

**Bath & North East Somerset
Local Plan 2016 - 2036**

**Options Consultation
Winter 2018**

**Topic Paper:
Developing an appropriate spatial
strategy for non-strategic growth**



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Developing an appropriate spatial strategy for non-strategic growth

1. Purpose of this paper

- 1.1 The purpose of this paper is to outline the process of considering options for how most appropriate to accommodate non-strategic housing growth as proposed through the Joint Spatial Plan (JSP) in Bath & North East Somerset. It does not discuss the Strategic Development Locations at North Keynsham and Whitchurch nor urban intensification in Bath.
- 1.2 'Non-strategic growth' is defined in the JSP 'as sites over 10 homes and below 500 homes to be delivered through Local Plans'. For consistency's sake this definition will be used for the purposes of the B&NES Local Plan.

2. Policy context

National

- 2.1 Section 39 of the Planning and Compulsory Purchase Act 2004¹ requires that the authority preparing a Local Plan must do so "with the objective of contributing to the achievement of sustainable development". Planning Policy Guidance expects 'Local Plans to be as focused, concise and accessible as possible. They should concentrate on the critical issues facing the area – including its development needs – and the strategy and opportunities for addressing them, paying careful attention to both deliverability and viability'².
- 2.2 The National Planning Policy Framework (NPPF) is clear on the importance of location to sustainability, and states that a core role of planning is to ensure that development is directed to the '*right places*'. These are described as places which support growth, innovation and the efficient provision of infrastructure, are accessible to a range of local services, encourage the use of public transport, walking and cycling, and help tackle climate change. Local Planning Authorities are required to consider these sustainability criteria when allocating sites within a Local Plan.

Sub-regional

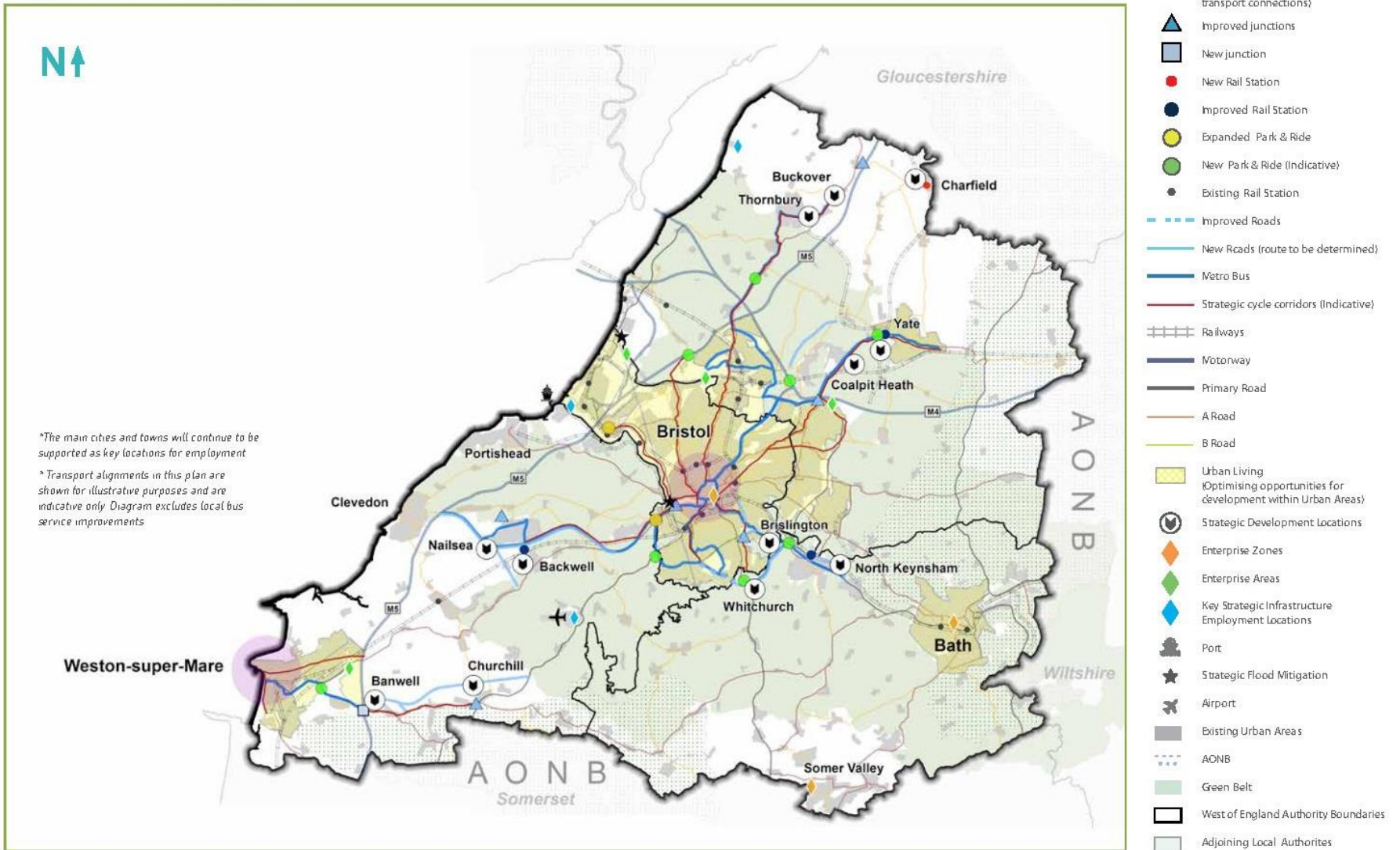
- 2.3 The draft [West of England Joint Spatial Plan](#) (JSP) establishes the policy framework for the review of the four West of England (WoE) Unitary Authorities' Local Plans. The JSP is now in its 'examination stage' during which the independent Inspectors review the plan and its supporting evidence base and determine whether the plan is sound and therefore ready to be adopted. The spatial strategy for the WoE is shown in the Key Diagram reproduced in Diagram 1 below.

¹ <http://www.legislation.gov.uk/ukpga/2004/5/section/39>

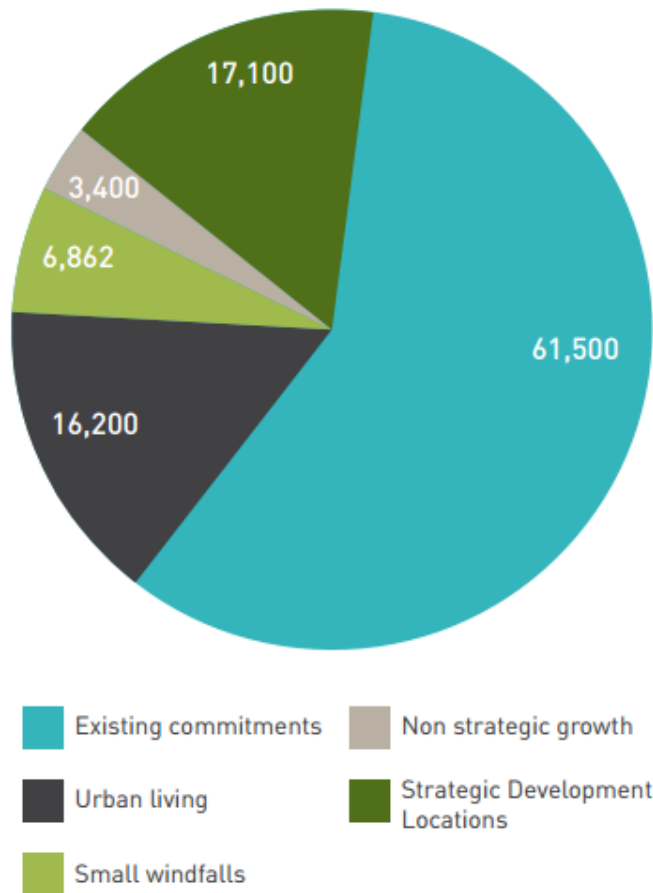
² <https://www.gov.uk/guidance/local-plans--2#local-plans-adoption>

Diagram 1: Spatial strategy for the WoE (Source: Draft JSP (2017))

Figure 7: Appendix A: JSP Key Diagram



2.4 JSP Topic Paper 2 (April 2018)³ and JSP Topic Paper 5 (April 2018)⁴, prepared to support the draft JSP, explain how the Spatial Strategy for the West of England was formulated and the source of the housing figures as illustrated in Diagrams 2 and 3 below.



Based on the spatial strategy proposed in the JSP the housing supply will be distributed between the unitary authorities as follows:

- Bath and North East Somerset 14,500 dwellings
- Bristol City 33,500 dwellings
- North Somerset 25,000 dwellings
- South Gloucestershire 32,500 dwellings

Diagram 3: WoE Housing distribution 2016 - 2036 (Source: Draft JSP (2017))

Diagram 2: Components of supply in the Spatial Strategy for the WoE (Source: Draft JSP (2017))

2.5 The targets for new housing and its broad distribution for the B&NES Local Plan are largely set by the JSP. For B&NES, the JSP proposes a requirement to plan for 14,500 new dwellings by 2036 (subject to the outcome of the Examination). The proposed distribution of new homes in addition to existing commitments (sites with Planning permission and existing allocations) is as follows:

- Whitchurch Strategic Development Location - 1,600 homes
- North Keynsham Strategic Development Location - 1,400 homes
- Bath urban intensification - 300 homes (through Bath Strategy)
- Small windfall sites - 672 (unallocated)
- Non-strategic growth - 700 homes (in the remainder of the District)

³ [SD 7A Topic Paper 2 Version 1.2 Spatial Strategy \(April 2018\) Updated for submission](#)

⁴ [SD 14G Topic Paper 5 Housing Supply \(April 2018\)](#)

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Diagram 4: B&NES housing supply at 2016

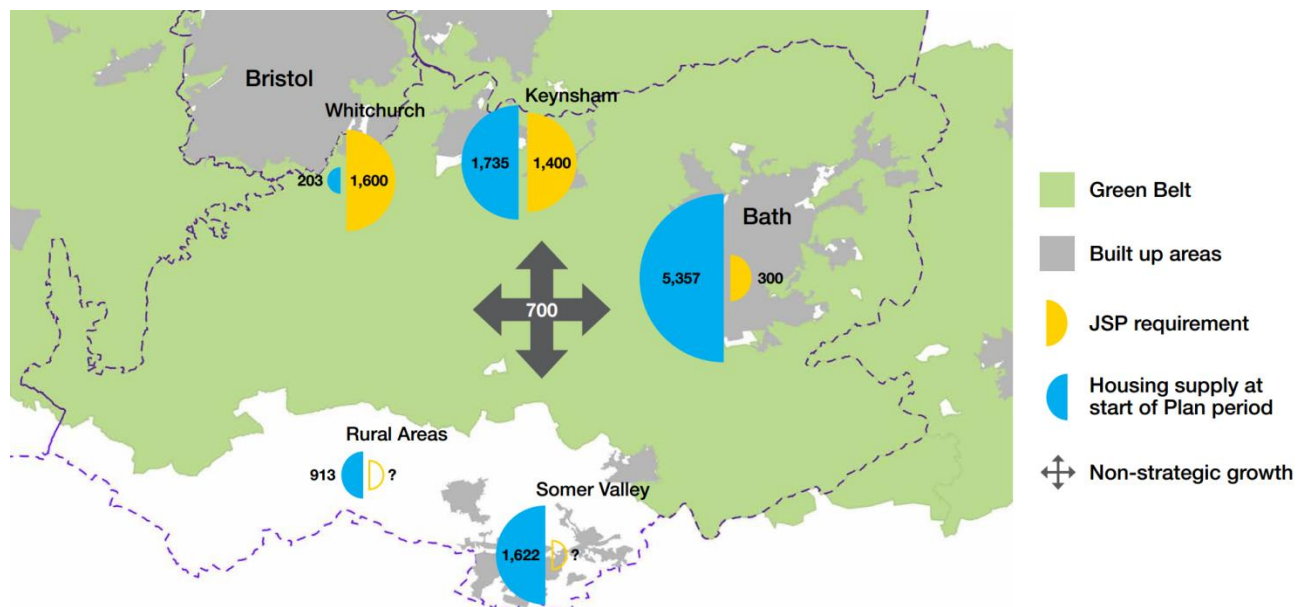


Diagram 5: JSP Spatial Plan housing distribution for B&NES

2.6 The JSP relies on the realisation of existing commitments, although these are being reviewed through the Local Plan. The supply of existing commitments at 2016 (start of the Plan period) by settlement is set out in **Annex 1**. Therefore any locations identified in the new Local Plan to meet the non-strategic growth component will be in addition to existing commitments. However, the cumulative impact on settlements will be taken into account. There might be an option to phase the new non-strategic development to occur after existing commitments, although this will need to be tested through the plan making process and might not even be desirable.

