuming a 70% developable area)

Suitability

- The site forms a prominent hillside within the Conservation Area and its development would have an adverse effect on the character and appearance of the Conservation Area.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- Site is not suitable

Highways

- Access: The obvious point of access would be from Magdalene Road, via Manor Copse Road, Manor Park, Manor Road to the Frome Road. Roads are generally of standard width although there are a number of stretches of Manor Park and Manor Road which are sub standard. Roads are generally lit with adequate pedestrian provision. There is however very little off street parking on Magdalene Road with significant on street parking thereby reducing the available capacity on the carriageway. There appears to be a "ransom strip" situation as the adopted highway does not appear to fully join the field boundary of the possible development area. Possible access from the unmade track will require significant works to bring it to a level capable of serving any development. Ownership of the track may also be problematic, although it is well located in respect to other buildings the site lies outside the currently identified housing boundary.
- Local Impact: SEE ABOVE
- Wider Impact: it is assumed that most traffic will access the site via the Frome Road. The access with Manor Road is at a complicated junction with Knobsbury Lane opposite and Old Road joining Manor Road virtually at the junction. Knobsury Lane is heavily used at times providing the major vehicle access to Wellsway School. The site has been identified as unsuitable. However, should this situation change in the near future, the following comments should be taken into consideration. A Transport Statement should be provided and it is unlikely that any junction assessment is needed. There are no other major development sites in close proximity.
- Parking: The site is relatively remote from services and as it would be expected that the car will form the major mode of travel parking should be provided in accord with Council standards.
- Section 106: None immediate although if this, and other sites in the immediate area be accepted for development contribution towards improvement of the Frome Road/Manor Road junction may be required. Residents Welcome Packs recommended.

Availability

- Not known.

Achievability

- N/a given assessment of suitability

Actions to overcome constraints

- Investigate the provision of vehicular access.

Area and Description

- Area (I) 1.13 ha.
- This site comprises a section of the school playing field immediately to the south of Sycamore Road and to the east of Mells Lane.
- Area (II) 0.49 ha.
- This site comprises an area of land between Frome Road and the sports hall and between the Hilltop Centre and the Fir Tree Inn. Part of the site is occupied by tennis courts.

Housing Potential

- Area (I) about 45 dwellings at 40 dph
- Area (II) about 20 dwellings at 40dph

Suitability

- Sites i and ii adjoin existing housing and are well related to the built-up area.
- Site i would extend development beyond the well defined edge of the built-up area.
- Site ii would represent infilling between existing buildings, but could result in a poor residential environment being located between a busy main road and the sports hall.
- The sites are protected by policy SR1A of the Local Plan.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- Site is not suitable

Highways

- Access: These sites lie outside of the Radstock development boundary, and an in-principle objection will be raised on sustainability grounds, unless the accessibility of the site is shown to be acceptable in accordance with the guidance of PPG13 and RPG10.
- Parcel i – Access from Mells Lane can only occur by the widening of Mells Lane at this location, which is within the boundary of the site. A footway along Mells Lane from Sycamore Road will be required. Access roads of an adoptable standard will be required.
- Parcel ii – Vehicular access appears achievable from Frome Road. An adjacent bus stop will require relocation. Access roads of an adoptable standard will be required.
- Local Impact: A basic Transport Assessment will be required for both sites to consider the impact on local roads and those further afield. For parcel “i” consideration to be given to the capacity and road safety of Mells Lane and its junction with Frome Road. For Parcel “ii” consideration to be given to the capacity and road safety of the junction of Frome Road/Knobsbury Lane/Manor Road and the cumulative impact of other potential development sites in the area. The T.A. will include a detailed consideration of local travel infrastructure, specifically walking, cycling and public transport.
- Wider Impact: The Transport Assessment will consider the impact on the centre of Radstock, together with the cumulative effect of the other significant potential development sites in the area.
- Parcel i - Unlikely to have a significant impact on transport network. A Transport Statement would be required. There are no other major development sites in close proximity.
- Parcel ii - Unlikely to have a significant impact on transport network. The site is in close proximity to sites Rad.24 (60-70 dwellings) and Rad.25 (200 dwellings) although this site will not contribute significantly to a cumulative impact.

- Parking: Reduction to Local Plan parking standards may not be considered acceptable given its location. There can be no parking displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Assessment. Cycle parking required.
- Section 106: Resident's Welcome Packs recommended. Works/contributions resulting from the conclusions of the Travel Assessment. Contributions to GBBN public transport measures likely to be sought

Availability

- Site currently in Local Authority ownership.

