

Bath and North East Somerset Local Plan

Strategic Land Availability Assessment

Report of Findings (March 2013)

Appendix 1 di: Somer Valley

Midsomer Norton

# MIDSOMER NORTON SITE ASSESSMENTS

The following table sets out the contents of the appendix and a very broad summary of the overall suitability credentials and availability of each site. More details can be found in the site specific proformas.

For many sites, development would result in a moderate to high landscape , visual or highways impact (i.e. resulting in low to moderate suitability credential) but this does not necessarily mean they are not suitable for development (wholly or in part) if suitable master planning, mitigation and highways improvements can be achieved. Where undeveloped land is critical to the character of Radstock and the Conservation Area or where there a fundamental issues that cannot be overcome, then a ‘nil’ suitability grading is given.

Ultimately it will be for the Placemaking Plan and Development Management process to determine whether sites should be allocated for development or granted planning permission

The proformas also set out whether a site is deliverable (within 5 years) or developable (beyond the next 5 years). Those sites that are deliverable/developable feature in the SHLAA trajectory (appendix #).

<b>Ref</b>	<b>Site Name</b>	<b>Housing Potential</b>	<b>Suitability Credentials</b>	<b>Availability Confirmed</b>
MSN.2	Chesterfield House	10	High	No
MSN.3	Martins Block	10	High	No
MSN.4a	South Road Car Park	10	High	No
MSN.4b	Telephone Exchange	20	High	No
MSN.6	The Hollies / Sainsbury's	90	High	No
MSN.9	Welton Bibby Barron	150	High	Yes
MSN.10	Alcan	169	High	Yes (PP)
MSN.10i	Hazel Terrace	22	High	Yes (PP)
MSN.14a	Town Park North	75	Low	Yes
MSN.14b	Town Park South i	75	Moderate	No
MSN.14c	Town Park South ii	30	Nil	No
MSN.14.d	Whealers Road	100	Nil	Yes
MSN.15	Rear of St Peters Factory /Jewson	60	High	Yes
MSN.16	St Peter's Park	14	High	Yes
MSN.19	Cautletts Close (Withies Park)	95	High	Yes (PP)
MSN.22	Underhill Farm	70	Moderate	Yes

MSN.23	Fields west of Northmead Road	30	High	Yes
MSN.24a	Thicketmead Farm	75	Partly High	Yes
MSN.24b	Thicketmead Farm	50	Low/Nil	No
MSN.25	Former Focus Site	75	High	Yes
MSN.26	Old Mills	400	Low/Moderate	No
MSN.27	Boxburry Hill	100	Moderate/High	Yes
MSN.28	Monger Lane West	135	Moderate	Yes
MSN.29	Monger Lane East	120	Moderate	No
MSN.30	Welton Vale		Moderate	No
MSN.31a	Land south of Charlton Park	200	Moderate	Yes
MSN.31b	Whitepost	360	Moderate	Yes
MSN.31c	South of Fossefield Road	170	Moderate	Yes
MSN.31c	East of Silver Street	50	Moderate	Yes
MSN.32a-b	West of Silver Street	180	Moderate	Yes
MSN.36a-e	West of Westfield Industrial Estate	600	Low	Yes
MSN.37	West of Withies Lane	175	Low	No
MSN.38	South of Folly Close / Riverside Gdns	225	Low	No

## **Area and Description**

- 0.10ha
- A poor quality two storey block facing the High Street with 4 retail units at ground floor and storage above.

## **Housing Potential**

- Redevelopment of the site over 2-3 storeys, whilst retaining the rear service area could provide:
- 600 sq.m of retail floorspace at ground floor
- 600-1,200 sq.m of residential floorspace on the 1st and 2nd floors, converts to a net usable floorspace of 480-960 sq.m or 7 to 15 flats.
- SHLAA estimate is 10 units

## **Suitability**

- Town centre redevelopment opportunity
- The site is within the town centre and fronts onto High Street. Pedestrian facilities and road widths are good
- Car parking for residential units to be accommodated within the site, possibly to the rear off the existing rear service yard, but could be of a reduced standard, having regard to location of the site to local facilities and public transport. Cycle parking should also be accommodated.

## **Availability**

- Unknown

## **Achievability**

- Not deliverable within the next 5 years. Developable within 10-15 years but due to uncertainty the site does not form part of identified supply for the Core Strategy period

## **Actions to overcome constraints**

- Development viability appraisal

## Area and Description

- 0.07ha
- A poor quality one storey block facing the High Street with 3 retail units at ground floor.

## Housing Potential

- Redevelopment of the site over 2-3 storeys, whilst retaining the rear service area could provide:
- 640 sq.m of retail floorspace at ground floor
- 640-1,280 sq.m of residential floorspace on the 1st and 2nd floors. This converts to a net usable floorspace of 512-1024 sq.m or 8 to 16 flats.
- SHLAA estimate is 10 units

## Suitability

- Town centre redevelopment opportunity
- Neighbouring permission for a building for A1/B1 uses to the rear (07/02904/RES)
- The site is within the town centre and fronts onto High Street. Pedestrian facilities and road widths are good
- Car parking for residential units to be accommodated within the site, but could be of a reduced standard, having regard to location of the site to local facilities and public transport. Limited access opportunities within the constrained site boundaries. Cycle parking should also be accommodated.

## Availability

- Unknown

## Achievability

- Not deliverable within the next 5 years. Developable within 10-15 years. Developable within 10-15 years but due to uncertainty the site does not form part of identified supply for the Core Strategy period

## Actions to overcome constraints

- Development viability appraisal

(This site assessment should be read alongside the 'Midsomer Norton Regeneration Delivery Plan, April 2010)

## **Area and Description**

- The site comprises approx 3.6ha and is accessed via South Road, which runs parallel to the south of the High Street and is connected via Excelsior Terrace
- South Road is characterised by the rear areas of properties on the High Street and the open frontage to the car park site. Consequently the street lacks a sense of enclosure.
- A pedestrian route from South Road connects to the High Street through the backs of High Street properties but is of poor quality.
- Residential buildings overlook the site to the south, with a BT exchange building and residential property defining the boundary to the west. Although the telephone exchange is an unattractive building the likely costs of relocating it mean that it is very difficult to incorporate within any short term development proposals.
- Residential properties and redundant works buildings form the eastern edge which presents further development capacity.
- An overhead electricity cable crosses the far south west corner and runs through to Primrose Lane / Excelsior Terrace and an underground gas main runs through the south east corner of the site.
- The town centre conservation area wraps around the site.
- The site slopes upwards north to south by approx 10 metres.