3. Planning for non-strategic housing growth in B&NES

Current spatial strategy

3.1 The current spatial strategy for the location of new development outside Bath, Keynsham and the Somer Valley as established through the Core Strategy (see Diagram 6 below) for the period 2011 - 2029 is as follows:

- Policy SV1 – around 2,470 homes at Midsomer Norton, Radstock, Westfield, Paulton & Peasedown St John
- Policy RA1 villages - non-Green Belt villages i.e. those villages with a primary school and at least 2 of the following key facilities within the village: post office, community meeting place and convenience shop, and at least a daily Monday-Saturday public transport service to main centres (around 50 dwellings at each village within Housing Development Boundaries)
- RA2 villages - non-Green Belt villages outside the scope of RA1 (10 -15 dwellings at each village within Housing Development Boundaries)
- Policy GB2 - Green Belt villages (limited infill within Housing Development Boundaries)

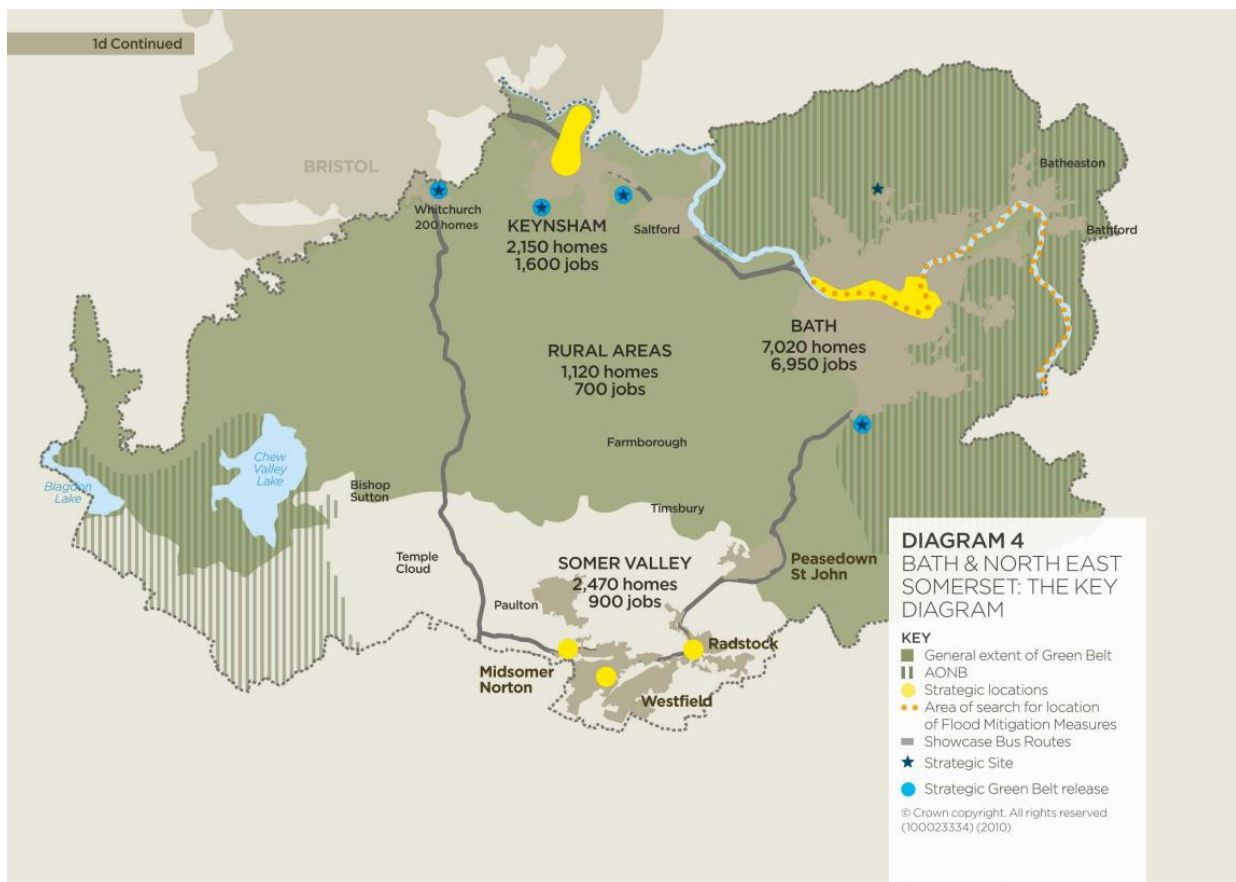


Diagram 6 - Key Diagram from the Core Strategy (2014)

B&NES Local Plan 2016 -2036

Issues arising with the existing approach

- 3.2 There are a number of issues with the existing approach that the emerging Local Plan needs to address, the most critical being primary school capacity. It is also becoming increasingly evident that the current strategy is leading to the relative dispersal of development across a wide range of settlements as evidenced at **Annex 2**.
- 3.3 This shows that since 2011 (the start of the Core Strategy plan period) some settlements have already accommodated more than the Policy requirements under RA1 or RA2 (such as Farmborough, Temple Cloud and West Harptree). This is also particularly evident in Green Belt villages namely Chew Stoke, Marksbury, Freshford and Chew Magna.
- 3.4 One of the requirements of the current policy approach is that the village has a primary school with sufficient capacity or ability to expand. It is evident that some village schools do not have projected spare capacity or scope for expansion within the current school site to provide additional school places that would arise from future development proposals which the Council is obliged to provide. The map at **Annex 3** indicates those primary schools outside Bath, Keynsham and Midsomer Norton and Radstock that have potential capacity and/or scope for expansion or reconfiguration.

Previous consultation

- 3.5 An Issues & Options document was prepared for consultation between November 2017 and January 2018. This represented the first phase of the Issues and Options stage of the B&NES Local Plan 2016 - 2036 and covered a limited range of key issues, including high level options for the distribution of non-strategic housing growth.
- 3.6 The Council started the discussion by suggesting three broad scenarios for accommodating non-strategic growth:
- *Scenario 1 - Hierarchical Approach: Continue the existing Local Plan's approach of allocating larger development sites of around 50 dwellings at those villages with a greater level of facilities and smaller sites (10 to 15 dwellings) at other villages.*
 - *Scenario 2 - Focussed Approach: focussing new housing at a limited number of locations to benefit from 'economies of scale'.*
 - *Scenario 3 - Dispersed Approach: spreading the development across a wide range of settlements.*
- 3.7 These three non-strategic growth options were also assessed through the Draft Interim Sustainability Appraisal Report (Winter 2017) in order to ensure sustainability considerations are integrated fully into plan making. It outlines the sustainability effects of the options considered and recommends (where possible)

mitigation/enhancement measures to inform the preparation of the next stages in the plan preparation. The performance of the scenarios against the SA objectives is summarised at **Annex 4** with the more detailed appraisals set out in the appraisal matrices in Appendix 1 to the SA Report⁵. This indicated that although only very broad scenarios were appraised at this stage Scenarios 1 and 2 had more positive effects on the SA objectives than Scenario 3.

- 3.8 Most of those who responded to the consultation also considered Scenarios 1 and 2 to be the most sustainable solutions for accommodating non-strategic growth. Scenario 3 was felt to be unsustainable, as it would increase the need to travel and put excessive pressure on infrastructure. However, some housing in order to assist in retaining the vitality of communities and their services/facilities at a range of villages was supported. All comments submitted during the consultation period can be viewed on the Local Plan webpage⁶.

4. Establishing an appropriate strategy for non-strategic growth

- 4.1 The previous section outlines some of the key issues arising from the current strategy. Central to establishing an appropriate strategy for non-strategic growth is the presence of the Green Belt and its implications for development. Roughly two-thirds of Bath & North East Somerset lies within the Bristol- Bath Green Belt.
- 4.2 The Green Belt is a significant factor on the location of development in the District. Exploring the most sustainable locations will also mean considering whether exceptional circumstances exist to warrant removing land from the Green Belt to meet local needs. Options to avoid the loss of Green Belt must be considered first.
- 4.3 National policy makes it clear that authorities should seek to accommodate development requirements without using land in the Green Belt (NPPF, paragraphs 136 - 137⁷). Land can only be removed from the Green Belt and allocated for development if 'exceptional circumstances' are demonstrated. The JSP establishes 'exceptional circumstances' for the strategic removal of land from the Green Belt at two specific locations with B&NES, at North Keynsham and Whitchurch. These 'exceptional circumstances' do not apply to the remainder of the District. In terms of non-strategic growth 'exceptional circumstances' will only exist if the requirement cannot be met sustainably on land outside the Green Belt. This includes exploring the potential contribution of land in adjoining authorities through the Duty to Co-operate.

⁵ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/lp_201636_io_interim_sa_report_nov_2017.pdf

⁶ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/lp_201636_io_representations_index.pdf

⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

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4.4 Therefore the starting point is to consider whether the quantum of development to be provided can be delivered at settlements and suitable and sustainable locations outside the Green Belt. This means first considering sustainable locations in the south of the District to avoid developing in the Green Belt.

4.5 In order to devise an appropriate strategy or options for the non-strategic growth the following staged approach has been taken:

Stage 1: Settlement identification: in order to avoid dispersed development identify the most sustainable settlements outside the Green Belt to which development should be directed

Stage 2: Location assessment and identification: at the settlements derived from stage 1 above assess and identify potential suitable locations for growth

Stage 3: Location capacity estimation: initial consideration or estimation of the physical scope or capacity of these locations to accommodate additional housing development

Stage 1: Settlement Identification

4.6 The identification of appropriate settlements focussed on the range of services and facilities available (see **Annex 5**), particularly primary school capacity (**Annex 3**), and the frequency of the public transport (primarily bus) services available (**Annex 6**).

4.7 As outlined in paragraph 3.4 above primary school capacity is a key consideration as there is an obligation on the Council to provide school places for pupils and there is a need to avoid or minimise unsustainable school travel patterns. Therefore the selection of locations for development should be directed towards those settlements where, as well as the availability of other services, there is potential school capacity and /or there is potential scope for the expansion, reconfiguration or redevelopment of a school as the map at **Annex 3** indicates.

