

Bath and North East Somerset Local Plan

Strategic Land Availability Assessment
Report of Findings (November 2013)

Appendix 1 dii:
Somerset Valley, Radstock

Radstock Site Assessments

- The following table sets out the contents of this appendix and a very broad summary of the overall suitability and availability Approx. 1.5km from the High Street, credentials of each site. More details can be found in the site specific proformas. These 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 2)
- For many sites, development would result in a moderate to high landscape, visual or highways impact (i.e. resulting in low to moderate suitability credentials) but this does not necessarily mean they are unsuitable for development (wholly or in part) if suitable master planning, mitigation and highways improvements can be achieved. Where the Councils considers that 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.
- The Placemaking Plan and Development Management process will determine whether a site should be allocated for development or granted planning permission, and those more detailed processes may challenge the assessments that have been for the purposes of strategic plan-making in the Core Strategy

Ref	Site Name	Housing Potential	Suitability credentials	Availability Confirmed
RAD.1	Radstock Railway Land	210	High	Yes
RAD.2	Rymans Engineering, Frome Road	50	High	Yes
RAD.3	Charltons, Frome Road	50	High	No
RAD.4	Old Bakery, Waterloo Road	15	High	Yes
RAD.5	Post Office	15	High	No
RAD.6	Library/Youth Club/Church Street CP	15	High	No
RAD.7	Fortescue Road	10	High	No
RAD.8	Radstock College	40	High	Yes
RAD.9	Radstock County Infants School	15	High	Yes
RAD.10	Land between A367 and Bristol Road	50	Nil	Yes
RAD.12	Combe End Central	30	High	No
RAD.13a	Combend North i	45	High	No
RAD.13b	Combend North ii	7	High	Yes
RAD.14	Clandown Scrap Yard	12	High	No
RAD.15	Old Pitt Yard, The Downs Clandown	30	High	Yes
RAD.16a	Bath Old Road Upper I	500	Moderate	No
RAD.16b	Bath Old Road Lower			Yes
RAD.16c	Bath Old Road Upper II	1000	Low	Yes

RAD.17	Smallcombe Road	40	Moderate	Yes
RAD.18	Five Acres	20	High	No
RAD.19	Land at Whitelands / Tynning Hill	250	Moderate	Yes
RAD.21	Lower slopes @ Mill Road and Frome Road	70	Nil	Yes
RAD.22	Upper slopes @ Road and Frome Road	50	Moderate	No
RAD.23	Land east of Maple Heights	35	Moderate	Yes
RAD.24	Land south of Magdalene Road	100	Nil	Yes
RAD.25	Land at Church Road	70	High	No
RAD.26	Fireld northth of Old Road	300	Moderate	Yes
RAD.27	Field at Knobsbury Lane	50	High	Yes
RAD.28	Field at Mells Lane	140	Low	No
RAD.29	Manor Farm	24	Nil	Yes
RAD.30	Kilmersden Road East	15	Low	Yes
RAD.31a	Kilmersdoen Road West	100	Nil	Yes
RAD.31b	Haydon I	250	Low/Moderate	Yes
RAD.31c	Haydon I	100	Moderate/High	Yes
RAD.32	Haydon Hill	60	Moderate	Yes
RAD.33	Land to rear of 43 Elm Tree Avenue	28	High	Yes
RAD.34	Rear of Bryant Avenue	10	High	Yes (PP)
RAD.35	Land adj Grove Wood	30	Low/Mod	Yes
RAD.36	Fosse Way Ridge*	-	Nil*	No

*No proforma – see Section 4.3 of the Radstock Conservation Area Statement

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 was 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.
- Reserved matters were 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. A second reserved matters application was approved in August 2010 (10/0077/RES) for a further 56 residential dwellings and commercial floor space for retail/commercial A1-A5 and B1 use.
- Planning permissions now lapsed.
- New outline & reserved applications expected submitted in June 2013
- 13/02436/EOUT Demolition and redevelopment of former railway lands to provide mixed use development including up to 210 residential units of varying sizes, up to 695 sq m of retail business floor space (use classes A1-A5 and B1); up to 325 sq m of use class B1 floor space or for community uses (use class D1), conversion of the Brunel rail shed for use class B1 or D1; car parking and new bus stops; works to various existing roads within the town and establishment of new roads to service the development including new bridge structures; new public realm works, ground remediation, alterations to ground levels, works to trees and existing habitat areas; upgrading of below ground utilities; new children's play areas; establishment of a new Sustrans route and diversion of existing public right of way
- Phase1, 13/03786/EFUL:Demolition of existing structures and redevelopment of former railway land to provide mixed use development including to 70 residential units, up to 282 sqm of retail floor space (use classes A1-A5); up to 84 sqm of community uses (use class D1), public car park, associated highways works, ground remediation, alterations to ground levels, works to trees and existing habitat areas; upgrading of below ground utilities.