Achievability

- Dependent upon land being shown to be surplus to requirements.

Actions to overcome constraints

- Open Space Assessment
- Relocation of tennis courts from site ii.

Area and Description

- 1.85ha
- Agricultural land located to the south-east of the junction of Knobsbury Lane and Frome Road (A362).
- The site is located adjacent to Writhlington School, on the opposite side of Knobsbury Lane, and there are dwellings in large plots on the opposite side of Frome Road.
- The site adjoins open countryside to the south-east and is located beyond the edge of the built-up area.
- The boundary with Mendip District/ Somerset County follows the southern boundary of the site.

Housing Potential

- About 60 at 40 dph (assuming 80% net developable area)

Suitability

- This greenfield site is separated from the HDB by roads and schools. As a result any development would be seen as a clear encroachment into open countryside.
- The site is located approximately 1.5 kilometres from the town centre, but has good access to local services in Writhlington.
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park
- Site is not suitable

Highways

- Access: These sites lie outside of the Radstock development boundary, and an in-principle objection will be raised on sustainability grounds, unless the accessibility of the site is shown to be acceptable in accordance with the guidance of PPG13 and RPG10.
- Vehicular access appears possible from either Knobsbury Lane or Frome Road, or both. An access from Frome Road is likely to require a significant access given the scale of development and traffic speeds. Access roads of an adoptable standard will be required.
- Local Impact: A basic Transport Assessment will be required for both sites to consider the impact on local roads and those further afield. Consideration to be given to the capacity and road safety of the junction of Frome Road/Knobsbury Lane/Manor Road and the cumulative impact of other potential development sites in the area. The T.A. will include a detailed consideration of local travel infrastructure, specifically walking, cycling and public transport.
- Wider Impact: The Transport Assessment will consider the impact on the centre of Radstock, together with the cumulative effect of the other significant potential development sites in the area. Unlikely to have a significant impact on transport network in isolation although a Transport Statement should be produced. In close proximity to sites RAD.25 (200 dwellings). The cumulative effect of these developments is likely to effect the junctions of Knobsbury Lane/ A362, Manor Road/ A362 and A367/ A362.
- Parking: Reduction to Local Plan parking standards may not be considered acceptable given its location. There can be no parking displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Assessment. Cycle parking required.
- Section 106: Resident's Welcome Packs recommended. Works/contributions resulting from the conclusions of the Travel Assessment. Contributions to GBBN public transport measures likely to be sought.

Availability

- Not known.

Achievability

- No obvious constraints to development.

Actions to overcome constraints

- None.

LAND BETWEEN MANOR ROAD, THE COMBE AND OLD ROAD & LAND BETWEEN OLD ROAD AND FROME ROAD RAD 25

Area and Description

- Site comprises three parcels totaling 11ha, approximately 1.5 kilometres east of Radstock town centre
- Parcel 'a' has an area of 7.3 ha and comprises a large field to the east of Manor Terrace and north of Old Road.
- Parcel 'b' has an area of 2 hectares and comprises fields to the north of Frome Road (A362) and to the south of Old Road. The southernmost part of the site is located in Mendip District/ Somerset County.
- Parcel 'c' has an area of 1.7 hectares and comprises farm buildings and paddocks to the north and west of Manor Farm on the east side of Manor Road/ Church Hill.
- The site extends beyond the eastern edge of Writhlington into the open countryside.
- The land comprises a high plateau sloping downwards from south-east to north-west and has extensive views to the north-west.
- The site is bounded by mature hedgerows with the western boundary formed by the rear of domestic curtilages. There are a number of mature trees on the western boundary adjacent to existing development.

Housing Potential

- Theoretically about 300 dwellings at 40 dph (assuming 70% developable area)

Suitability

- Development of this site would, as noted by the Inspector, result in a considerable encroachment of development into the open countryside and would have significant landscape impact.
Extract from LP Inspector's Report : Obj Refs 3118/B2 , 3118/B3
- These are greenfield sites outside the HDB at some distance from the town centre. Any development of the sites for housing would result in the extension of the built up area into the countryside. Even if 30% affordable housing were to be provided, I have identified in section 5 sufficient sequentially preferable options for the Council to investigate to meet the strategic housing land requirement without the need for the allocation of sites in these locations.
Extract from LP Inspector's Report : Obj Ref 3099/B30,
- This is a greenfield site located some distance from the town centre outside the built up area. Even with the siting of recreational land as suggested by the objector the development of the site would be an intrusion into the open countryside. I have identified in Section 5 sufficient sequentially preferable options for the Council to investigate to meet the strategic housing land requirement without the need for the allocation of a site in this location.