4.8 Following consideration of the issues outlined above the settlements south of the Green Belt listed below were identified as the potential focus for non-strategic development:

- Midsomer Norton
- Radstock
- Westfield
- Timsbury
- Temple Cloud and Clutton

4.9 The settlements listed have a primary school(s) with potential capacity and/or scope for expansion or reconfiguration, although it is acknowledged this would need further analysis as the Local Plan progresses. For instance, delivery of further housing at Midsomer Norton is contingent on planning permission being granted for the proposed primary school at Silver Street and further investigation is needed to ensure sufficient primary school capacity could be feasibly provided at Clutton and Cameley schools to accommodate the required additional school places. Initial

consideration suggests there is likely to be sufficient capacity at existing secondary schools or scope to expand them to accommodate the pupils generated by this level of development, but further work will be undertaken in preparing the Draft Local Plan.

Stage 2: Location identification and assessment

- 4.10 At the settlements listed above broad locational options for assessment were identified based on the Draft Housing and Economic Land Availability Assessment (HELAA). The HELAA provides the technical basis and starting point to ascertain the suitability of potential development sites. Inclusion of a site in HELAA confers no policy status as the HELAA is part of the evidence base. Whilst as a first priority the Council will focus on brownfield development, initial consideration shows that there is a limited remaining supply of suitable and deliverable brownfield sites and some of them lie within locations where development is likely to be too harmful. Therefore, available greenfield sites with least harmful impacts were also considered. The locations identified for assessment wherever possible sought to avoid HELAA sites assessed as 'unsuitable' and are shown in Diagram 7 below.
- 4.11 A comparative sustainability led assessment and analysis of land considered through the HELAA at these locations was subsequently undertaken (see **Annexes 7 and 8**). This assessment focused on the key aspects summarised below in order to establish a baseline list of potential suitable locations for further investigation through the plan-making process.
- 4.12 The availability of services and facilities and public transport (mainly bus) services as summarised in **Annexes 5 and 6** was used to help identify the most sustainable settlements under stage 1. The stage 2 assessment of locations at these settlements also considered walking/cycling accessibility of the locations to primary schools, other services/facilities and bus stops – this included looking at approximate travel distances and the quality of routes. Additionally the impact of potential development locations on the highway network was considered. This assessment is outlined in **Annex 7**. The comparative assessment of locations also focused on environmental impacts. Building on the HELAA the impacts on key environmental assets have been reviewed and refined where necessary. This included landscape sensitivity, heritage assets, ecology, agricultural land and whether significant flood risk management issues had been identified.
- 4.13 The comparative assessment of the locations at the five settlements listed above is summarised at **Annex 8** and the locations that have been considered are indicated in Diagram 7 below.

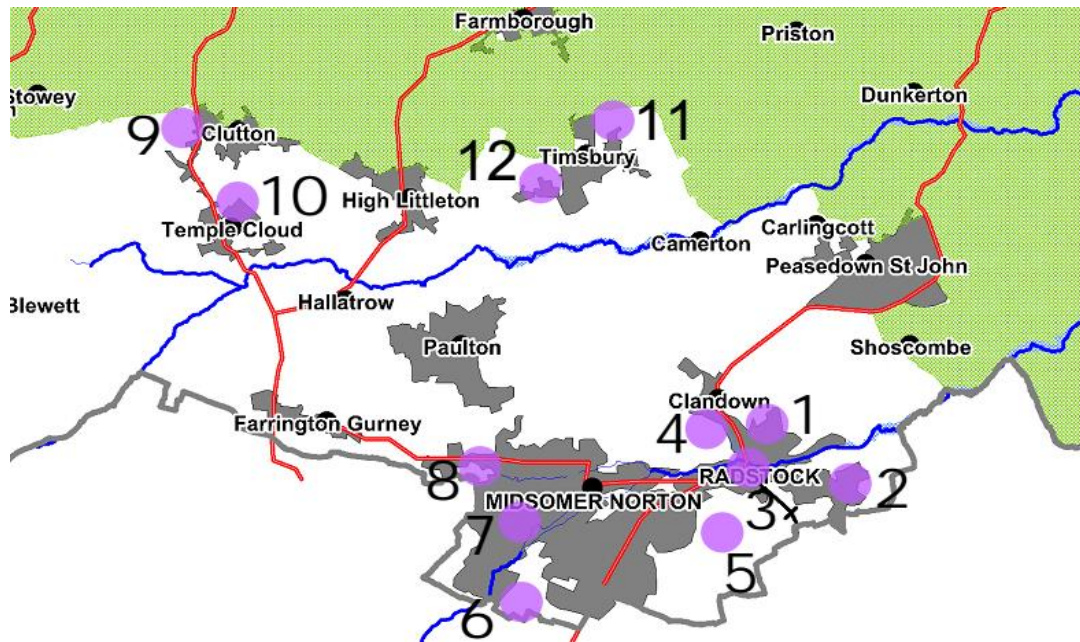


Diagram 7: Locations considered for housing development

4.14 Locations numbered 1 and 4 have been ruled out at this stage for testing through the Local Plan Options principally on highways and sustainability grounds in terms of reasonably accessing facilities and services. It is acknowledged that the implications of development for any of the potential locations will need further assessment in formulating a strategy and identifying sites for accommodating non-strategic growth sustainably. Subject to further assessments any adverse impacts identified would need to be able to be satisfactorily mitigated and other issues addressed if sites are taken forward for allocation in the Local Plan together with the necessary development requirements.

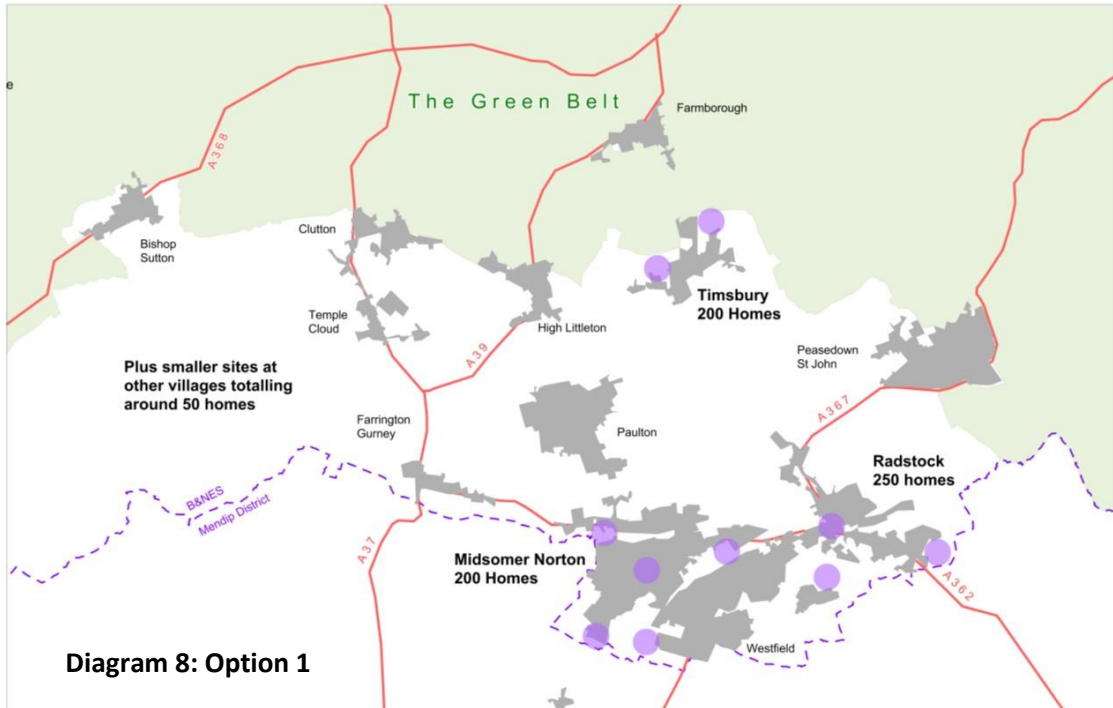
Stage 3: Initial estimation of housing potential

4.15 In order to inform spatial distribution of additional housing across different settlements and to consider whether the options presented are capable of providing the overall scale of non-strategic growth required an initial estimation of housing capacity of each location has been undertaken. This applied a high-level ‘density multiplier’ approach to an estimated area of suitable land that could be physically capable of being developed. As the Local Plan progresses there will need to be a much more detailed level of assessment undertaken of potential development sites to accurately identify and confirm their development capacity, as well as the key issues that would need to be addressed for development to be acceptably delivered.

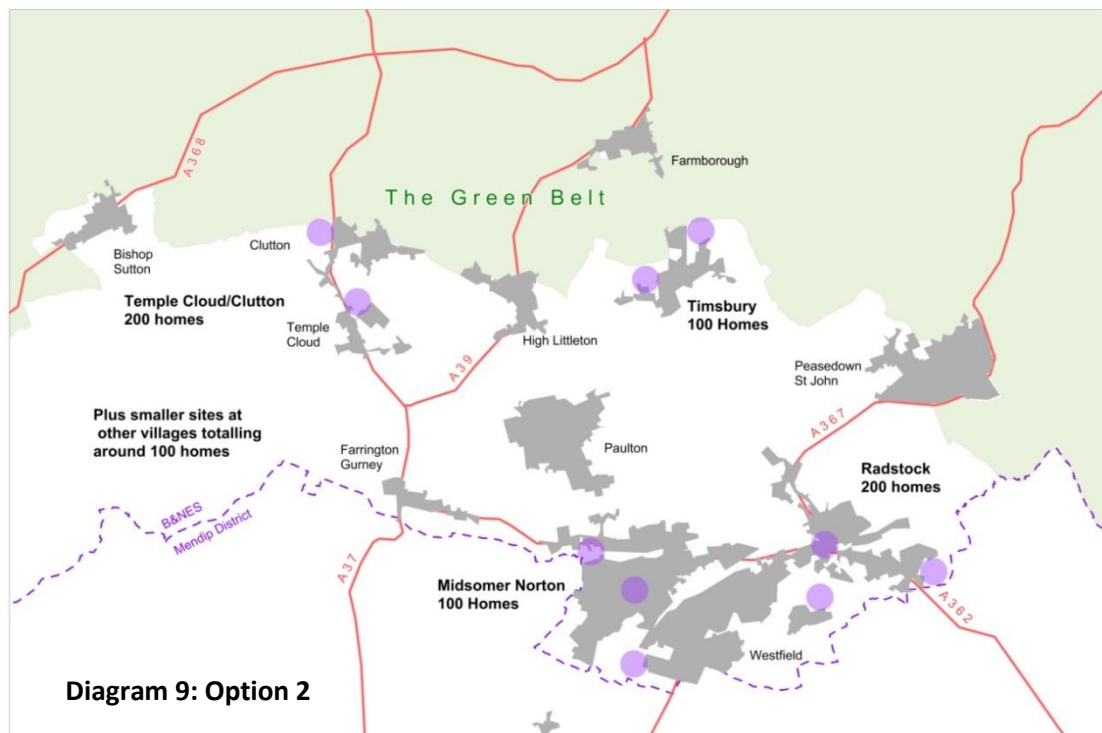
Strategy options for accommodating non-strategic growth avoiding the Green Belt

4.16 On the basis of the assessment, it is recommended that two options avoiding land in the Green Belt are tested through the Local Plan:

Option 1. A focussed approach which would include locations at Midsomer Norton, Radstock and Timsbury whilst allowing a limited number of dwellings to be accommodated in other non-Green Belt villages as illustrated in Diagram 8 below.



Option 2. A more dispersed approach including locations at Midsomer Norton, Radstock, Timsbury and in the Clutton/Temple Cloud area. Under this option a greater number of dwellings could be allowed in other non-Green Belt villages as Diagram 9 illustrates.