Illustrative layout re 13/03786/EFUL:



Suitability

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

Availability

- The majority of the site is owned by Norton Radstock Regeneration (NRR), a not for profit company run by volunteers. A small part of the site is owned by the Radstock Co-operative Society.

Achievability

- The site has development difficulties due to low values and issues including contamination, ecology, archaeology, and expensive highways works which are required to resolve traffic flow and consolidate the town centre. Originally, Bellway Homes were approved as a preferred

development partner. It was anticipated that the HCA would provide substantial funding but the offer of funding from the HCA was withdrawn due to the threat of a Judicial Review. Bellway Homes subsequently withdrew as development partner in 2010, quoting viability concerns subsequent to Kickstart funding not being available. However, Linden Homes have been secured as development partner under a conditional contract with NRR, and £800,000 funding has been committed by the HCA to progress the offsite highways works previously funded by the development. Due to changes to the design of the highways works an updated outline application has been submitted. Subject to the outline planning consent being secured, work on the road network upgrade would begin in Autumn 2013 and reserved matters applications will follow.

- Much of the site is likely to come forward within the next 5 years
- Decontamination of the site is a requirement of the former planning permission.
- Ecological mitigation and compensation is a requirement of the former planning permission.

Area and Description

- 0.85 ha
- Split level site hosting c. 2000 sqm of industrial premises and workshops on former rail sidings.

Housing Potential

- About 50 dwellings

Suitability

- Currently in active employment use
- Possible contamination
- 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.
- There are numerous development sites in close proximity likely to cause a cumulative effect on A362 / A367.
- Suitable site for housing subject to impact on industrial land market of loss of existing use and resolution of highways matters.

Availability

- Currently in active employment use but enquires made to Development Management re redevelopment.

Achievability

- Not deliverable within the next 5 years. Given the approach made to development management it is likely to be developable thereafter. The site forms part of the identifiable supply for the Core Strategy period.

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 fall within Flood Zone 2.
- The site sits on the junction of Frome Road and the High Street, to be diverted as part of the consented RAD.1. 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.
- Cumulative impact with other potential sites on A362/A367 junction.
- Suitable site for housing subject to impact on employment/retail land market and resolution of highways matters.

Availability

- Not immediately available

Achievability

- Not deliverable within the next 5 years. Potentially developable within 10-15 years.
- Site does not form part of identifiable supply for Core Strategy period due to uncertainty.

Area and Description

- 0.65 ha
- Site fronts onto Waterloo Road and is bounded by the Wellow Brook and residential development to the rear. 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 SLAA assumes that the bakery building will be converted for a mix of commercial uses and housing and that the site frontage to Waterloo Road, and open space is appropriate for residential development of a high density in town centre context..
- Estimate is about 40 dwellings.
- Planning application (13/04515/FUL) submitted by Curo Places for Demolition of former Co-op Homemaker store to facilitate the erection of 13no. dwellings with associated works.

Suitability

- Underused edge of centre site and important 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.
- Vehicular access is achievable from the car park egress onto Waterloo Road. The impact on the Waterloo Road junction with the A367 will require detailed consideration. Consideration also to be given to the effect of cumulative impact of all adjacent development in the area and the effect on A367 / A362.

Availability

- Site largely in the control of Radstock Cooperative and not in active use so likely to be available

Achievability

- Not deliverable within the next 5 years but developable within 10-15.
- No immediate developer/landowner intent but given the vacant nature of the site it is reasonable to assume and to pursue it regeneration within 10- 15 years. Site therefore forms part of identifiable supply for Core Strategy period.
- Confirmation needed of future parking role

POST OFFICE, FORTESCUE ROAD RAD 5

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
- Vehicular access would be taken from Fortescue Road, the one-way flow of which will reverse as part of the RAD.1 scheme - this will not affect access

Availability

- Not immediately available
- The future of the site is

Achievability

- Not deliverable within the next 5 years but developable within 10-15 subject to future operational requirements of the Post Office
- Site does not form part of identifiable supply for Core Strategy period due to uncertainty.