Highways

- Access: These sites lie outside of the Radstock development boundary, and an in-principle objection will be raised on sustainability grounds, unless the accessibility of the site is shown to be acceptable in accordance with the guidance of PPG13 and RPG10.
- Parcel a – Vehicular access appears possible from Old Road, however Old Road will require significant upgrading. Access through RAD 25c might be possible, but the impact on Manor Road is unlikely to be acceptable.
- Parcel b – Vehicular access appears possible from Frome Road, however this will need to be of a suitable design. As with parcel a, access from Old Road will only be acceptable with significant upgrading.

- Parcel c – Vehicular access onto Manor Road is possible.
- Access roads of an adoptable standard will be required.
- Local Impact: A full Transport Assessment will be required for all sites to consider the impact on local roads and those further afield. Consideration to be given to the capacity and road safety of Manor Road and Old Road, as well as the individual and cumulative effects on the junction of Frome Road/Knobsbury Lane/Manor Road. The T.A. will include a detailed consideration of local travel infrastructure, specifically walking, cycling and public transport.
- Wider Impact: The Transport Assessment will consider the impact on the centre of Radstock, together with the cumulative effect of the other significant potential development sites in the area. Site is likely to have significant impact upon the highway network, particularly the junction of A362 / Manor Rd, which should be assessed. In close proximity to site Rad.24 (70 dwellings). The cumulative impact of these developments is likely to effect the junctions of A362 / A367 and Manor Road/ A362. The TA should take this into account.
- Parking: Reduction to Local Plan parking standards may not be considered acceptable given its location. There can be no parking displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Assessment. Cycle parking required.
- Section 106: Resident's Welcome Packs recommended. Works/contributions resulting from the conclusions of the Travel Assessment. Contributions to GBBN public transport measures likely to be sought.

Availability

- Not known.

Achievability

- No obvious physical constraints to development.
- Development of the site is constrained by the substandard highway network.
- Much of the parcel 1 is allocated in the Local Plan for sports pitches under policy SR2.

Actions to overcome constraints

- Off-site highway works, particularly at the junction of Frome Road (A362) with Manor Road and Old Road.
- Open Space Assessment.

Area and Description

- 2.34
- West facing steep sided slope overlooking Radstock and open countryside.
- The site is a strip of field along the south-western side of Bristol Road. There are 3 houses and a wooded area to the north-west and a line of houses along the road to the south-east. The houses on the opposite side are the start of a ribbon of development, which stretches north-west for some distance. The field drops away steeply to the A367 and beyond is an area of local landscape/nature conservation interest. The houses to the south east and on the far side of the road are covered by the housing development boundary.

Housing Potential

- Theoretically about

Suitability

- The site is within the Radstock Conservation Area and outside the Housing Development Boundary.
- The open land on this side of the Commb End valley forms a green finger extending into the heart of the built up area. Local topography and the historic pattern of development mean that these open spaces are a distinctive feature of the local scene. From the centre of Radstock and elsewhere in and around the town there are clear views of the field below the housing on the far side of the road on the skyline. Carlingford Villas and other houses are to one side. If the highest part of the field were included in the HDB, it would extend the linear pattern of existing development along the road, but the building would encroach on a prominent part of the open hillside. Even if the development were confined to the southern part of the site it would still be a noticeable extension of development to the detriment of the character of the surrounding area.
- Electrical sub-station on site
- No contamination or flooding issues

Highways

- Access: from Bristol Road, just north of No. 11.
- The 'Housing Potential' has been described as 'NIL' and in normal circumstances Highways would not comment. However, Bristol Road is sub-standard in width for its total length with sub-standard difficult junctions at either end. Highways would therefore resist development without significant improvements including junctions, which are outside of the 'red line'. The site also lies outside the general development boundary and would attract a policy objection.
- Local Impact:
- Wider Impact: Nil housing potential at this site.
- Parking:
- Section 106:

Availability

- Owners have expressed willingness to develop via SHLAA call for sites submission