4.17 As set out above it is only if neither of the options above is shown to be deliverable (including as required by the NPPF investigating and considering the potential for development on non-Green Belt land in neighbouring authorities through the Duty to Co-operate) that the Council would consider distributing some of the non-strategic growth to the most sustainably located settlements within the Green Belt. It is worth noting that this would be subject to exceptional circumstances being demonstrated to justify removing land from the Green Belt. For completeness and the purposes of consultation this option is articulated in the Local Plan Options document.

Housing commitments at 2016 in the Rural Areas

Parish	01.04.16
Chelwood	0
Combe Hay	0
Corston	0
Kelston	0
Newton St Loe	0
North Stoke	0
Queen Charlton	0
Ubley	0
Claverton	1
Compton Martin	1
Englishcombe	1
High Littleton	1
Monkton Combe	1
Norton Malreward	1
Priston	1
Shoscombe	1
Swainswick	1
Charlcombe	2
Chew Stoke	2
East Harptree	2
Farrington Gurney	2
Hinton Charterhouse	2
St. Catherine	2
Wellow	2
South Stoke	3
Compton Dando	4
Dunkerton	4
Hinton Blewett	4
Nempnett Thrubwell	4
Batheaston	5
Stowey Sutton	5
Timsbury	5
Camerton	7
Publow and Pensford	8
Stanton Drew	9
Saltford	11
Marksbury	12
Whitchurch	13
Bathford	17

Parish	01.04.16
Chew Magna	19
West Harptree	19
Bathampton	21
Freshford	23
Farmborough	56
Clutton	65
Cameley + Temple Cloud	83
Peasedown St John	96
Westfield	99
Radstock	139
Midsomer Norton	201
Paulton	256

Housing completions in the Rural Areas - cumulative 2011 - 2018

Parish	Cumulative total 11-18	Policy Area (current) ⁸
Stowey-Sutton	1	RA1/RA2
Compton Martin	4	RA1/RA2
Bathampton	5	RA1/RA2
Farrington Gurney	5	RA1/RA2
Hinton Blewett	5	RA1/RA2
East Harptree	8	RA1/RA2
Timsbury	8	RA1/RA2
Ubley	8	RA1/RA2
Camerton	13	RA1/RA2
Clutton	15	RA1/RA2
Batheaston	20	RA1/RA2
Bathford	23	RA1/RA2
West Harptree	23	RA1/RA2
Saltford	24	RA1/RA2
High Littleton	34	RA1/RA2
Farmborough	78	RA1/RA2
Temple Cloud and Cameley	79	RA1/RA2

Parish	Cumulative total 11-18	Policy Area (current) ⁹
Combe Hay	1	GB2
Corston	2	GB2
Kelston	2	GB2
Claverton	3	GB2
Englishcombe	3	GB2
Shoscombe	3	GB2
Swainswick	3	GB2
Newton St Loe	4	GB2
Southstoke	4	GB2
Hinton Charterhouse	5	GB2
Priston	5	GB2
Wellow	5	GB2
Monkton Combe	11	GB2
Publow	12	GB2
Stanton Drew	12	GB2
Chew Stoke	16	GB2

⁸ Core Strategy Policies RA1 or RA2

⁹ Placemaking Plan Policy GB2 (Green Belt villages)

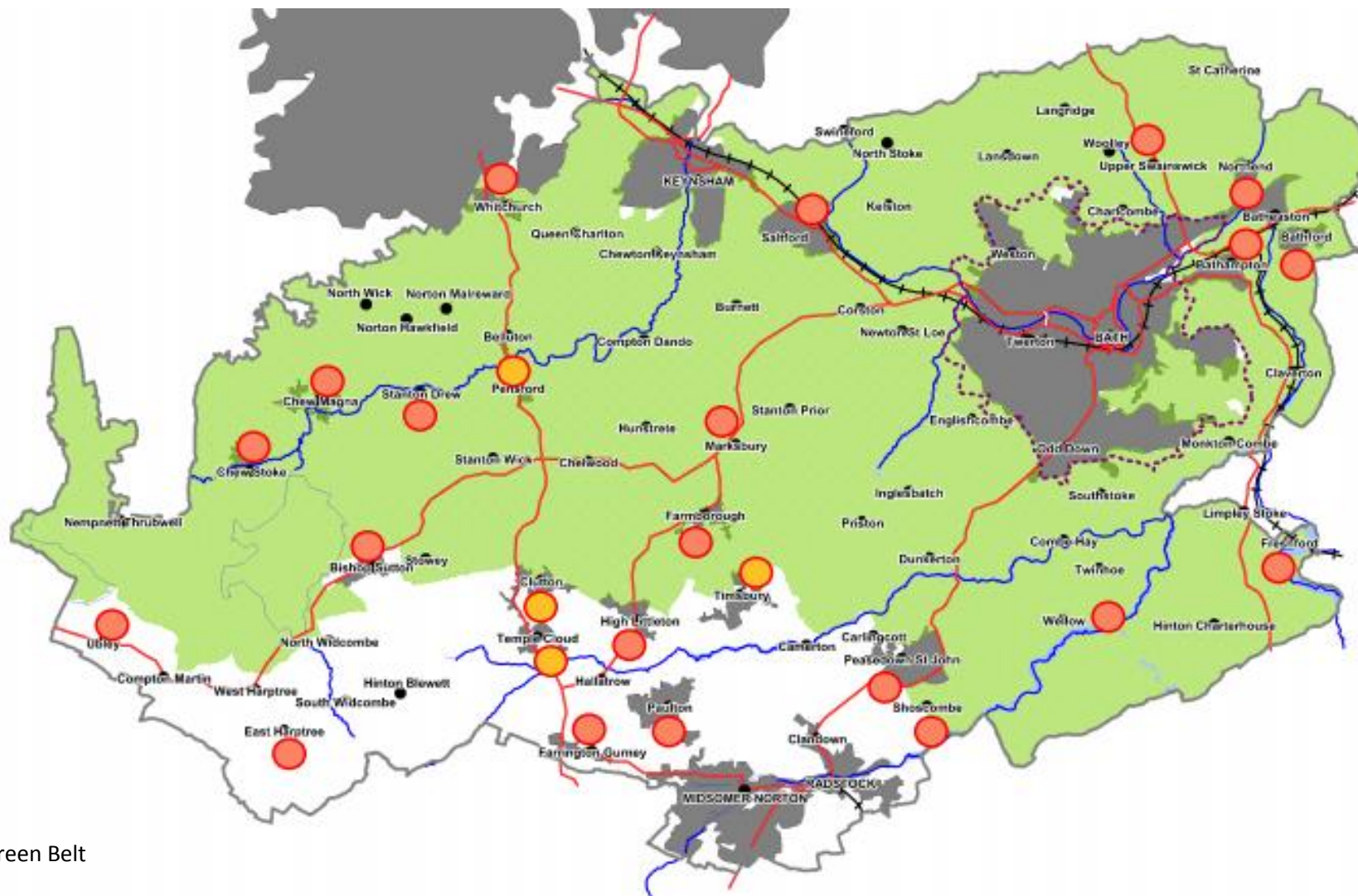
Annex 2

Parish	Cumulative total 11-18	Policy Area (current) ⁸
Marksbury	18	GB2
Freshford	34	GB2
Chew Magna	41	GB2

Parish	Cumulative total 11-18	Policy Area (current)
Chelwood	1	Rural/Open Countryside
North Stoke	2	Rural/Open Countryside
Norton Malreward	2	Rural/Open Countryside
Nempnett Thrubwell	4	Rural/Open Countryside
St. Catherine	4	Rural/Open Countryside
Dunkerton	8	Rural/Open Countryside
Charlcombe	12	Rural/Open Countryside
Compton Dando	23	Rural/Open Countryside

Whitchurch	75	RA1/RA2/RA5
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Primary schools outside Bath, Keynsham and Midsomer Norton and Radstock



Green Belt



Primary schools with no capacity and/or scope for expansion or reconfiguration



Primary schools with potential capacity and/or scope for expansion or reconfiguration

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Summary of how the Non-Strategic Growth scenarios (consultation Winter 2017) performed against the Sustainability Appraisal objectives¹⁰

1 - Continue the existing hierarchical approach

By directing new development to the most sustainable locations, which could include locations on the edge of Bath; and at Keynsham; Midsomer Norton, Radstock and Westfield in the Somer Valley, and then the larger villages, this Option has the potential to perform well against SA Objectives 1 - 4 as these locations have good access to health and community facilities and services, as well as to public transport. However, there may be potentially negative impacts on historic, built and natural environment (SA Objectives 6 -9 and 12).

Mitigation: Careful consideration is required to identify suitable locations for an appropriate level of development. Alternative sites need to be tested against the SA framework and appropriate development requirements and design principles should be established.

2 - Focussed approach

Focussing development at a few key locations (such as on the edge of the towns; or at two or three of the larger villages) has the potential to result in a positive impact on SA Objectives 1 – 4 as this Option should help to support the role of these centres in improving health and community facilities and services. Like Option 1, Option 2 may have potentially negative impacts on historic, built and natural environment (SA Objectives 6 -9 and 12).

Mitigation: Careful consideration is required to identify suitable locations for an appropriate level of development. Alternative sites need to be tested against the SA framework and appropriate development requirements and design principles should be established.

3. Dispersed approach

A more dispersed approach would mean allowing a range of smaller sites across the District at a greater range of large and small settlements. The dispersed approach has a positive effect on Objectives 2-4 by providing opportunities for community benefits over a wide area. However it may lead to increase car travel for work and accessing key services and facilities therefore the effects on other SA Objectives were generally negative or uncertain at this stage.

Mitigation Careful consideration is required to identify suitable locations for an appropriate level of development. Alternative sites need to be tested against the SA framework and appropriate development requirements and design principles should be established.

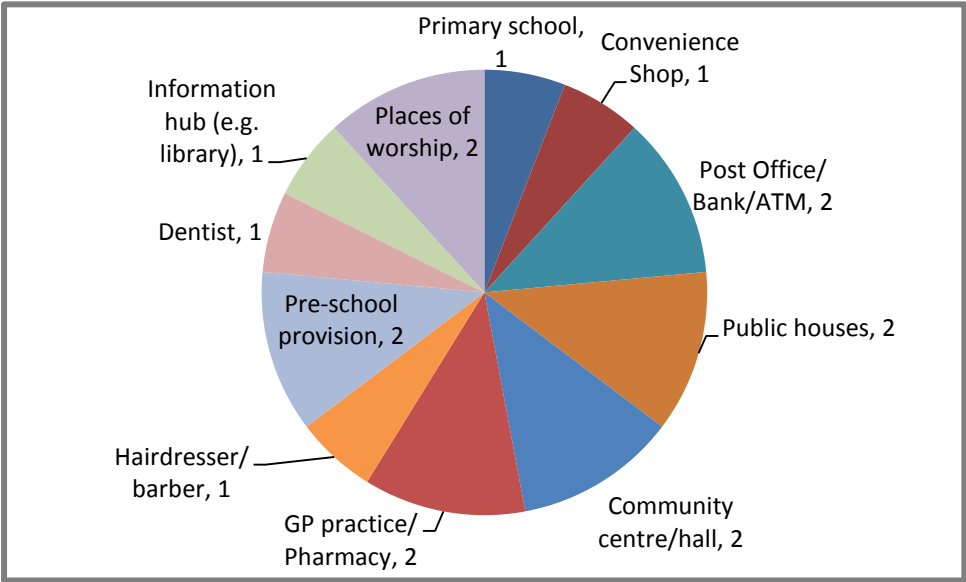
***Informative** However given that no decision has been made on the distribution and scale of development between the settlements nor the precise location, scale and layout of development many of the effects have been recorded as uncertain at this stage. Careful consideration is required to identify suitable development locations for an appropriate level of development. Where potential negative effects on certain SA Objectives have been identified it is recommended that appropriate mitigation is put in place through the site selection process and/or that there is suitable mitigation provided Local Plan policies.*