LIBRARY / YOUTH CLUB/CAR PARK

RAD 6

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 & Highways

- Site is suitable subject to confirmation of current role of car park.
- 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.
- Unlikely to have a significant impact on transport network in isolation but likely to contribute to a cumulative impact at A367 / A362 with other sites

Availability

- BANES 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.

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.
- 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
- Unlikely to have a significant impact on transport network in isolation. Likely to offer a minimal contribution to a cumulative impact on A367 / A362.

Availability

- Not immediately available.

Achievability

- Not deliverable within the next 5 years but developable within 10-15.
- Site does not form part of identifiable supply for Core Strategy period due to uncertainty.
- Viability of redevelopment uncertain although Implementation of RAD.1 could act as a catalyst for redevelopment

Area and Description

- 1.3ha

Housing Potential

- About 40 at 30dph

Suitability

- Within the urban area and close to Radstock town centre
- Low landscape and visual impact.
- Credentials are high

Availability

- Available now. 13/03577/PREAPP - The College is seeking to dispose of surplus land having identified it as a possible site for Housing Development. The land in question is surplus to requirement and its disposal will assist the College to recapitalise following the completion of the College renewal of outmoded and unfit for purpose buildings

Achievability

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

FMR RADSTOCK INFANTS SCHOOL RAD 9

Area and Description

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

Housing Potential

- About 15 dwellings

Suitability

- The site is within the housing development boundary and is within convenient walking distance of town centre services and amenities.
- CA 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, further, an acceptable access can be created onto Bath Old Road.

Availability & Achievability

- Site is Council owned and currently being marketed.
- Development likely within the next five years.

LAND AT A367 AND BRISTOL RD RAD 10

Area and Description

- 2.5ha
- 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.

Housing Potential

- SLAA estimate is about 50

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 was developed, 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.
- Access likely from Bristol Road, just north of No. 11. Bristol Road is sub-standard in width for its total length with sub-standard difficult junctions at either end. Significant highways improvements including junctions in the vicinity would be needed.
- Site is not suitable for development

Availability & Achievability

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

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 and is occupied by buildings in a variety of commercial uses. There are a number of houses in this part of CoombEnd
- Part of the site towards its northern end has recently been redeveloped for five houses.

Housing Potential

- The site is allocated in the Local Plan under policy GDS.1/NR13 for about 30 houses.
- There remains capacity for 30 dwellings in addition to the 5 already completed.

Suitability

- Fringes of the site along the Coomb End road frontage are within Flood zone 3 but the majority of the site is unconstrained.
- 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 existing trips, including some larger vehicles.
- 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.
- 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. Individually it is unlikely to have a major effect on highway network, but the cumulative impact of these developments may effect the junctions of Coombend/ A367 and A362/ A367.

Availability

- It is likely that the site is in a number of different ownerships.
- Existing businesses will need to relocate or vacate the site.

Achievability

- Not deliverable within the next 5 years but developable within 10-15.
- Site forms part of identifiable supply for Core Strategy period.
- Flood Risk Assessment required, with sequential test and implementation of mitigation measures.

- Investigation into contamination and necessary remedial works.
- Transport Assessment required.

Area and Description

- 1.3ha (a) and 0.15 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.
- Site (b) is located on the opposite side of the road and comprises a vacant commercial garage with residential properties on either side. Part of the site comprises part of the undeveloped hillside
- 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.
- Site (b) was granted planning permission for 7 dwellings (10/03295/FUL) in Dec 2012. Capacity appears is small sites with planning permission source of supply

Suitability

- The sites comprise previously developed land within the built-up area but outside the housing development boundary.
- 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.
- 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.
- As above access to A367 is problematic and it will be necessary to demonstrate that a safe and appropriate means of access can be achieved to the wider highway network without any detrimental effect. The cumulative effect of developments may effect the junctions of Coombend/ A367 and A362/ A367 is an issue. 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.

Availability

- It is likely that the sites are in a variety of different ownerships.
- Existing businesses will need to relocate or vacate sites.