Achievability**Actions to overcome constraints**

Area and Description

- Parts (a) 4ha, (b) 4ha (c) 4ha (d) 12ha
- This site comprises four fields between Radstock town centre and Haydon, bordered by Kilmersdon Road and a stream known as 'Waterside'.
- Part (a) is pasture land and falls within the Radstock Conservation Area. Paragraph 4.5.4 of the Radstock Conservation Area Assessment (1999) states that, "Included in the setting is a hillside to the south containing significant archeological potential. Its position and steep sides contribute to its imposing appearance and significance as an open area and to the historic core of Radstock.
- Parts (b&c) form the valley of Waterside and are designated in the B&NES LP as forming part of a Site of Nature Conservation Interest (LP Policy NE.9). They separate Haydon from Westfield/Wells Road. The fringes of these areas also fall within flood zones 2 and 3a.
- Part (d) is a large arable plateau field with housing at Haydon along its southern and south-western sides. It is on a plateau and fields in the Waterside valley separate it from the development at Westfield and along Wells road to the west and north. There are more fields and woods in the valley around fox Hills and below Southfield to the east.
- A disused quarry, accessed from Kilmersdon Road lies between part (a) and part (b). It is a SSSI (LP Policy NE.8), a Site of Nature Conservation Interest (LP Policy NE.9) and a Regionally Important Geological Site LP(Policy NE.9)

Housing Potential

- Theoretically, for area (d) only, about 300 at 35 dph (assuming a 70% net developable area)

Suitability

- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park.
- The site is not suitable
- In addition, area (a) is not suitable by virtue of its contribution to the Conservation Area.
- Areas (b-c) are not suitable by virtue of their nature conservation interest.
- A full landscape and visual impact assessment is needed to determine local constraints to suitability with regard to area (d)
- Para 1.1.3 of the Radstock Conservation Area Assessment (1999) notes that areas of open landscape outside the conservation area may be important in the context it setting but do not have such a close connection with the core area of historical interest.
- Although the centre of Radstock lies at the confluence of several deep valleys, over the years the town has grown up the sides and on the top of some of the adjoining hills, for example at Westfield and Northfield. The radial pattern of development has left open areas on hilltops and the sides and bottoms of valleys, which form green wedges or fingers penetrating into the heart of the built-up area. They are a key element in the character of the town, and the open land which separates Haydon from the rest of the town is one of the most substantial areas.
- Development at area (d) would double the area of Haydon and could triple the number of houses in the village.
- Development would raise significant highways issues in terms of the wider impact on the network, particularly with regard to Radstock Town Centre. This issue also weighs against the site suitability.
- Not only would this be a substantial extension of built development onto an open area, but the houses built on the relatively flat south western part of the field could be seen from other hills

around the town, and from lower parts of adjoining valleys. Development would have a detrimental effect on the character and appearance of the surrounding areas.

Highways

- Access: These sites lie outside of the Radstock development boundary, and an in-principle objection will be raised on sustainability grounds, unless the accessibility of the site is shown to be acceptable in accordance with the guidance of PPG13 and RPG10.
- Vehicular access could be taken from Kilmersden Road, potentially at various locations. A development of this scale is likely to require an access in the form of a right-turn lane or roundabout. An element of development might be accessed from Grove Wood Road in Haydon, if the junction with Kilmersden Road can be shown to be adequate. Access roads of an adoptable standard will be required.
- Local Impact: A full Transport Assessment will be required to consider the impact on local roads and those further afield. The T.A. will include a detailed consideration of local travel infrastructure, specifically walking, cycling and public transport.
- Wider Impact: The Transport Assessment will undoubtedly indicate an insignificant impact is to be expected on the centre of Radstock, which will be exacerbated by the proximity of other significant potential development sites. Site is likely to have significant impact on highway network. A Transport Assessment is needed and should consider suitable access on to Kilmersdon Road. Junction assessment is recommended at Fortescue Road/ A367, The St/ A367 and A362 / A367. Multi modal accessibility should also be considered.
- Parking: Reduction to Local Plan parking standards may not be considered acceptable given its location. There can be no parking displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Assessment. Cycle parking required.
- Section 106: Resident's Welcome Packs recommended. Works/contributions resulting from the conclusions of the Travel Assessment. Contributions to GBBN public transport measures likely to be sought. Residential Travel Plan should be produced.

Availability

- Land submitted at SHLAA call for sites stage

Achievability

- N/A given assessment of suitability

Actions to overcome constraints

- Notwithstanding Policy SV1 (4a) of the Draft Core Strategy there are highways, archaeological and nature conservation issues to overcome.