¹⁰ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/lp_201636_io_interim_sa_report_nov_2017.pdf

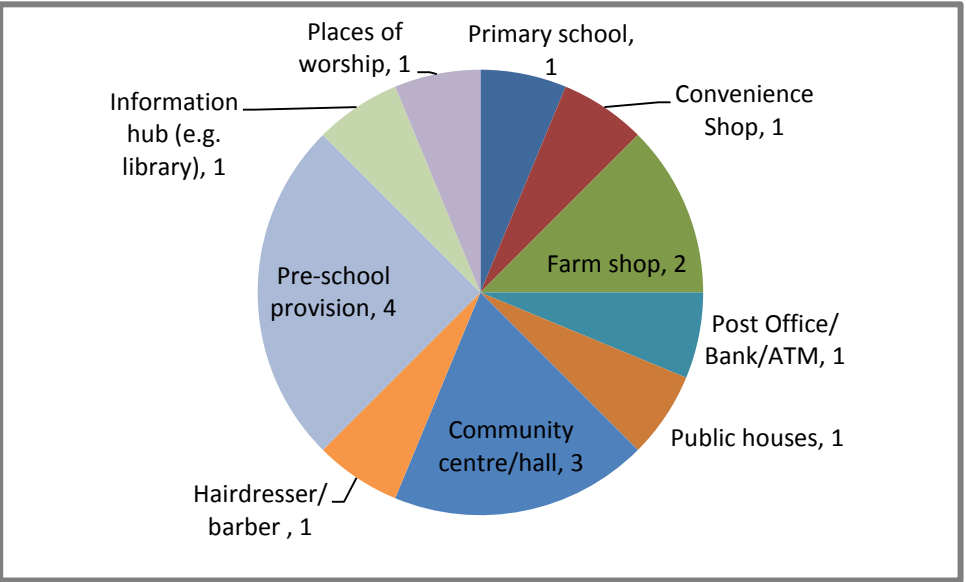
Topic Paper: Developing an appropriate spatial strategy for non-strategic growth (2018)

Audit of services and facilities (updated 2018)

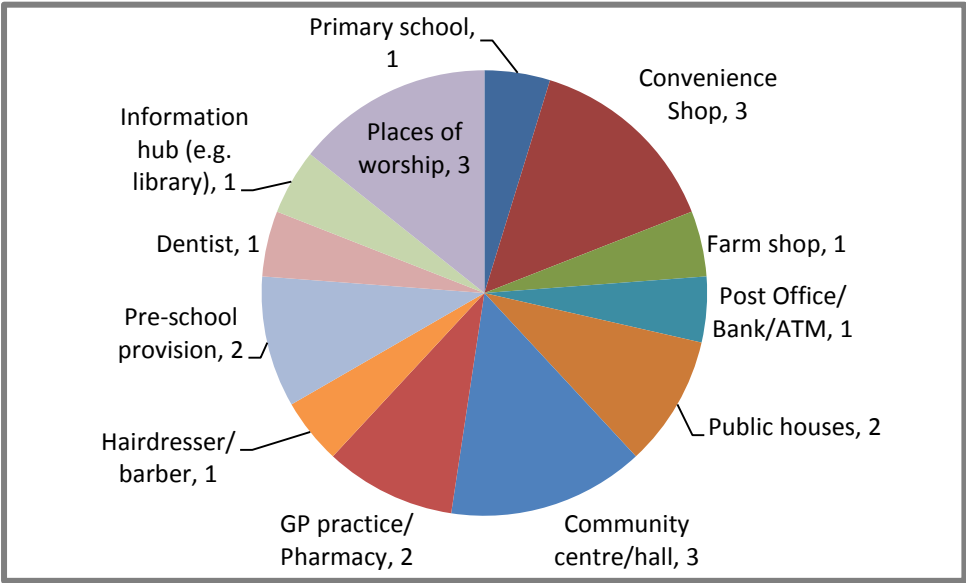
Bathampton



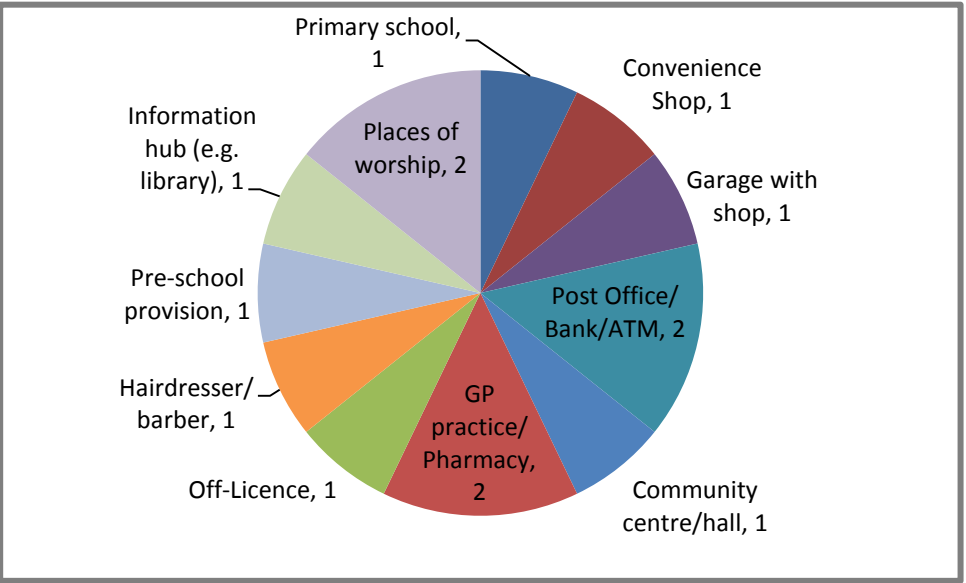
Bathford



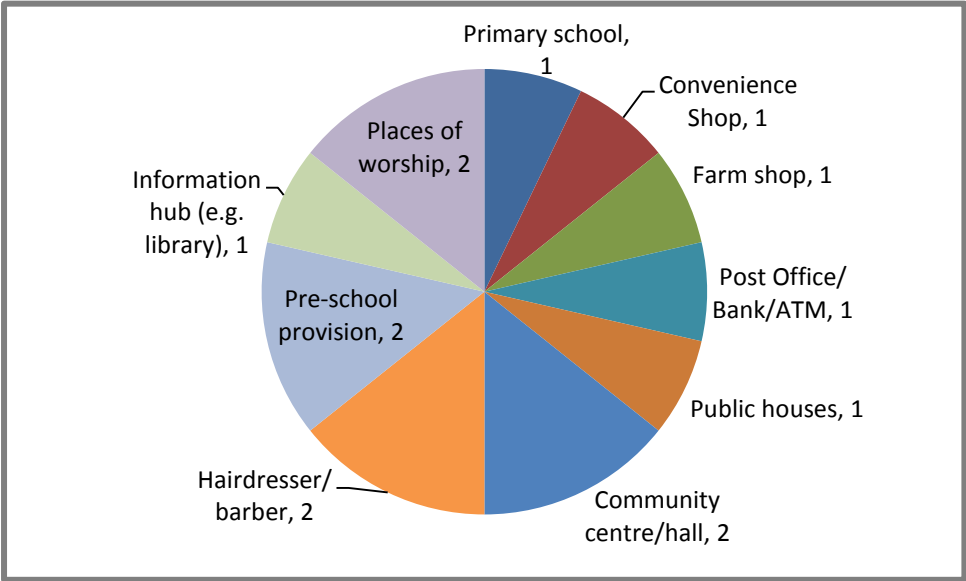
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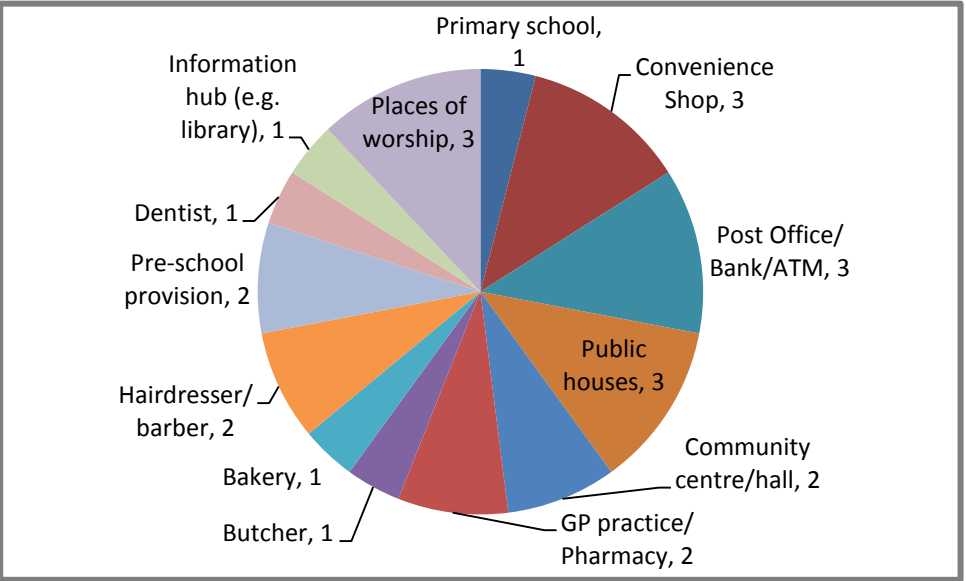
Temple Cloud