## **Housing Potential**

- Modest flatted development on junction of South Road and Excelsior Terrace (10 units).

## **Suitability**

- Site identified in Midsomer Norton Regeneration Delivery Plan as being most suitable for 3,000 sqm of convenience retail floor space alongside 300 parking spaces.
- The site is within the town centre and incorporates the South Road car park. Road widths, footway widths and junctions are generally considered as satisfactory. Good pedestrian links to local services and public transport
- Residential element likely to have limited strategic impact.

## **Availability**

- The car park and Library site to the north are both owned by Bath and North East Somerset Council. A number of different land ownerships control the immediate surrounds of the site and it

is likely that some third party land will be required to deliver new food retail floorspace in this location.

**Achievability**

- Potentially within the next 5 years (though not included in 5 year supply)

**Actions to overcome constraints**

- Former uses of the site, including occupation of a gas holder, may present contamination issues and a ground condition survey will be required.

## **Area and Description**

- 0.27ha

## **Interim Assessment of Housing Potential**

- The existing building footprint is 1,000 sqm. Redevelopment over two storeys = 2,000 sqm gross and 2,400 sqm net.
- This converts to about 20 flats at an average units size of 70sqm

## **Suitability**

- Yes

## **Availability**

- Not available

## **Achievability**

- Not deliverable within the next 5 years. Potentially developable with 10-15 years. However, the site does not form part of identified supply for Core Strategy period given uncertainty in relation to availability.

## **Actions to overcome constraints**

- Availability subject to operational requirements of BT



(This site assessment should be read alongside the 'Midsomer Norton Regeneration Delivery Plan, April 2010)

## **Area and Description**

- 1.55 ha
- The Hollies site is focused on the Sainsburys's food store which is set back from the High Street. The store has a blank elevation to the Hollies Gardens and the High street.
- The site slopes upwards away from the High Street so that the Sainsbury's store entrance is some above the High Street to the south but below the public car park to the north. The pedestrian connections from north to south are difficult with lengthy ramps to address the change on levels.
- To the west are the Council offices, the Hollies. To the east is the Methodist Church, Midsomer Norton Primary School and associated playing fields. The church and the school are attractive buildings but both have poor quality extension and additions.
- The access street to the school is shared with the service yard to Sainsbury's, which is open and fronts the school, as well as the access to the store car park. This is a complicated and unsatisfactory arrangement for the school.

## **Housing Potential**

- The Midsomer Norton Regeneration Delivery Plan promotes mixed use development in combination with the relocation of Sainsbury's to MSN.4. It estimates that there is capacity for:
- 950 sq.m of new comparison retail floor space in conjunction with 2,450 sq.m of refurbished space within existing units on the High Street.
- 2,900 sq.m of new office floorspace
- 5,000 sq.m of residential apartment floor space (80 apartments) and 1,050 sqm of residential townhouses (10 houses)
- Mixed parking provision to serve new development and the High Street

## **Suitability**

- Town Centre redevelopment opportunity

## **Highways**

- See Midsomer Norton Regeneration Delivery Plan

## **Availability**

- Sainsbury's have indicated that they have plans to relocate to the present CFH site in Westfield. This is not in accordance with the RDP for Midsomer Norton.

**Achievability**

- Medium/Longer term and subject to the delivery of MSN.4a. Site does not form part of identified supply for Core Strategy period.

**Actions to overcome constraints**

- Site needs to be unlocked in conjunction with MSN.4a

## Area and Description

- 5.64ha
- The site is located on the west side of Station Road (A362) a short distance to the north of Stones Cross.
- The greater part of the site (c4.3ha) is occupied by substantial industrial buildings and is adjoined to the south by housing fronting on to North Road and to the north by the Norton-Radstock Greenway, beyond which is housing. There is housing development on the east side of Station Road.
- The western part of the site (c.1.3ha) comprises a finger of overgrown open land between Berkeley Avenue and the Greenway. This part of the site is crossed by a footpath linking the Town Centre with the Greenway and the housing areas of Welton beyond.
- The site is bisected by the Wellow Brook flowing from west to east.
- Vehicular access to the site is from Station Road.
- The boundary of the Midsomer Norton and Welton Conservation Area follows the eastern boundary of the site.
- The long liners rear gardens of 13/14 North Road present a buffer between the site and Berkeley Avenue and could be developable subject to the landowners position.

## Housing Potential

- The site is allocated in the Local Plan (Policy GDS.1/NR15) for mixed use residential and business uses, to include about 100 dwellings and provision for the public rights of way within the site.
- This policy supposed on the rationalisation of the existing commercial activity on-site
- If the present occupier were to relocate the housing potential would increase to c.150.
- A development concept similar to that permitted re Alcan (MSN.10) is foreseeable.

## Suitability

- The site is well located in relation to the built –up area and is within reasonable walking distance of the Town Centre. The site is well located in relation to pedestrian routes linking the Town Centre with Welton.
- Part of the undeveloped part of the site around Wellow Brook falls within zone, part of which is also 3. Wellow Brook is culverted beneath the developed part of the site.
- The industrial part of the site may be present contamination / remediation issues.
- The western part of the site adjacent to the Wellow Brook is likely to be of nature conservation interest.
- Older buildings adjacent to the site frontage contribute to the setting of the Conservation Area and will require attention at planning application stage.

