

## BATH & NORTH EAST SOMERSET COUNCIL RESPONSE TO ID/25

### The deliverability and developability of the SHLAA Sites in the Somer Valley

#### 1. Introduction

1.1 The Council is only responding to the substance regarding the SHLAA sites raised by REP/182, REP/226, REP/320, REP/822 and REP/2564 and does not repeat its overall case regarding the Somer Valley. Therefore, the Council is not responding to representations on the Housing Development Boundary for settlements within the Somer Valley or those that suggest deliverable capacity on greenfield sites.

1.2 The Council considers that it is able to demonstrate there is a reasonable prospect of the capacity identified in the SHLAA being delivered during the Core Strategy period. This is amplified in the response below.

#### 2. Sites included in the first five years

##### SHLAA/RAD 1 (Radstock Railway Land, Radstock)

##### Planning:

2.1 There is a valid planning consent for RAD 1:

- Outline planning permission granted in March 2008 (06/02880/EOUT) for a mixed use development including up to 210 dwellings, with only landscaping and external appearance reserved for future approval.
- Area 2 Reserved matters approved in Aug 2009 (08/02332/REG) including 83 dwellings
- Area 1 Reserved matters approved in August 2010 (10/00771/REG) including 56 dwellings

In relation to Areas 1 & 2 the Notification of Decision states that:

“The development to which those reserved matters relate shall be begun not later than:

- (i) the expiration of five years from the date of the grant of outline planning permission; or
- (ii) if later, the expiration of two years from the final approval of the reserved matters.”

- Area 3 Reserved matters not yet submitted for the remaining 71 dwellings.

2.2 The Notification of Decision states that the Reserved Matters application “shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.” ie 31st March 2013. We understand Linden Homes are on track to submit their Reserved Matters application ahead of this date.

**Infrastructure:**

2.3 As part of the planning consent and associated Section 106, there is a significant amount of on-site highway works which are triggered by various stages of the development. B&NES has secured funding to implement town centre infrastructure works, including the highway works. These are the subject of on-going negotiations between the owner/ developer and the Highways Authority with a view to their implementation this year.

**Funding:**

2.4 Funding has been secured to help deliver the necessary highway infrastructure improvements in Radstock - £800,000 from the HCA and £400,000 from B&NES. Linden Homes is part of the Galliford Try group who have been successful in securing a contract with the HCA as part of the Affordable Housing Programme 2011-15 to support the delivery of Affordable homes within the South West.

**Land ownership:**

2.5 Norton Radstock Regeneration Company owns the majority of RAD1 – there is a blue line boundary within the Planning Consent confirming their ownership. There is a small section fronting on to Fortescue Road which is owned by Radstock Co-operative Society. However, this does not impact on the deliverability of the existing planning consent.

**The former railway:**

2.6 The reference to the Joint Local Transport Plan included in the proposed changes to the draft Core Strategy (the proposed change PC 63).

**Delivery rate:**

2.7 The SHLAA anticipates that the site will be built out over 5 years from 2012/13 at an average annual rate of 42. Given the progress above this is clearly a reasonable assumption.

**SHLAA/Pau 2 (Polestar Purnell, Paulton)**

2.8 SHLAA Pau 2 has outline permission for 631 homes of which 210 are in the form of a retirement community. Broadly speaking there two different products for different markets that can come forward in parallel, hence why a completions rate of 100+ per year for the lifetime of construction to 2016 is considered achievable.

2.9 Phase 1a (39 dwellings) began this year and at least 20 completions can be recorded for 2011/12. The SHLAA estimate was zero – so the site is ahead of the SHLAA programme. Reserved matter applications have been received for phases 1b and c totalling a further 70 units. The neighbouring Barratt site achieved a delivery rate of 56 in 09/10 during the teeth of the recession. It is reasonable to expect and

require a higher delivery rate on this site moving forward. Further the Availability of HCA funding at this site is linked to its timely delivery.

### **RAD 12 (Coomb End Central)**

2.10 The site is allocated in the B&NES Local Plan. A number of small residential permissions have been granted adjoining the allocation. The permission granted at RAD.15 confirms the view that this site is developable but immediate deliverability is less certain. Remove from 5 year supply.

### **3. Site included for years 6 – 10**

- 3.1 PPS 3 requires Local Planning Authorities to identify a further supply of specific, developable sites for years 6 - 10. It states that 'to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available for, and could be developed at the point envisaged' (para 56).
- 3.2 To achieve the vision for the Somer Valley, through **the Midsomer Norton Town Centre Economic Regeneration Delivery Plan (CD4/E6)** and **the Midsomer Norton Town Centre Development Proposals (CD4/UDL10)**, opportunities within existing centres were assessed identifying sites suitable for development or redevelopment including for housing. This informed the SHLAA estimate.
- 3.3 SHLAA sites **MSN2** (Chesterfield House), **MSN3**(Martins Block), **MSN4a**(South Road Car Park), **MSN6**(the Hollies) are considered developable particularly in relation to their locations offering good access to a range of community facilities, jobs key services and infrastructure in line with Government objectives, particularly PPS6.
- 3.4 Various sites within Radstock town centre were identified as potential development sites through the Local Plan, planning applications and landowners engagement process. This informed the SHLAA estimates which include **RAD 3** (Charltons), **RAD 4** (Old Bakery), **RAD 5** (Post Office), **RAD 6** (Library / Youth Club / Church Street Car Park), **RAD 7** (Fortescue Road). These sites potentially offer capacity to address the need for investment and growth to strengthen the town centre. It is expected that the implementation of RAD1 will provide a catalyst for a further phase of investment on the periphery.
- 3.5 The Core Strategy Policy SV3 (Radstock Town Centre) proposes a lower housing number (about 200 dwellings) than the capacity identified by the SHLAA. The best location for new housing will be identified and allocated through the Placemaking DPD process.

3.6 **SHLAA/ RAD 13a and b** are in a suitable location and have a reasonable prospect of availability, therefore are considered developable sites for years 6 - 10. The permission granted at RAD15 confirms this view.