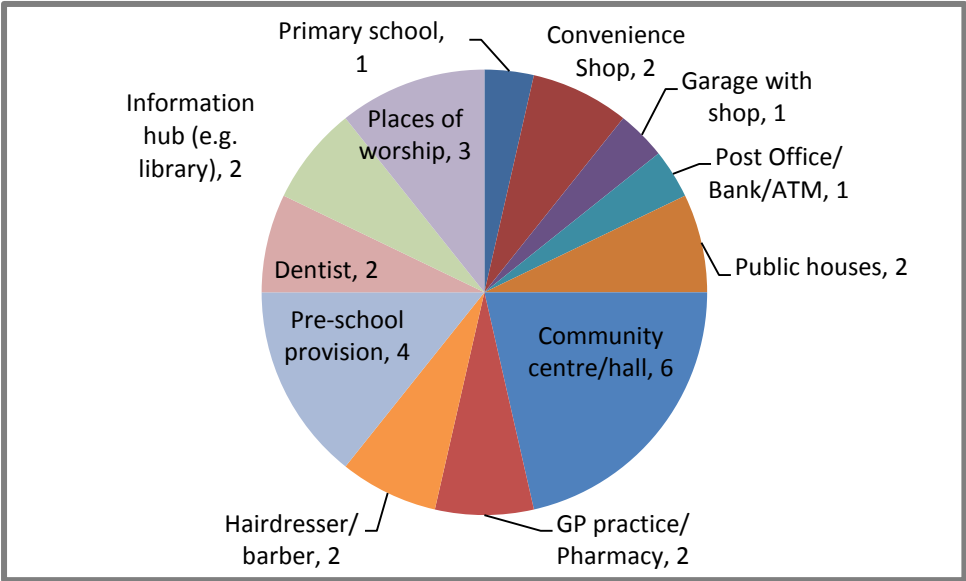
Farrington Gurney



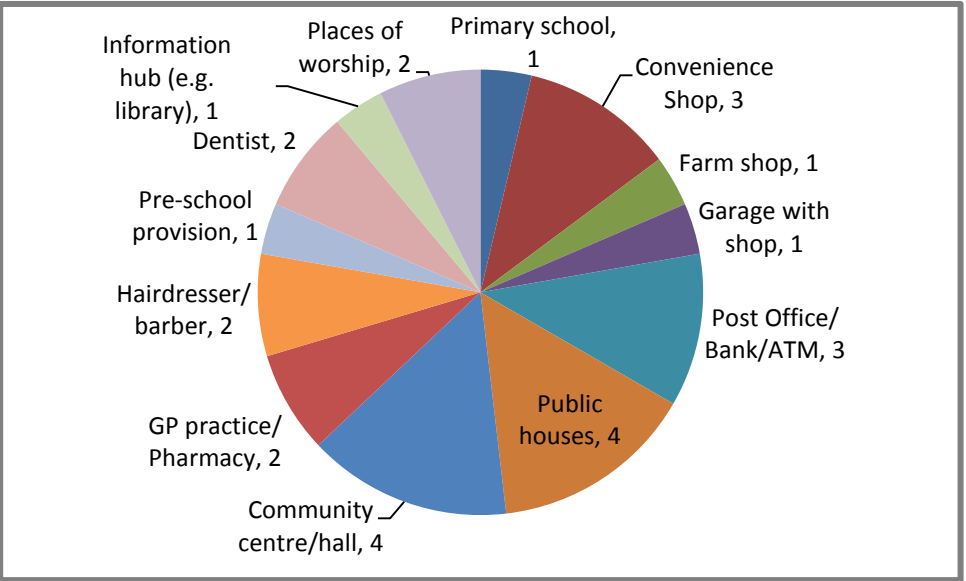
Peasedown St John



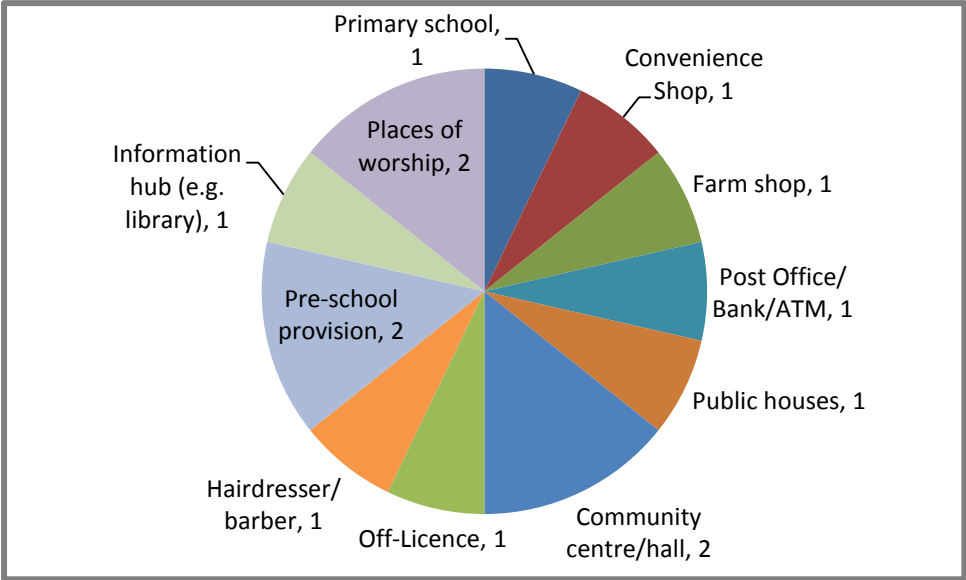
Paulton



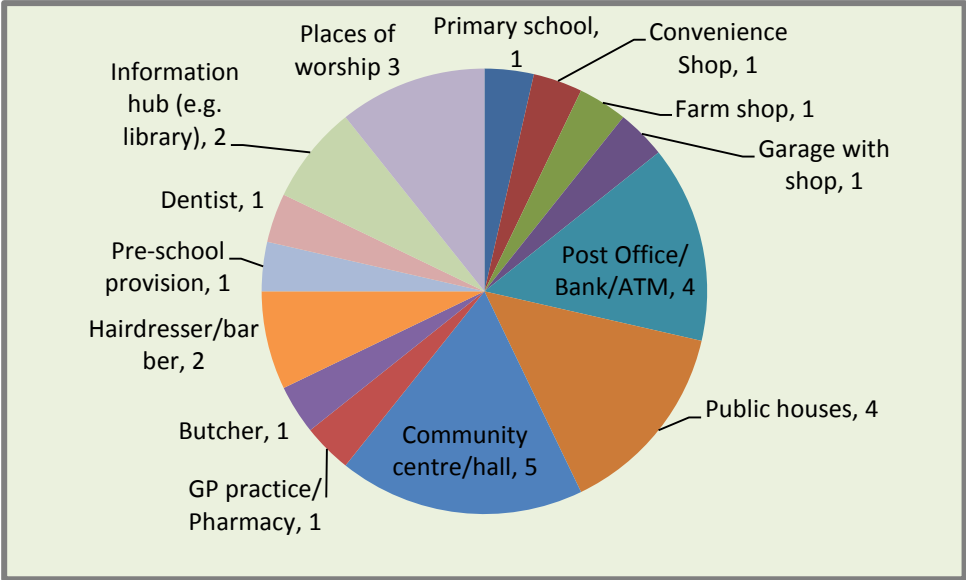
Saltford



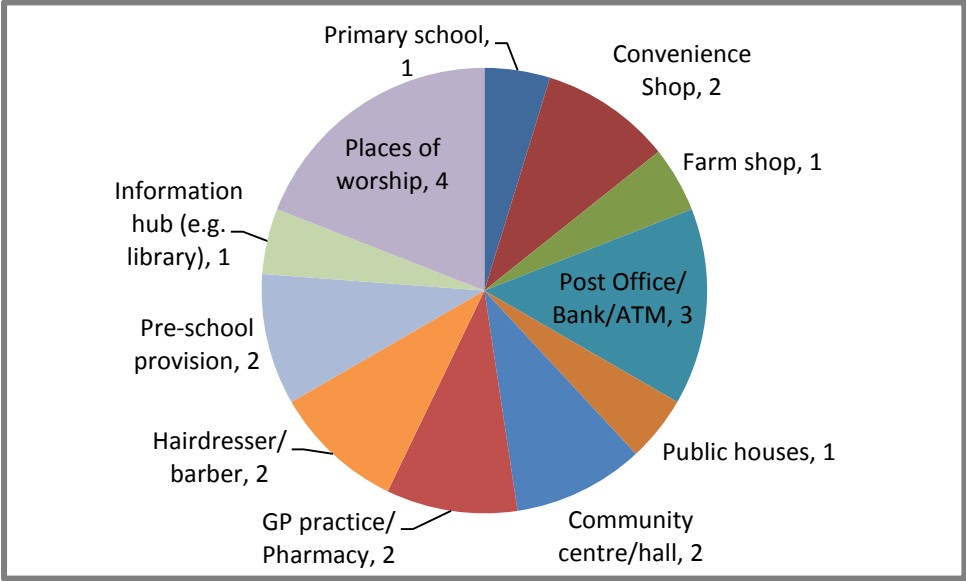
Bishop Sutton



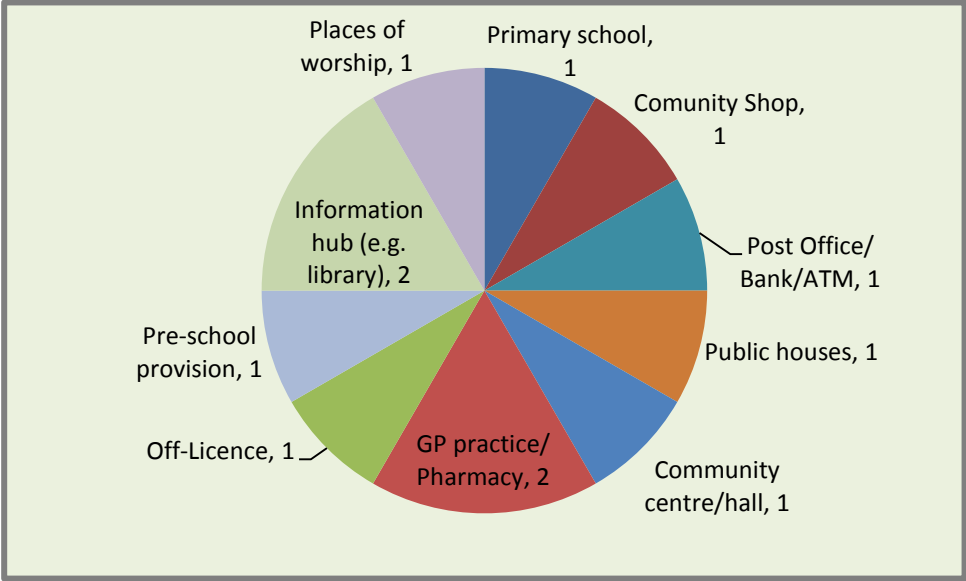
Chew Magna (Green Belt village)



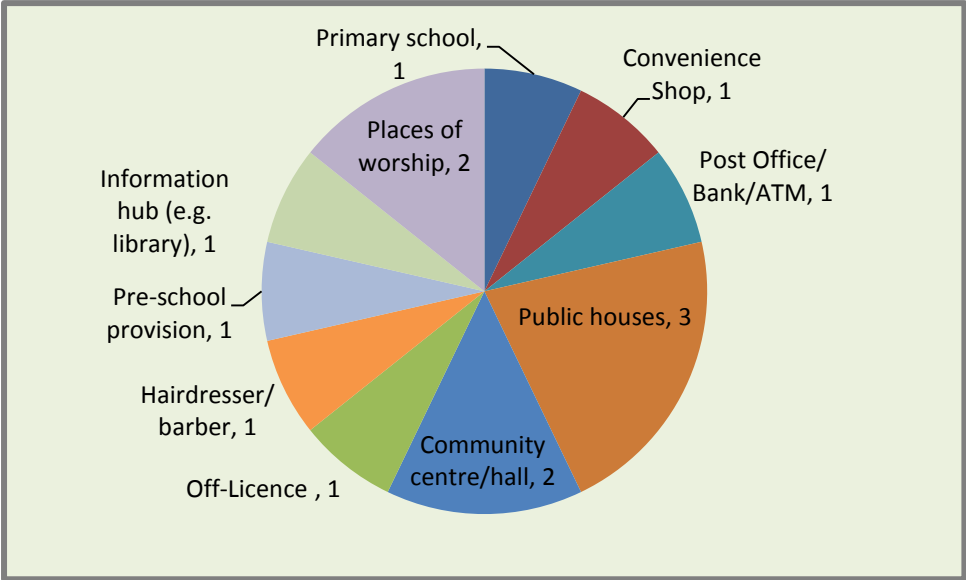
Timsbury



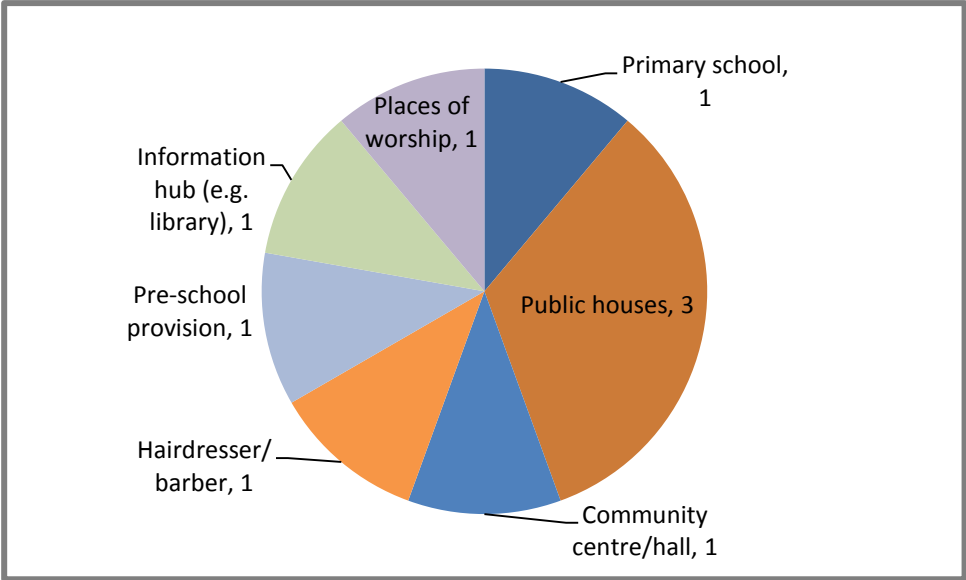
Freshford (Green Belt village)