## Highways

- Access: Access to this site will need to be taken from Station Road as the frontage onto North Road is not sufficient to create an access of the appropriate standard. Given the level of traffic likely to be, it is likely that a mini-roundabout, or even signal-controlled junction may be necessary. Given the potential scale of development, a secondary access may be required. 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. In particular, the impact on the Stones Cross junction should be assessed, as well as capacity and safety issues along West Road. The T.A. should include a Travel Statement which will include an assessment of local travel infrastructure – ped/cycle links to the town centre, other key facilities and public transport.
- Wider Impact: The T.A. should also consider the impact on the wider network toward Bristol and Radstock, as there will be a cumulative effect with the number of other significant sites locally. Potential junction assessments at Station Rd / Radstock Road (A362) and A362 / B3355 roundabouts. If access is retained at the northern extent of this site, the access should be assessed as a staggered crossroads along with Valley Walk, a likely access point for any development at MSN 30, a potential long term significant strategic development site, which together with MSN.9 would cause a cumulative impact at all junctions listed above and A362 / A367.

## Availability

- Welton Bibby and Baron Ltd will be vacating this site in 2013 following a move to new premises in Westbury

## Achievability

- Likely to be deliverable within the next five years given evidence of availability.

## Actions to overcome constraints

- Flood Risk Assessment, sequential test and implementation of mitigation works.
- Contamination report and implementation of remediation works.
- Demolition of existing buildings.
- Employment Land Assessment to ascertain mix of uses for redevelopment of site.

**Area and Description**

- 4.4 ha.
- Vacant industrial buildings and land.
- Residential uses to south, dismantled railway line to west with town centre beyond, industrial to north and east.
- The site does not have any obvious 'external' constraints, it is not within an identified area of flood risk or have any topographical constraints. The site benefits from an existing means of access through a residential area which is no longer considered suitable for HGV movements.

**Housing Potential**

- Planning permission granted for 169 units (40dph ) in Jan 2012
- This include 7 live/work units
- See 11/01772/FUL

**Availability & Achievability**

- Site under construction
- Deliverable within the next 5 years.

## **Area and Description**

- 0.72ha
- The site is a former industrial site on the north side of Hazel Terrace.
- The front part of the site is adjoined by housing.
- The rear part of the site is adjoined by Alcan (site MSN.10) to the west and by small industrial units to the east.
- A private road giving access to the Coates factory follows the north-eastern boundary of the site.

## **Housing Potential**

- 22 dwellings

## **Suitability**

- Planning permission was granted in February 2004 ref 03/01523/FUL) for a scheme of 18 houses and 4 flats.

## **Availability**

- Yes- as evidenced by planning application

## **Achievability**

- The site has been cleared and work has commenced. A technical start has been made but development has not progressed.

## **Actions to overcome constraints**

- No known constraints.

# TOWN PARK & FIVE ARCHES GREENWAY

## MSN 14a-e

### **Area and Description**

- Area (a) 7.6ha
- Area (b) 1.1ha + 1.3ha
- Area (c) 1.3ha
- Area (d) 5.0ha
- Area (a) comprises part the Town Park (which features the Batch) on the steep north facing river Somer valley side. The batch is an important reminder of the mining in the town and as a landmark. The hillside has an unusually wild natural character within the built up area and is very well used by walkers and cyclists.
- Area (b) comprises small late medieval fields on the gentler south facing side of the valley. The fields are in pasture and one has been cleared. They are bounded by unmanaged hedges and streamside trees which create a strong sense of enclosure within the fields but with open views across the valley. The Somer is partly artificially channelled and generally more could be done to improve its setting.
- Area (c) is a wooded area of trees originally planted to sell from the former Priory Nurseries on the site.
- Area (d) Housing at Westfield stands on top of the Somer Valley and the disused railway line (now a dedicated cycle path) runs along the grass slopes below. This is an SNCI and is crossed by the Fosseway.
- In some respects the grassy slopes on the southern side (north facing bank) of the river look like the fields on the hillsides in the countryside around the town. However, in views from the footpath along the river and other parts across the slope walkers are readily aware that the area is virtually surrounded by urban development. The mixture of small areas of open space and many trees on the land on the northern side (southern facing bank) are different in character and appearance to the southern side. Nevertheless it is open ground which visually keeps housing away from the river. Local topography and the historic pattern of development mean that open land hillsides and in valley is an important element in the character of the built-up area. The southern hillside, the Batch and the open land on the northern bank of the river combine to form an important green lung. Its amenity value is enhanced by proximity to the town centre.
- A proposed town park allocation covers the former railway line (now the Five Arches Greenway cycle path) and the open slopes below, but the higher parts of the hillside (16d) are not included, being an area of nature conservation importance. The park includes the Batch and the open land between it and the river, but not the sports centre, hall or surgery. On the northern bank it covers the paddock and open land west of the former nursery, but the gardens of Hope House and Lilac

Terrace are within the housing development boundary. The nursery itself and the paddocks and allotments to the east are outside both the HDB and the town park.

### **Housing Potential**

- Area (a): Developable area = about 2.5ha = about 75 homes at 30dph
- Area (b): The two parcels total 2.5ha = about 75 homes at 30dph
- Area (c): About 30 homes
- Area (d): About 100 homes

### **Suitability**

- Landscape character (a) high impact due to the loss of the wild valley side character within the built up area and loss of important recreational space, (b) high impact caused by the loss of a wooded area within the urban area, (c) low to moderate impact as the fields related well to the urban area and are well contained by it, (d) not assessed re SNCI status
- Visual Effects (a) high impact from public rights of way and existing housing due to loss of wild valley hillside, moderate impact from the A362 due to loss of glimpses of rural views (b) high impact from public rights of way and existing housing due to loss of woodland views, low impact from A362 as woodland is not seen from the road, (c) low to moderate impact from public rights of way as views of the area are already influenced by the poorer quality open space or surrounding built up areas, moderate impact from existing housing due to loss of open outlook and reduced views to wild hillside, (d) not assessed re SNCI status
- Scope for mitigation (a) it is not possible to mitigate the loss of an area of wild character well used for informal recreation within the built up area of the town, (b) it is not possible to mitigate the loss of a wooded area (c) sensitive layout comprising terraces following contours to relate to existing built form would effectively mitigate development. The layout should make provision for sufficiently large spaces to support large growing trees and a 'soft' edge to development in relation to existing houses and the rural area. Enhancements to the course of the river Somer would effectively aid the integration of development into the landscape and enhance routes through the public open space, (d) not assessed re SNCI status
- Left as it is 14a will continue to have considerable value for local people. It is well used for informal recreation and there are no obvious signs of blight or dereliction, although some parts of the land on the northern bank (14 b) may be underused. The urgency of the need to create a more formalised town park is an issue that needs to be resolved to determine whether altering the present value of the area by allocating part of the land for enabling development can be justified.