Achievability

- Not deliverable within the next 5 years but developable within 10-15.
- Site forms part of identifiable supply for Core Strategy period.
- Investigation into contamination and necessary remedial works.
- Provision of footway linked to development of RAD.12

Area and Description

- 0.33ha
- The site is located on the western end of Clandown approximately 1km north-west of Radstock town centre and comprises a scrap yard on either side of Chapel Road at its western end.
- It 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 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. A full standard adoptable turning head to be provided at termination of Chapel Road.
- Redevelopment could result in environmental improvements
- The current use 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.

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 does forms part of identifiable supply for Core Strategy period - uncertainty .
- Relocation of the existing business required
- Investigation of contamination and implementation of necessary remedial work required.

Area and Description

- 1.93h
- The site is located 1.25 kilometres north-west of Radstock town centre and comprises a former colliery located on the rural fringes of Clandown.
- The site was most recently used for the manufacture of concrete blocks and comprises largely derelict industrial buildings and hardstandings.
- It 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

- Outline planning permission granted in April 2011 (09/02612/OUT) for of 31 live/work units and provision of public open space.
- Pre-app received in July 2013 (13/02951/PREAPP) Erection of 51 no. Residential Units Scheme to replace approved 31 no. Live/Work Units.

Suitability

- Confirmed by granting of planning permission.

Availability

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

Achievability

- Deliverable within the next five years.
- Contaminated land conditions discharged in Dec 2012

Area and Description

- 26.2 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 southern part of the site is formed of 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 only likely to be about 60-70% of the gross site area.
- On the basis of 60-70% net developable site area, the capacity for housing is assessed as about 500 (+/-10%).

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 would result a significant incursion into the open countryside and the rural setting of the town and have a very high impact on landscape character and on visual effects.
- Vehicular access is available from Bath Old Road, which rises steeply up from the town centre but junctions off-site are likely to require improvement in the event of development on a significant scale.
- 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.

- 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.
- The potential scale of this development would have a significant impact on Bath Old Road and its junction with Bath New Road. 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.
- This area would have a high impact but it is not unsuitable

Availability

- Single ownership in respect of 16 and available for development. 16a unknown.

Achievability

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

Area & Description

- 40ha
- Large area of open countryside north of Radstock

Housing Potential

- C.1000-1400

Suitability

- Development here would have a high landscape and visual impact but it is not unsuitable

Availability

- Site submitted 25th March 2013

Area and Description

- 1.4ha
- Relatively flat field forming the northern tip of Coomb End.

Housing Potential

- Theoretically about 40 at 30 dph, but given the suitability issues the capacity is likely to be minor and fronting Smallcombe Road only.

Suitability

- The site is located outside the housing development boundary on a visually prominent ridge separating Clandown and Radstock. Landscape character plays an important role in this location in terms of creating visual separation between the two settlements and the existing housing has been set in a position whereby it retains the wider visual character of the area and does not impinge on the valley.
- The hillside in this location forms part of the character of the Radstock Conservation Area and is considered to make a positive contribution to the character and appearance of the settlement and wider locality, development on this site therefore would likely to be contrary to Policies BH.6, BH.15 and NE.3 of the Bath and North East Somerset Local Plan, October 2007, all of which are saved policies.
- Parts of this site have been subject to landslip and subsidence in recent years requiring in part the rebuilding of the A367. Land stability and drainage is therefore likely to be a significant problem associated with any development
- Development would entail significant and demonstrable harm to the wider landscape and visual amenities of the Conservation Area and surrounding settlements that would fundamentally outweigh the limited benefits of providing new housing in this location. The principle of development in this location is unacceptable.
- Lower parts of the site (to the north and east of Old Pit Terrace) is designated as a Regionally Important Geological Site of historical importance and development affecting this area would not be considered acceptable

Highways

- the development of this site would realistically promote sustainable modes of transport and aim of the view that if developed, residents would largely be reliant on means of private transport.
- Access would have to be taken from Smallcombe Road

Availability

- Landowner promoting development through agent. Pre submitted ref: 13/03330/PREAPP

Achievability

- Site could come forward relatively quickly

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) outside the LP housing development boundary
- 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.
- Vehicular access would be onto Bath Old Road, which rises steeply up from the town centre. 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.
- Development unlikely to have a significant effect on highway network in isolation. Potential cumulative effect re other SHLAA sites at the junctions at Woodborough Road/ Bath Old Road and Bath Old Road/ A367.
- 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 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 suitable for housing development

Availability

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

Achievability

- Subject to landowner intent. Site not include in 5 year land supply or longer term supply.
- Given the existing use a survey needed to establish whether any contamination is present.
- Potential relocation of existing use.