See Policy CH.7 of Wansdyke Inspectors Report

Area and Description

- 6.2ha
- The Site lies due south of Radstock town centre adjacent to Manor Farm and to the immediate north Nicholas's School. It abuts Church Street which links Radstock with Haydon. To the west is Radstock Railway Land.
- It is a large and highly visible uncultivated open are of paddock land at the base of the surrounding hillside which rises up south out of the town.
- The southern boundary is formed by a water course known locally at Waterside which physically separates the site from the school. Along the northern edge of the school grounds is a row of tall, mature trees which acts as a screen between the site and the school. There are also groups of mature trees to the east of the site on an area of land between it and the former railway land. Although dense in places, clear views across the site can be gained through the gaps in the vegetation from this vantage point on the dismantled railway, especially as there is a significant drop in level between the railway land and the site.
- A course rubble wall forms the western boundary, low enough not to inhibit any view into the site. The openness of the site can be best appreciated from Church Street where it forms an integral part of the character of the town as well as a setting for the parish church of St Nicholas.
- The remaining edges of the site are formed by the domestic boundaries associated with the properties along Church Street. These comprise largely mature trees and shrubs providing a distinct edge and a contrast to the flat expansiveness of the site itself.

Housing Potential

24 at 40 dph

Suitability

- Outside LP Housing Development Boundary
- The site lies within the Radstock Conservation Area. The Radstock Conservation Area Assessment (1999) notes that this meadow is an important component of the setting of St Nicholas Church., Manor Farm and the surrounding area.
- The Site falls entirely within flood zone 2 and is also substantially within flood zone 3a
- Policy SV1 (4a) of the Draft Core Strategy (December 2010) requires that housing development beyond existing commitments is within the HDB or contributes to the implementation of the Town Park.
- The site is not suitable

Highways

- Access: These sites lie outside of the Radstock development boundary, and an in-principle objection will be raised on sustainability grounds, unless the accessibility of the site is shown to be acceptable in accordance with the guidance of PPG13 and RPG10.
- Vehicular access is possible only from Church Street, however it seems unlikely that suitable visibility splays can be achieved within the site boundary. Access roads of an adoptable standard will be required.

- **Local Impact:** A full Transport Assessment will be required to consider the impact on local roads and those further afield. The T.A. will include a detailed consideration of local travel infrastructure, specifically walking, cycling and public transport.
- **Wider Impact:** The Transport Assessment will indicate an impact on the centre of Radstock, which will be exacerbated by the proximity of other significant potential development sites. This site alone is not likely to have a significant impact on highway network. However is it in close proximity to RAD 27, 6 and 1 (total of 535 dwellings). The cumulative impact of these developments is likely to have a negative impact upon the junctions of The St/ A367, Fortescue Road/ A367 and A362/A367 although this site is expected to have a minimal contribution. These would need to be considered in a Transport Statement.
- **Parking:** Reduction to Local Plan parking standards may not be considered acceptable given its location. There can be no parking displaced on-street. Any compromise to the maximum standards will need to be justified based on the findings of the Travel Assessment. Cycle parking required.
- **Section 106:** Resident's Welcome Packs recommended. Works/contributions resulting from the conclusions of the Travel Assessment. Contributions to GBBN public transport measures likely to be sought. Residential Travel Plan should be produced.

Availability

- Site submitted at SHLAA call for sites stage

Achievability

- N/A given assessment of suitability

Actions to overcome constraints

Area and Description

- The site is located within a residential area of Radstock around three quarters of a mile west of Radstock Town Centre and around 1 mile from Midsomer Norton Town Centre. The site is largely linear in form and comprises of a former plant nursery and two long residential gardens. A fourth piece of land which currently has a row of garages on it, most of which are derelict and unused and all of which are in a state of disrepair.

Housing Potential

- Planning permission granted in October 2010 for: 27 no. new affordable dwellings and 1 market. (10/03397/FUL). The development comprises 5no. 1 bed flats, 1no. 2 bed flat, 11no. 2 bed houses, 6no. 3 bed houses and 5no. 4 bed house.

Suitability

- Yes – as evinced by planning permission

Highways

- A vehicular entrance which will be widened and extended into the site from Bryant Avenue.
- Car parking for the proposed dwellings would be at 44 spaces with 8 existing spaces to be retained. Car parking spaces will almost exclusively be sited off the public highway save for one on-street car parking bay.

Availability

- Somer Community Housing Trust

Achievability

- Within the next 5 years

Actions to overcome constraints