### **Highways**

- Access: Access to development on the northern bank of the river would have to be from Gullocks Tyning or Wheelers Road, which would require a bridge over the river and floodplain. This could be done from the south-west without affecting the remainder of the town park physically. An access road from the east would have to cross part of the park which would be affected visually



and also in terms of the introduction of noise and movement of vehicles in an area that is currently very quiet.

- Access to the northern area (a) would require third party land – the land on which the Somer Centre sits. Another option could be via the allotments on Radstock Road however visibility is substandard, and again improvement would only be possible with third party land. Access to the western end of area (a) can be taken via Wheelers Road which has a good junction with Radstock Road. Access to part of area (b) could be taken through site (a), via a bridge.
- Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. In particular, the impact on Wheelers Road, which serves a limited number of dwellings at present may be considered to be excessive. Right-turning movements into Wheelers Road must be considered in detail.
- Wider Impact: The T.A. should also consider the impact on the wider network toward Bristol and Radstock, as there will be a cumulative effect with the number of other significant sites locally. Junction assessment recommended at Station Rd / Radstock Rd (A362) and High Street / Silver Street (B3355). Potential for further junction assessment at Excelsior Terrace / High Street and Silver Street / South Street, depending on access arrangements. Cumulative impact of SHLAA sites on junction between Radstock Rd / Station Rd (A362) and A362 / A367.

#### **Availability**

- Western end of area (14a) and all of area (14d) known to be available

#### **Achievability**

- The development of the site is dependent upon the provision of satisfactory access and the formulation of proposals for the Town Park.
- Not deliverable within the next 5 years. Potentially developable with 10-15 years.

#### **Actions to overcome constraints**

- Provision of vehicular access from Radstock Road (A362) and/or Gullock Tynning.
- Provision of pedestrian links to the town centre.
- Formulation of detailed proposals for Town Park, to be informed by an Open Space Assessment.

# R/O ST PETERS FACTORY/ JEWSONS MSN 15

## **Area and Description**

- 2.0ha
- Site comprises open land to the east and south of St Peters Factory, on the east side of Wells Road (A367), together with the former Jewsons site on the west side of Wells Road.
- The St Peters Factory site is adjoined to the south by the Norton Hill Recreation Ground, Westfield Industrial Estate and open countryside on the opposite side of the Waterside Valley. The site is adjoined to the north-east by housing development forming part of the Waterford Park estate and to the north-west by housing development fronting on to Wells Road.
- The Jewsons site is adjoined by housing and school playing fields.
- The site is accessed by means of a signal-controlled junction from Wells Road.

## **Housing Potential**

- Planning permission was granted in February 2008 (ref 05/01926/FUL) for a development of 107 houses, commercial units and public open space on a site of 6 hectares comprising the southern half of the St Peters site and the Jewsons site.
- An area of approximately 2.0 ha remains available for development between the St Peters factory and Waterford Park. The permitted employment space had not been constructed. This could yield about an additional 60 dwellings.

## **Suitability**

- The site is well related to the built-up area and is approximately 1 kilometre from Midsomer Norton Town Centre and 1.8 kilometres from Radstock Town Centre, but is within convenient walking distance of local shops, schools and employment sites.
- Policy GDS1/NR4 of the Local Plan allocates the site for residential and business uses and about 100 houses in the period to 2011. A suite of other site requirements also form part of the policy.
- An area of approximately 2 hectares remains available for further development.
- The signal-controlled junction on the A367, Wells Road has sufficient capacity to allow access to this development. Local travel infrastructure appears good, however pedestrian and cycling links should be created to the Waterford Park area and Wells Road (north of the main vehicular access). Potential cumulative impact with other SHLAA sites to be considered.

## **Availability**

- The site is understood to be in single ownership and available for development, which has now commenced.

## **Achievability**

- Deliverable within the next five years. No obvious constraints to overcome

## **Housing Potential**

- Planning permission granted in July 2011 for 4no apartments and 7no 2 bed houses and 3no. 3 bed houses on land to the front of Continu-Forms Holdings. See 11/00121/FUL
- Total of 14 dwellings.

## **Achievability**

- Within the next 5 years.
- Sainsbury's may submit an alternative application (covering a wider area but include MSN 16) which, if permitted<sup>1</sup> could result in non-implementation of 11/00121/FUL.

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<sup>1</sup> Sainsburys scheme refused at March 2013 Development Control Committee

# CAUTLETTS CLOSE (WITHIES PARK) MSN 19

## **Housing Potential**

- Planning permission granted in September 2011 for 112 dwellings with access from Withies Park (including a new bridge across the River Somer), landscaping and associated works.
- See 10/04015/FUL.

## **Achievability**

- Site under construction. Fully deliverable within the next 5 years.

## **Area and Description**

- 2.3ha
- The site comprises a large field of pasture adjoined by thick mature woodland to the north and west which screens the site from surrounding countryside
- The site is adjoined to the east by housing fronting Orchard Vale and to the south by flats fronting on to Woodside.
- Vehicular access is by means of an access track from Underhill Lane.
- The site is situated in Mendip District.

## **Housing Potential**

- About 70 dwellings at 30dph

## **Suitability**

- The site adjoins existing housing areas and is approximately 1 kilometre west of the town centre.
- Existing vehicular access to the site from Underhill is substandard and could not be resolved with a significant impact act its rural character.
- Effectively, the site appears to be land-locked and the only possible means of access would require third party land and potentially the demolition of existing structures. Access could be achieved through the land on which the recreation ground (where the Community Hall sits), but the hall would require relocation. Third party land may also be required to achieve suitable visibility splays.
- A Transport Assessment is required to consider the impact on local roads and further afield. In particular, the impact on the junctions of Northmead Road and Paulton Road, and capacity and safety issues on the local estate roads.

## **Availability**

- Site is in single ownership and has been promoted during previous rounds of plan making.