Area and Description

- 8.3 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. It 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

- About 250 at 30 dph

Suitability

Extracts 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.

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

LOWER SLOPES, MILL & FROME RD

RAD 21

Area and Description

- 3.6ha
- The site is an open North West facing hillside falling steeply from Frome Road to Mill Road towards the Wellow Brook. Most of the site comprises rough grassland, scrub and trees with a small car parking area at its western end where the hillside appears to have been dug out.
- 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

Suitability

- 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. The land makes an important contribution to the character and appearance of the town. 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.
- 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.

Availability

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

Achievability

- Provision of footway along Mill Road to the west of the site.
- Mitigation of impact on conservation area not possible.

UPPER SLOPES @ MILL & FROME RD

RAD 22

Area and Description

- 2.2ha
- These small irregular fields are on a moderate north facing slope comprising neglected pasture. The area is enclosed due to landform and tall hedges to the south boundary.

Housing Potential

- About 50-60 at 30 dph

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Development would have a low to moderate impact on landscape character which would become high if the area was accessed from the unmettled rural lane due to loss of rural character of the track.
- Development would have a high visual impact if access was gained from the unmettled track for the reason already stated. It would also have a high impact on nearby housing because of the reduced quality rural aspect. Generally the impact is moderate because the area is very well enclosed by tall hedges and not prominent in views.
- Mitigation comprising the retention and enhancement of existing hedges would be effective. However, this would require not just physical protection measures, but also good design and low density to ensure that properties are not too close to the hedges and overhanging trees and that hedges do not form garden boundaries. The existing new development has not set a good example and trees and hedges are now at risk.

Highways

- Access would need to be achieved from Maple Rise

Availability

- Unconfirmed

Achievability

-

Area and Description

- 1.30ha
- The site comprises a north facing moderately steep 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 located within the Radstock Conservation Area.
- The site is adjoined to the west by a track, 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. To north the hedgerow boundary is tall and unmanged.
- 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

Impact on landscape character, visual effects and scope for mitigation

- Development would have a low to moderate impact on landscape character because the area is well enclosed by tall hedges and views to the area are restricted. Development would have a high impact if access was gained from the unmetalled track due to the loss of rural character caused by loss of trees along track and its informal character.
- Visual Impact on the unmetalled track would be high if access is taken from here, due to the loss of trees along the track and its informal character. It would be moderate if access was gained from elsewhere as the area is well contained by a hedge and trees along the track and views would largely be maintained. The impact of development on existing houses would be moderate because development would diminish their rural outlook.
- It would not be possible to mitigate for the loss of rural character if the track is used for access. The retention and enhancement of the existing vegetation (access gained from elsewhere) would effectively mitigate development in the area, subject to it being sensitively designed in relation to the characteristics of the site. The careful design and layout in relation to existing houses with planting to soften new development could be moderately effective in mitigating the impact of development on existing houses.

Highways

- 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.
- 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.

Availability

- Unconfirmed

Achievability

- Investigate the provision of vehicular access.

Area and Description

- 8.2ha (Total) but only about 3.0ha is not woodland
- This area is a steep facing slope prominent in views from Braysdown lane across the valley. It is adjacent to a former tip, now entirely wooded. Part of the area has been planted fairly recently and a strip along the top is pasture.

Housing Potential

- About 100 on the unwooded part of the site.

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Development would have a high impact on landscape character because of the loss of landscape features which contribute to the rural setting to the town and relates well to the rural character of the valley. The planted woodland will continue to enhance landscape character as it develops.
- High impact from Braysdown Lane across the valley because of the prominence of the site. More development on the slopes below existing houses would appear excessive at the edge of Writhlington where 'petering out' development is appropriate. High impact from the minor road to the east, the informal track along the north boundary and public right of way within the area due to the loss of rural outlook. High impact if access is gained from unmettled track on the west side due to the loss of rural outlook and the level of earthwork that would be necessary given the steepness of the slope. High impact on a small number of individual properties at the west side who could lose their tranquil rural outlook.
- It is not possible to effectively mitigate the loss of interesting landform, rural character and landscape features, not the views of development on the upper slopes because of the prominence of the area in views from across the valley. Overall capacity for development is low.