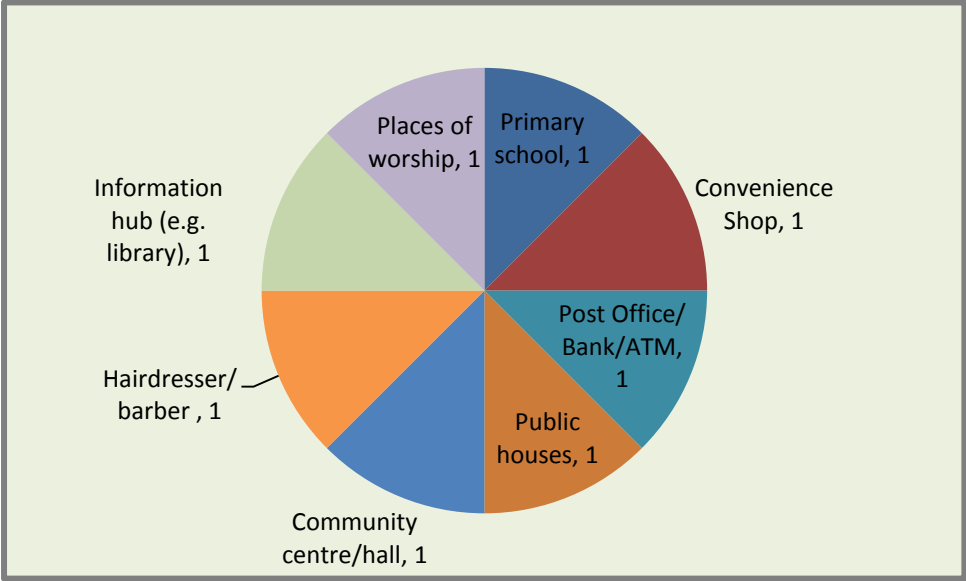
Pensford (Green Belt village)



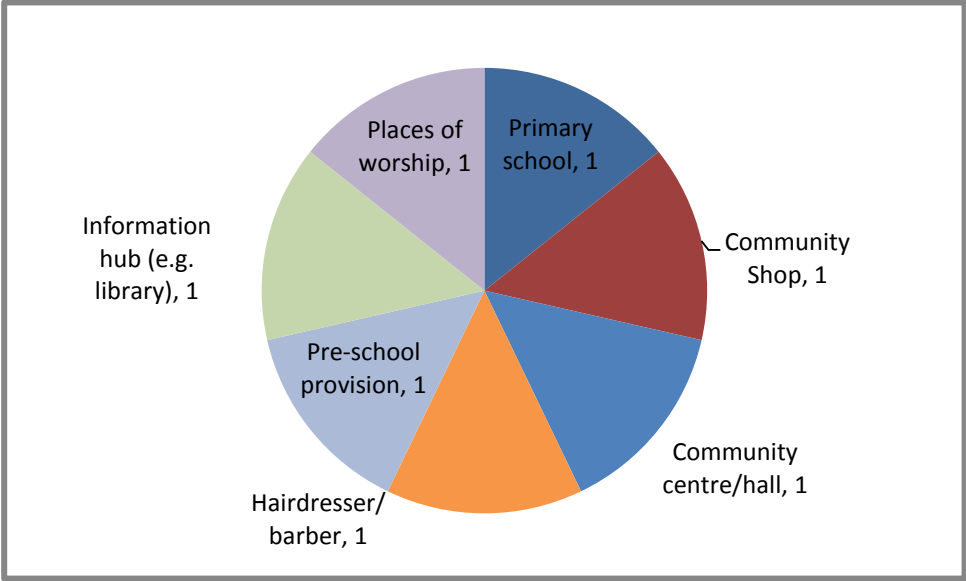
Clutton



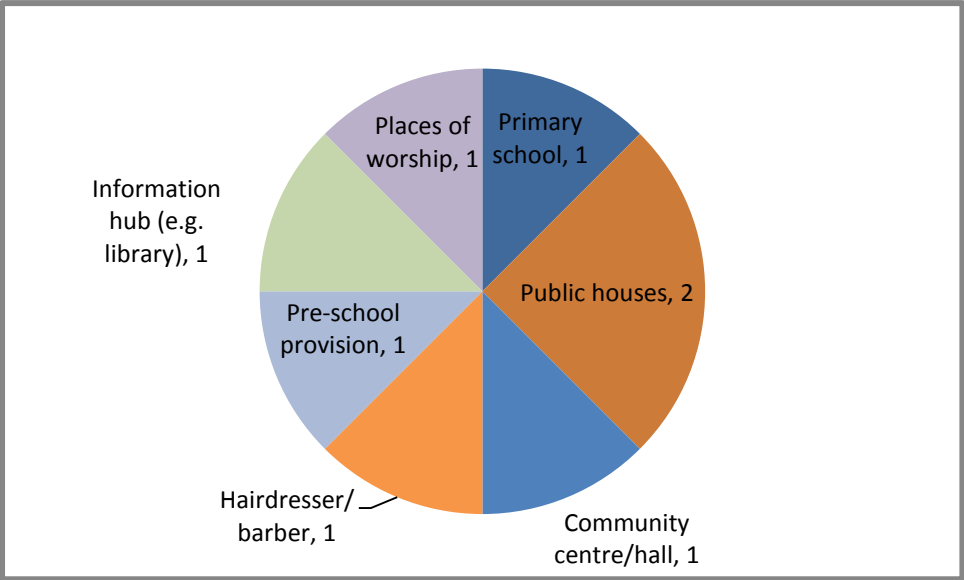
Wellow (Green Belt village)