## **Achievability**

- The site could come forward relatively quickly

## **Actions to overcome constraints**

- Provision of satisfactory vehicular access, including off-site works.
- The site is within Mendip DC

# FIELDS WEST OF NORTHMEAD ROAD MSN 23

## **Area and Description**

- 1.0ha
- The site lies to the west of Northmead Road (B3355) on land separated north of the dismantled railway and Wellow Brook.
- It is approx 1km from the centre of the town centre and a large Tesco store is located approx 300m to the north west. The site is readily accessible by foot and cycle and public transport to the town centre and other facilities.
- The site comprises an overgrown area of undeveloped land on the north slope of the valley of the Wellow Brook. The site is surrounded on three sides by residential curtilages however, to the west are the long rear gardens of a row of cottages which are more rural in character and which act as a link to the wider undeveloped valley to the west. As a result the site is part of the green finger which runs along the valley of the Wellow Brook rather than a part of the urban area.
- There is a substantial tall hedgerow which runs north/south through the centre of the site; the only part of the site which is actually visible from the wider countryside across intervening gardens of adjoining properties to the west is that part to the west of the hedgerow; the eastern part is concealed. The site is separated physically and visually from the course of the Wellow Brook by the wooded embankment of the disused railway.

## **Housing Potential**

- About 30 at 30 dph

## **Suitability**

- There may be scope for accommodating limited development within the site whilst ensuring the retention of the “green finger” of undeveloped land that runs along the valley floor.
- Land within the southern part of the site provides an opportunity for the provision of accessible open space that separates the northern part of the site from the Wellow Brook.
- The major difficulty in establishing access from Northmead Road will be to provide a suitable access which will not interfere with the operation of the traffic signals at the bridge. Developers will need to provide data (LINSIG) showing how the signals will be affected by vehicles entering and leaving the site. One access options is a left turn only and if this is put forward as the solution then vehicle tracking will need to be provided. Visibility is available to accord with current guidance. No possible other points of access due to private roads.

## **Availability**

- Land wholly within the control of a private developer.

**Achievability**

- No exceptional cost factors other than those associated with building on gently sloping land. Site can be developed as soon as planning permission is granted.
- The development of the site is dependent on the achievement of a satisfactory vehicular access.

**Actions to overcome constraints**

- Provision of a satisfactory vehicular access from Northmead Road.

## **Area and Description**

- 24a = 2.5ha,
- 24b = 1.5ha

## **Housing Potential**

- TBC

## **Suitability**

- TBC

## **Availability**

- 24a is being promoted by a Edward Ware Homes
- No evidence of availability in respect of 24b - although may be in same ownership as 24b. TBC

## **Achievability**

## **Actions to overcome constraints**



## **Area and Description**

- 2.3ha
- Site hosts a vacant retail warehouse (4,346 m2 NIA ) / office HQ (4,675sqm NIA) and associated parking
- Site is well screened from surrounding countryside
- Existing access from A362.

## **Housing Potential**

- About 70 at 30 dph

## **Suitability**

- Site is suitable for residential redevelopment, although it is perhaps more suitable for business use.

## **Availability**

- Enquiry from agent on possible uses of site in 2012

## **Achievability**

- Site could come forward as a mixed use package together with all or some of neighbouring MSN 26

## Area and Description

- 13ha
- This area comprises a very gentle south facing slope at the southern end of the site increasing to moderate towards the north of the site.
- The very small and medium rectangular medieval fields and a few larger fields are bounded by sparse clipped hedges with very few trees. There is a taller hedge at the north boundary of the area.
- The area, used for grazing, is adjacent to very large industrial buildings adjacent to Springfield colliery at the edge of the town. These buildings, including Great Mills, are not related to the landscape apart from a narrow strip of planting on the west side. These buildings are out of scale with other buildings west of the tip – they are inappropriate in a highly attractive landscape which is particularly open and expose to views from the surrounding countryside to the south and west.

## Housing Potential

- 400 at 30 dph assuming 100% housing. Size of site may require land to be held back for other uses, thus reducing the housing capacity.

## Suitability

### Impact on landscape character, visual effects and scope for mitigation

- Development would have a high impact on landscape character as it would intrude into the rural valley landscape to west and south, of which the area is clearly a part, creating a poor backdrop to an exceptionally high quality landscape in the Wellow valley to the south at Underhill. The Great Mills area clearly illustrates the potential impact.
- High impact on the public right of way at the east boundary of the area due to loss of rural views and landscape backdrop to intimate landscape to the south; moderate impact on A39 due to the loss of rural views; high impact from houses on the A39 and Old Mills Lane due to loss of rural views; moderate to high impact on Old Mills Lane due to loss of rural views.
- This area has overall low capacity to absorb development but it may be possible for mixed housing /employment development to be accommodated with appropriate design and mitigation in the two most southerly fields – the eastern most field being most readily absorbed into the urban area. Site should be master planned together with MSN.25. Scope to reconsider western most tree belt within MSN.25 as part new housing-led redevelopment.

**Transport**

- Site is some distance from Midsomer Norton High Street, though Tesco offers a large range of goods.

**Availability**

- South easterly field available and promoted by Edward Ware Homes

**Achievability**

- Site could come forward relatively quickly but the redevelopment of MSN.25 should be a prerequisite if no longer needed for employment uses.

## Area and Description

- 3.5ha
- The area has a moderate slope down to the south and south east. It comprises one medium triangular field in pasture bonded by a clipped hedge and fences. A house at the north end is set in a well treed garden. The area is open and exposed to the south east. Springfield colliery tip, a landmark feature, forms a strong backdrop as well as adjacent hills, houses and trees to the north and north east.
- To the south the site faces houses on the southern side of west road. Tesco and Old Mills Industrial estate lie to the west, whilst housing running up Phillis Hill Les to the east

## Housing Potential

- About 100 at 30dph

## Suitability

### Impact on landscape character, visual effects and scope for mitigation

- Development would have a low impact on landscape character because the site is very much within the built up area of housing.
- Low impact on surrounding roads because the area is contained by predominantly urban environment and the loss of the area would be rather inconsequential; low to moderate impact on the houses as occupants would lose their open view of the area sweeping up to the tip; low impact on wider rural views as there is so much urban development in the vicinity to notice; moderate impact on the landmark tip due to the loss of open sweep up to the base of the tip.
- Planting, particularly on the tip side, would be highly effective by acting as a visual break and softening the face of the tip

### Highways

- Awaiting detailed advice but no appear overriding constraints

## Availability

- Site promoted by planning consultant on behalf on landowner

## Achievability

- Site could be delivered relatively quickly.