Availability

- Site is available - landowner SHLAA submission

Achievability

Area and Description

- 2.3ha
- Low density development with large curtilages and outbuildings

Housing Potential

- About 70 at 30dph

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Low impact on landscape character given existing development on site
- Low to moderate visual impact from a few properties on Braysdown lane
- Scope for mitigation high

Highways

- potential issue re use of Braysdown Lane to reach Peasedown and bath (bypassing Radstock town centre)

Availability

- Unconfirmed

Achievability

- Highways matters to resolve

Area and Description

- About 10ha on the edge of Writhlington approximately 1.5 kilometres east of Radstock town centre
- The site extends beyond the eastern edge of Writhlington into the open countryside.
- This area is a high plateau with a gentle north west facing slope at the north east edge. The land is arable and the field bounded by sparse clipped hedges with two prominent mature trees, a Leyland Cypress hedge and a fence to the school. There are extensive views to the north-west.

Housing Potential

- Theoretically about 300 dwellings at 30 dph

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Development would have a high impact on landscape character due to the loss of the open and exposed plateau landscape which relates well to the wider area.
- Development would have a high visual impact from minor roads due to the loss of rural views; high impact from Braysdown Lane across the valley because housing would replace the rural skyline in an area unrelated to the built up area; moderate impact from the school due to loss of rural outlook; high impact from a small number of houses due to loss of rural outlook.
- It would not be possible to effectively mitigate for the loss of isolation and rural plateau landscape which relates more to the wider countryside and not at all to the built up area.

Highways:

- Vehicular access appears possible from Old Road, however Old Road will require significant upgrading. Access through RAD 24 might be possible, but the impact on Manor Road is unlikely to be acceptable. 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, 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. Site is not advantageously located with regard to Radstock town centre – car dependent development likely.

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

Area and Description

- 1.65ha
- Agricultural land located to the south-east of the junction of Knobsbury Lane and Frome Road (A362). It 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.
- This area is part of a plateau landscape and comprises a small triangular field. It is bounded by clipped hedges with no trees except at the north point of the field. There are a few houses at the west and east edge but the area is very open and rural in character.
- The boundary with Mendip District/ Somerset County follows the southern boundary of the site.

Housing Potential

- Outline application for residential development submitted (13/01709/OUT , April 2013) comprising up to 53 dwellings (of which 35% affordable), vehicular access from Frome Road, pedestrian/cycle access from Knobsbury Lane, and public open space adjacent to Knobsbury Lane.



Suitability

Impact on landscape character, visual effects and scope for mitigation

- Development would have a moderate impact on landscape character due to the loss of plateau landscape, relative sense of isolation – the area connects partly with the wider countryside and partly to the built up area. Any development would be seen as a clear encroachment into open countryside but within a logical limit given the presence of development on approach roads.
- High visual impact on the roads bounding the area and individual properties due to loss of rural outlook and a moderate impact on the school due to loss of rural outlook. Less impact from more distant views into the site
- It would not be possible to effectively mitigate for loss of sense of isolation and rural plateau landscape which relates more to the wider countryside and not the built up area. Possible to mitigate re urban edge features.

Highways

- 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. 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. Impact on the centre of Radstock, together with the cumulative effect of the other significant potential development sites in the area. The cumulative effect of potential sites developments is likely to effect the junctions of Knobsbury Lane/ A362, Manor Road/ A362 and A367/ A362.

Availability

- Planning application submitted

Achievability

- Planning application submitted

Area and Description

- 4.8ha
- This steep south west facing slope is in pasture and has a treeless clipped hedge at the roadside boundary and unmanaged hedges with taller trees at the others. Whilst the hedges give some measure of enclosure the sloping aspect of the area makes it open to cross valley views.

Housing Potential

- About 140 at 30 dph

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Development would have a high impact on landscape character because the area is seen as part of the wider countryside and development would not relate to the settlement. It would cause the loss of a hedge for access and generally the loss of rural valley character.
- Development would have a high visual impact on views across the valley where housing would be intrusive in the rural area; high impact from the road and public right of way adjacent the site due to loss of rural views; moderate impact on adjacent houses who would lose their rural outlook.
- Due to the sloping aspect it would not be possible to mitigate the intrusive nature of development on this rural site.