## Area and Description

- 5.3 ha.
- The site is situated between Monger Lane and existing housing development to the south at Blackberry Way and Greenhill Place. The western part of the site adjoins housing to the west (Phillis Hill) and to the north (Harts Paddock/ Monger Lane and a small new development at Somer Ridge on the opposite side of Monger Lane). Beyond Monger Lane the land is mostly this is open countryside.
- Approx. 1.5km from the High Street,
- The site comprises fields in agricultural use surrounded by sparse clipped hedges, one with large trees
- The undulating to moderate slope of this area falls to the south. The hillside has a significant and wide ranging zone of visual influence, offers views to the south and south west and can be seen from across the Somer Valley. The trees and hedgerows play an important role in the hillside setting of the town. Although there is little to distinguish this land from that recently developed to the south it is higher up the slope and more readily seen.
- In some views other ridges can be seen behind Elton Hill, but from lower vantage points the crest of the hill provides the skyline of the rural backdrop to the town
- The site is not within the MSN Conservation Area.

## Housing Potential

- About 140 homes if developed at a similar density to neighbouring Thicketmead

## Suitability

### Impact on landscape character, visual effects and scope for mitigation

- The area feels open and exposed but given the development to the south and the scattered houses on the skyline development would be harmful but the impact would be low/moderate. More gentle slopes on this upper part of the valley side have also the effect of lessening the impact of development. It would be very important to effectively retain hedges within development in this area.
- Moderate impact on houses due to loss of rural views but very few houses directly face the area; high impact on the minor road to the north due to loss of rural views to both sides of road; low to moderate impact on cross valley views as development in this area will relate to development on the lower slopes and there is already housing on the skyline; low impact on the A362 as housing to be built on the lower slopes would create skyline views

- The sensitive layout, planting and use of materials to address the relationship with the rural area and adjacent houses would be fairly effective in creating a 'soft' setting to the development at the rural edge – keeping it away from the rural edge, and integrating it into a rural setting. The layout must not use existing hedges to create rear garden boundaries, which would make them very vulnerable to abuse or removal. Overall the site has a moderate capacity to absorb some level of development. The upper parts of the site are more sensitive than the lower as they are more prominent in the wider landscape. The crest of the hill is an important landscape feature, especially when view from lower vantage points, and provides the skyline of the rural backdrop of the town.

### **Highways**

- Access: could be achieved by the stretch of Monger Lane east of the redeveloped depot, which would have to be widened. However, the rest could remain a narrow, winding rural lane and measures taken to curtail its use. A Transport Assessment should be provided with recommended junction assessment at Monger Lane / Phillis Hill, Monger Lane / West Road and A362 / B3355.

### **Availability**

- Planning application submitted in October 2012 for 135 homes 12/04590/OUT

### **Achievability**

- Site could come forward relatively quickly and form part of 5 year land supply if permitted

### **Actions to overcome constraints**

- Provision of satisfactory vehicular access likely to involve off-site works and pedestrian links through the adjoining housing to the south.
- Measures to manage water run-off

## **Area and Description**

- 4.2ha
- Similar characteristics to MSN28

## **Housing Potential**

- 120 at 30 dph

## **Suitability**

- Similar characteristics to MSN.27

## **Availability**

## **Achievability**

## Area and Description

- 19.5ha
- The site is bisected by both the Greenway, which follows the former railway line, and the Wellow Brook, each of which run west to east across the site. The site forms a valley with the ground rising to the north and south from the Wellow Brook, with the steepness of the slope increasing significantly to the north. The Greenway follows an embankment for much of its length and is elevated above adjoining land.
- The site comprises arable land, improved pasture and pony paddocks, with trees following the Wellow Brook and the railway embankment and mature hedgerows marking the field boundaries.
- There is a substantial complex of agricultural buildings adjacent to Manor Farm in the north west corner of the site. Parts of the site, especially in the vicinity of Wellow Brook, are well utilised for recreational purposes, and a number of rights of way and footpaths cross the site.
- The northern boundary mainly follows the contours rather than existing field boundaries and entirely abuts open countryside. To the south east of the site, at Wheelers Hill, is a well-established industrial area, including a refuse transfer station/Civic Amenities site and a defunct sewage works. The Midsomer Norton Enterprise Park comprises a modern industrial estate served by an access road from the A362 Radstock Road.
- To the south-west of the site is a wide variety of housing development ranging from Victorian terraces (Rock Road and Burlington Road to the south west) to early 1990s (Wellow Brook Meadow to the west). The Welton County Primary School adjoins the south west corner of the site and the school playing field is located within the identified site area.
- Areas prone to flooding around Wellow Brook, particularly on the north side.

## Housing Potential

- Land north of the Greenway: 240 on 8.0ha at 30 dph (Welton Manor Farm Buildings excluded from developable housing area)
- Land between the Greenway and the Wellow Brook: 75 on 2.5ha at 30 dph
- Land south of the Wellow Brook: about 100 on 3.0 ha at 30 dph

## Suitability

- This site was allocated for housing, employment and public open space in the deposit draft of the Wansdyke Local Plan. The allocations envisaged a new road being constructed across the site from the Enterprise Park to the junction of Station Road/West Road/Millards Hill so as to provide a new route for the A362 by-passing the western end of Radstock Road and Station Road. The allocation was endorsed by the Local Plan Inquiry Inspector but subsequently deleted by the Council.