Availability

- Unconfirmed

Achievability

-

Area and Description

- 0.6ha
- 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 area 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

- 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
- Vehicular access is possible only from Church Street, however it seems unlikely that suitable visibility splays can be achieved within the site boundary.
- This site alone is not likely to have a significant impact on highway network but cumulative impact with other SHLAA sites is likely upon the junctions of The St/ A367, Fortescue Road/ A367 and A362/A367
- The overall conclusion is that the site is not suitable for development.

Availability

- Site submitted at SHLAA call for sites stage

Achievability

- N/A given assessment of suitability

Area and Description

- 0.46ha

Housing Potential

- About 15 at 30 dph

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Moderate given the development that will take place on the southern phase of Rad.1

Availability

- Site promoted by landowner

Achievability

Area and Description

- 3.8ha

Housing Potential

- About 100 at 30 dph

Suitability

Impact on landscape character, visual effects and scope for mitigation

- Very high impact on landscape character. Hillsides position and steep sides contribute to its imposing appearance and significance as an open area and to the setting of the historic core of Radstock. Likely also to contain significant archaeological potential.
- Very high visual impact
- Scope for mitigation: very low

Availability

- Site promoted by landowner

Achievability

Area and Description

- Rad 31b = 12ha. Within this area Rad31c = 3.8ha. This smaller area is the focus of this assessment.
- The 3.2ha area forms part of plateau with a broad verge (outside the area) next to the road at the south east end. The northern hedge has been removed so the area is now part of a larger field in arable use. The fairly recent roadside hedge is a little sparse and unmanaged.
- Beyond the boundary of the 12ha field to the north, slopes that form part of the Waterside valley area designated in the B&NES LP as part of a Site of Nature Conservation Interest (LP Policy NE.9).
- A disused quarry, accessed from Kilmersdon Road 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).
- This area also lies close to an area of Roman occupation and two prehistoric barrows.

Housing Potential

- About 100 at 30 dph on 3.8ha (or about 350 at 30 dph on all 12 ha)

Suitability

Impact on landscape character, visual effects and scope for mitigation

- In respect of the smaller area only, development would have a low to moderate impact on landscape character - whilst it would be seen from a distance it would relate well to the rest of Haydon village on the ridge top. Building on the entire 12ha field would likely have a more significant impact on the contribution of this area to the setting of Radstock.
- Development would have moderate impact on the houses opposite which are set back from the road and their front garden hedge restrict rural views; moderate impact from the road – the rural view is limited so loss will not be great; low to moderate impact on the view from the Clandown plateau as development would relate well to adjacent housing and existing vegetation partly conceals the area.
- A design which is sensitive to the adjacent SSSI would ensure it was hard neither directly or indirectly. A design reflecting the layout and modest character of stone cottages opposite would effectively mitigate development by securing a scheme that would maintain local character and distinctiveness. Planting and an appropriate layout of houses at the new rural boundaries would effectively integrate the development into the surrounding landscape. The design should not

make the new rural boundary the boundary of back gardens to take the control of planting away from residents.

Highways:

- Development would raise significant highways issues in terms of the wider impact on the network, particularly with regard to Radstock Town Centre. 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.

Availability

- Site promoted by landowner

Achievability

Area and Description

- 1ha

Housing Potential

- About 25-30

Suitability

- There are no impediments to access; the site is near-level, not at risk of flooding; no natural features of significance; there are no pylons or other infrastructure on site.

Impact on landscape character, visual effects and scope for mitigation

- There would be an impact on the rural scene from vantage points close to the site but not to the extent that the site is unsuitable . Developing further into this field would be more harmful

Availability

- The site is within the control of a single landownership that is interested in its development; there is known developer interest. There are no known legal constraints on the development of the site.

Achievability

- Could probably come forward relatively quickly if allocated for development

REAR OF 43 ELM TREE AVENUE RAD 33

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

Area and Description

Housing Potential

- Planning permission granted in August 2013 for erection of 10no houses in the form of 5 blocks of semi-detached units following demolition of 52no garages.
- 100% affordable housing

Suitability

- Yes – as evidenced by planning permission

Availability

- Curo Places developing

Achievability

- Within the next 5 years

Actions to overcome constraints