- In the Bath and North East Somerset Local Plan Deposit Draft, much of the central and northern part of the site was identified as Important Hillside.
- An area of land (0.84 hectares) in the south-east corner is allocated for employment development (Policy GDS.1/ NR12).
- The Greenway is an important pedestrian route/ cycleway and the provision of a new road across it would be problematical.
- The Wellow Brook is of nature conservation interest and the breaching of this wildlife corridor by a new access road would also be problematical.
- The site is essentially divided into three parts by the Greenway and the Wellow Brook:

#### Land north of the Greenway

- Most of this area was identified in the Deposit Draft BANES Local Plan as Important Hillside.
- The western part of the site, adjacent to Manor Farm and Millards Hill, is located within the Midsomer Norton and Welton Conservation Area. There are a number of listed buildings within the Manor Farm complex.
- Vehicular access would need to be investigated from Millards Hill, in the vicinity of Manor Farm, which is likely to be problematical in view of its potential adverse impact on the setting of listed buildings and the Conservation Area.

#### Land between the Greenway and the Wellow Brook

- Vehicular access is not possible from the north or south without breaching the Greenway or crossing the Wellow Brook, both of which are unlikely to be acceptable.
- The only possible means of access would appear to be from Valley Walk to the west.
- The site is low-lying and well screened by trees along the Greenway embankment and the Wellow Brook.
- Much of the site is Flood Zone 2.
- In general landuse terms, the site would appear suitable for housing in view of its proximity to the built-up area.

#### Land south of the Wellow Brook:

- The site is well related to the built-up area and would appear suitable for housing development or a mixed housing/ employment development.
- Vehicular access is available from the A362 via the Midsomer Norton Enterprise Park.

#### Extract from Inspectors report: Obj Refs 2057/B1, 2649/B3, 3245/B1

- This is a substantial area of land which forms part of the north slope of the valley of the Wellow Brook. A small part of the site south of the Brook and to the west of the Midsomer Norton Enterprise Park is allocated in the RDDLP as GDS.1/NR12 for employment purposes, to which I recommend no change.

- Welton Vale is an attractive area of open land which relates fully to the open countryside to the north of the built up area. The objectors argue for a mixed use development of the site. However, 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, and in view of my findings in Section 2 in relation to the economy of the District, there is no evidence to support the release of any more of the area for employment development.

## Highways

- The new access road proposed in the Wansdyke LP would also have provided major junction alterations at both the Station Road and Radstock Road to cope with the increased traffic levels.

### North of Greenway:

- Access to this area would need to be taken from a spur of highway from Millards Hill where in theory an access could be provided to the north of Manor Farm. This track would need to be brought up to standard (although adopted is not in best state of repair) and is subject to on street parking along its length and at the Millards Hill junction. Any new road in this way would cross public footpath CL24/48 which may need diversion. Millards Hill is sub-standard in places in terms of width and is subject to heavy on street parking. Millards Hill northwards is basically narrow lane with 90 degree bends and no footway provision.
- Land between Greenway and Wellow Brook: In theory access could be achieved from Valley Walk but there appears to be a ransom strip. Valley Walk is heavily parked but it does have pedestrian facilities and is lit.

### Land South of Wellow Brook:

- Access could be gained via Enterprise park however this is heavily used by the industrial estate and as access for the local amenity centre and is heavily parked, including on occasion by HGVs. Due to its industrial use carriageway width is 7.6 metres and has footway along the north side. The difficulty in Highway terms is that of considering the impact of any development in relation to the potential number of dwellings. Clearly the land to the north of the Greenway is the largest in the area but is potentially the most difficult to access. That to the south of Wellow Brook is perhaps the easiest but may also be the smallest. Without having an idea of potential development for each part it is difficult to fully assess the impact and can probably only be left that the developer will need to show that a suitable means of access can be achieved with no detrimental impact on the highway.
- Local Impact: In general terms see above but with the identified difficulties related to Millards Hill and Valley Walk I think it would be difficult to develop those parts of the site. Land south of Wellow Brook may be the easiest to access but may still require changes to the access route.
- Wider Impact: The mini-roundabout at Stones Cross has previously been identified as being at saturation for parts of the day. Any development will need to show the impact on this junction.

Millards Hill/Station Road is a difficult junction especially for those right turning into Millards Hill. Enterprise Park/Radstock Road junction currently has visibility restricted along the adjacent western lower frontage. Developers will need to demonstrate no adverse impact on the highway with particular reference to Stones Cross and to the potential cumulative impact on the double mini roundabout at the centre of Radstock. Housing potential not specified although site area suggests a Transport Assessment is required. Junction assessment recommended at Midsomer Norton Enterprise Park access / A362, Station Rd / Radstock Rd and A362 / B3355. Depending on access arrangements and final scheme there is also potential for junction assessment at Millards Hill / A362 and Valley Walk / A362 / factory access. Close to sites MSN.9 and MSN.14 and the cumulative impact is likely to effect all of the above junctions and A362 / A367.

- Parking: To be in accord with the Council's maximum standards, particularly in relation to any development of the northern and central parts of the site.
- Section 106: Northern site. Potential for upgrade at spur from Millards Hill and dependant of scale of any proposals possible junction improvements at Station Road Enterprise Park - possible need for parking restriction / regulation on road plans possible junction improvements in terms of visibility. Residential welcome packs should be provided containing free trial bus tickets. There is potential for a residential Travel Plan to be implemented. Possible contribution to mitigation measures.

#### **Availability**

- It is understood that the site is controlled by a single landowner, except for the Greenway which is owned by the Council.

#### **Achievability**

- Development of the northern and central parts of the site is dependent upon the provision of satisfactory vehicular access.
- Development of the central part of the site is dependent on a Flood Risk Assessment being carried out.

## Area and Description

- Area (a) South of Charlton Park– 7ha
- Area (b) Whitepost – 12ha
- Area (c) South of Fossefield– 5.7ha
- Area (d) – Silver Street – 2.4ha
- This is a large area of land abutting the south western end of one of the characteristic fingers of ridge line / plateau development which make up Midsomer Norton. The land is plateau, falling away gently to the east and comprises medium to large arable fields bounded by hedges. The majority of the hedge boundaries are clipped very low. Only the hedges along the A367 and one substantial to the west of the A367 are tall or contain significant trees.
- To the north, housing, a historic property and a golf course bound the area. Elsewhere there is open countryside with two successive ridgelines to the west forming the skyline, land falling very gently and then flattening out to the east and rising gently to the south. The area is bisected by the A367 and surrounded by other B roads (including Silver Street) and lanes.
- Apart from the strong development line on the northern boundary there are occasional individual properties, a large pub in the vicinity if the rest of the site and a sports ground to the west of Silver Street. The large Westfield Industrial Estate to the north of the site gives the urban character an industrial feel.

## Housing Potential

- Area (a) About 200 at 30dph
- Area (b) About 360 dwellings at 30dph
- Area (c) About 170 at 30 dph
- Area (d) About 70 at 30 dph
- Total = 800

## Suitability

### Impact on landscape character, and scope for mitigation

- Development here would have a moderate impact on landscape character. The area is equally influenced by the development of the town and open countryside, particularly that to the east. It would not be out of character to extend development of a mix of housing and employment uses, a little further along the ridge line

### Visual effects

- The area is clearly open to views from the country lanes, paths and scattered properties to the east and south east where development would be seen as an extension of the ridge line

development of Westfield and which is heavily influenced by the presence of Westfield Industrial Estate. It would be important to keep any development well below the skyline here to provide a softening effect and apparent feathering out of development into the countryside.

- From the south and entering Westfield on the A367 it is almost impossible to see this area until north of the roundabout before the White Post Pub. Trees, hedges and buildings form a visual 'stop' here. Similarly, views from the west are very limited apart from glimpses from the B3355 bordering the area.
- The estate houses bordering the area would lose their rural outlook
- Overall development here would have a moderate to high impact on visual effects

### **Scope for mitigation**

- Mitigation here could be highly effective in enabling a quality development. Unless design and mitigation was of the highest standard then development would be environmentally very damaging given areas open situation on the edge of Westfield. There is an opportunity to provide a high quality edge to Westfield on an important A road into the town. The nearby poor quality development at Charlton Park (which has virtually no internal landscape structure, totally inadequate landscape screening, no coherent overall design and no importance paid to the importance of setting, landscape character of visual effects) shows how not to develop this area. A comprehensive approach to planning and design for the whole area would be essential and this should be landscape driven sensitive to character and visual effects.

### **Highways**

- Access: The area is remote from the town centre, local facilities and public transport. The access would be via Fosseyway South, which is within a National Speed Limit, and off a section of road with no footways to link to other built up areas.
- Local Impact: Wider Impact: If the site were to be allocated, a Transport Assessment will be necessary for this site and junction assessment should be undertaken at A367 / Charlton Lane, A367 / B3132 and A362 / A367. MSN 28 is adjacent to other SHLAA sites. The cumulative impact is likely to effect all of the aforementioned junctions and all junctions along the B3355 through Midsomer Norton, particularly Silver Street / Charlton Rd.

### **Availability**

- Area (a) is being promoted by a developer. The other areas have been promoted by landowners.

### **Achievability**

- Early phases could come forward within the next 5 years Development of the site (b) dependent on the prior development of site (a)
- Provision of satisfactory vehicular access and pedestrian links to north and from A367 are key issues here. There may be scope to introduce some employment land and a local centre.
- Cross boundary issues. Site is within Mendip District.

## **Area and Description**

- 4.3ha and 1.6ha

## **Housing Potential**

- About 130 and 50 at 30 dph

## **Suitability**

### **Landscape impact, visual effects and scope for mitigation**

- Similar conclusions as set out for MSN 31

## **Highways**

- Access from Silver Street. Impact on Silver Street TBC
- Scope to utilise former rail line as walking and cycling route

## **Availability**

- Areas promoted by landowners. No developer involvement

## **Achievability**

- Development only as part of a wider project re MSN31

# WATERSIDE FARM/CHARLTON LANE MSN

## 36a-d

### **Area and Description**

- 17ha
- The site is located on the edge of the built-up area, approximately 1.5 kilometres south-east of Midsomer Norton town centre and 2 kilometres south-west of Radstock town centre.
- The site is located on the north side of Charlton Lane, immediately to the east of the Westfield Industrial Estate.
- The site adjoins employment units to the west but is otherwise surrounded by agricultural land and forms part of the open countryside.
- This area has a very complex landform. The overall effect is of an irregular shallow bowl in a plateau cut by streams and with a steep slope rising up to a ridgeline along the eastern boundary. The stream cutting SW to NE through this area is grassed over forming an unusual valley feature. The land is used for grazing and informal public open space. The small to medium fields are bonded by sparse hedges with few trees and the area has a very open and exposed feel.
- The boundary with Mendip District/ Somerset County follows Charlton Lane adjacent to the southern boundary of the site.

### **Housing Potential**

- 22.3hA less retained farmhouse and office and curiltage = 20ha gross x 30 dph = 600

### **Suitability**

#### **Impact on landscape character, visual effects and scope for mitigation**

- The area forms the edge of industrial development at the west where the plateau begins to dip down to the east. This has unique character principally due to the unusual landform. The area is strongly connected to the landscape character of land to the south / south east.
- Development would have a: high impact on rural roads due to loss of attractive views into and continuity of views through the area; high impact from public rights of way due to loss of rural views on very well used countryside routes: high impact from housing due to loss of rural views and continuity with wider countryside: high impact from the wider countryside due to the strong connectivity.
- Not possible to mitigate

## **Highways**

- Pedestrian access to local services and facilities is poor on account of the fact that the site adjoins a large industrial estate and open countryside.
- Access: The site is remote from the town centre and local facilities, and would be served by a country lane with poor width and alignment, and is also without footways. The site adjoins an industrial area. The site is considered to be in an unsustainable location and contrary to National and Local policies and Guidance, and is therefore considered unsuitable for allocation.
- Local Impact:
- Wider Impact: If allocated, a Transport Assessment is needed for this site with junction assessments recommended at A367 / Charlton Lane and A367 / Old Jewsons site. Close to other MSN sites and the cumulative impact is likely to effect both of the above junctions, A367 / A362 and all junctions along the B3355 through Midsomer Norton, particularly Silver Street / Charlton Rd.

## **Availability**

- Areas promoted by landowners. No developer involvement

## **Achievability**





# SOUTH OF FOLLYS CLOSE /RIVERSIDE GDNS

MSN 38