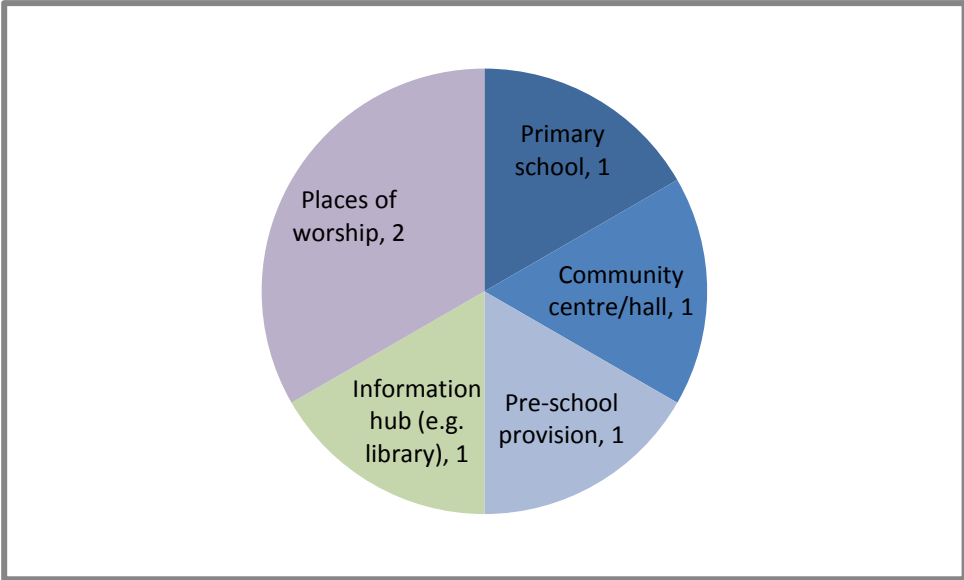
East Harptree



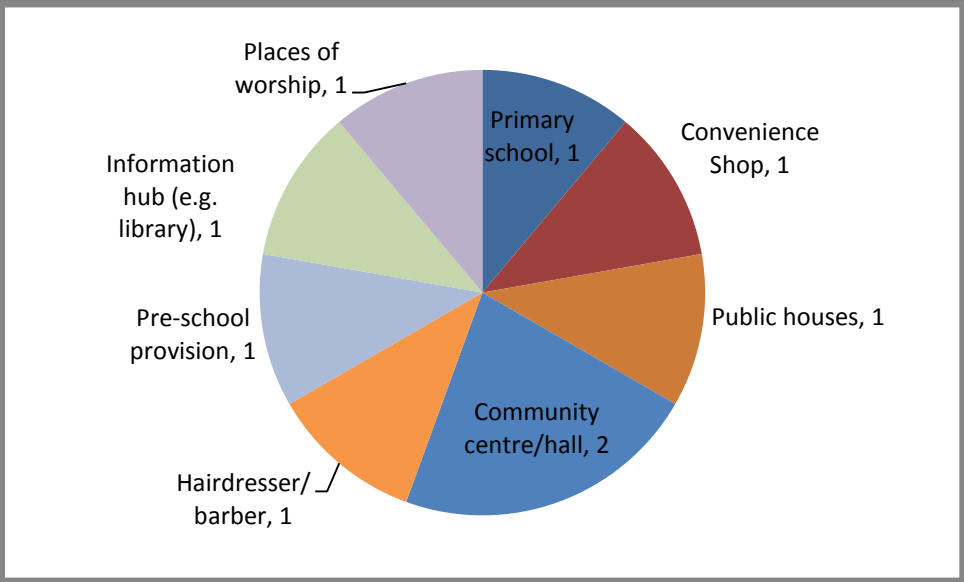
Farmborough



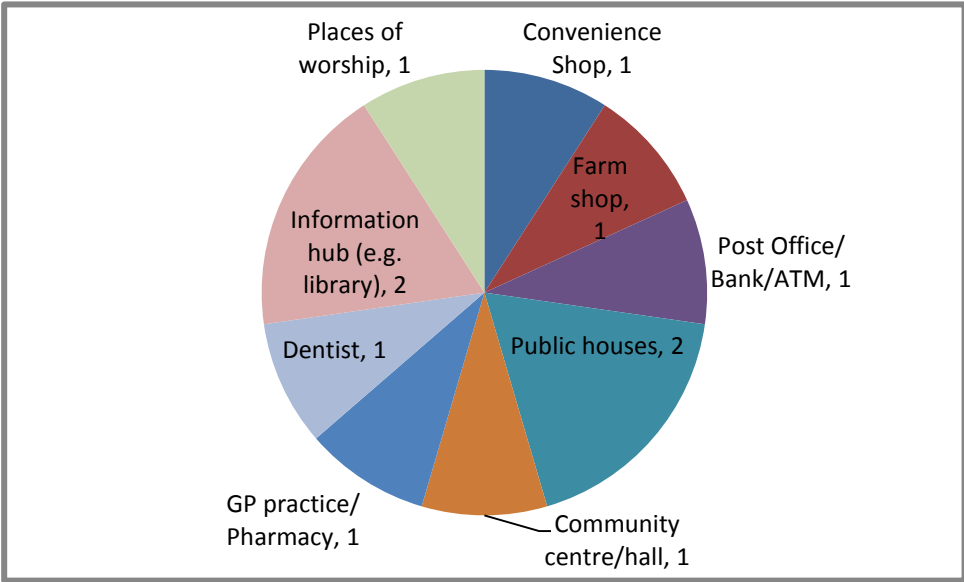
Ubley



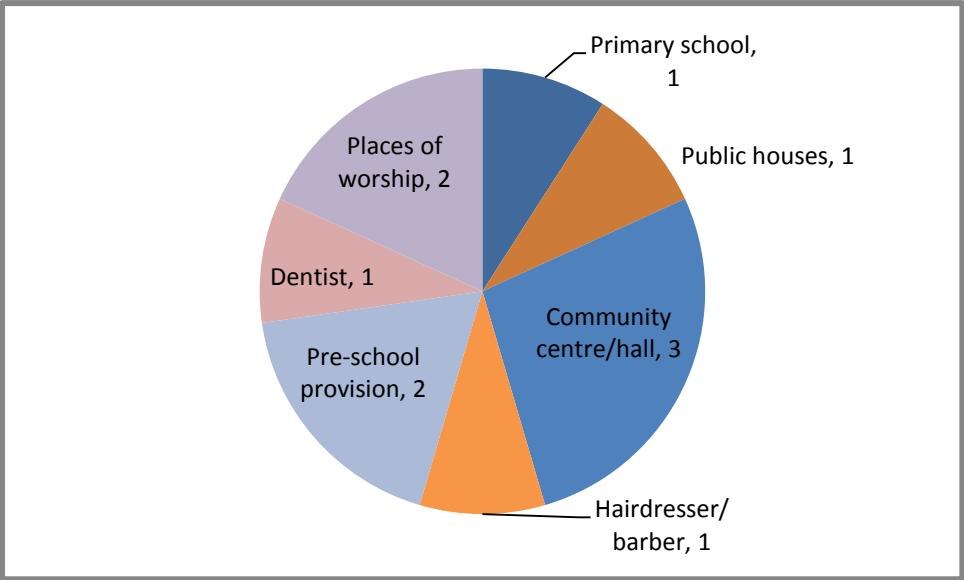
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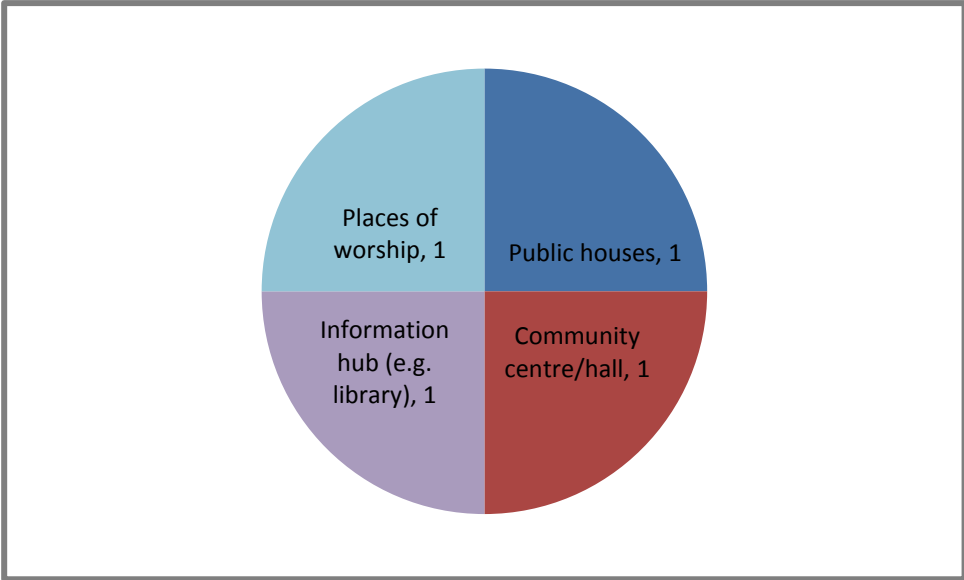
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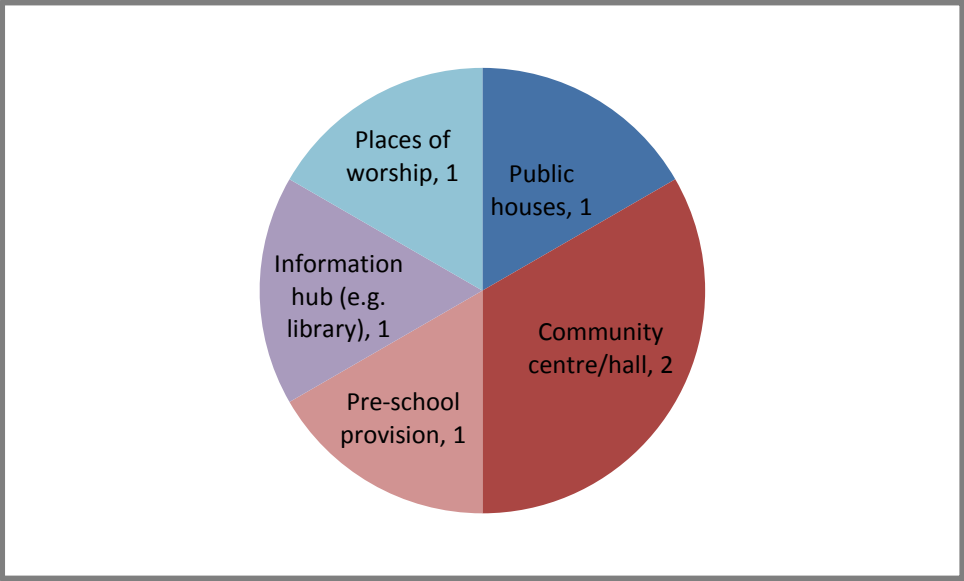
Whitchurch



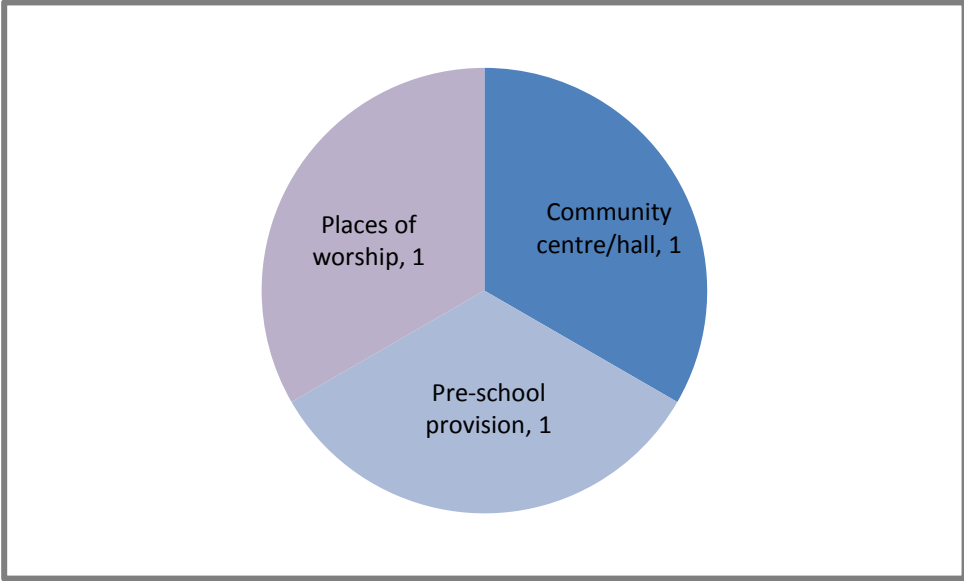
Hinton Blewett



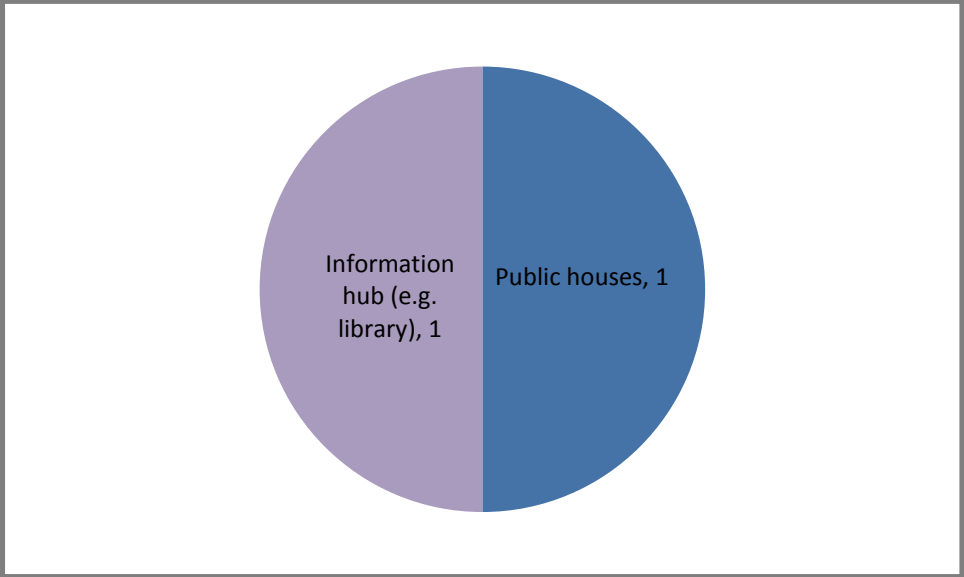
Compton Martin



Camerton



Hallatrow



Public Transport (buses) in the rural areas - designation and frequency as at June 2018)

INDICATORS

	Very frequent Monday to Saturday daytime frequency of at least every 30 minutes in both directions; peak services enabling commuting to and from workplace; daily shopping/ leisure service: evening service; Sunday service
	Frequent Monday to Saturday daytime frequency of at least hourly in both directions; peak services enabling commuting to and from workplace; daily shopping/ leisure service: evening service. Sunday service.
	Moderate frequency Monday to Friday less than hourly in both directions. Enabling commuting to and from workplace; daily shopping/ leisure service but with some car reliance.
	Limited frequency One or two days a week in both directions or Monday to Friday off-peak services only in both directions. Car reliant community for commuting to and from workplace and daily shopping.
	Very limited frequency Very few opportunities. Car reliant community.

Service 376	Mon - Sat (Sun)	
Temple Cloud Clutton Pensford Whitchurch	To Bristol	

Service 39/X39	Mon - Sat (Sun)	
Newton St Loe Saltford	To Bath, Keynsham & Bristol	

Service D2 & X67	Mon - Sat (Sun)	
Hinton Charterhouse	To Bath & Frome	

Service 172	Mon - Sat (Sun)	
Paulton Radstock Midsomer Norton Peasedown St John	To Bath	

Service 3	Mon - Sat (Sun)	
Bathford	To Bath City Centre	

Service 37	Mon - Sat (not Sun)	
Kelston	To Bath & Bristol	

Service 171	Mon - Fri	
Peasedown St John	To Bath	

Service 173	Mon - Sat (not Sun)	
Midsomer Norton Radstock Peasedown St John	To Bath & Wells	

Service X72	Mon - Sat	
Bathford	To Bath	

Service 38	Mon - Sat	
Newton St Loe Saltford	To Bath, Keynsham & Bristol	

Service 178	Mon - Sat (not Sun)	
Radstock Midsomer Norton Paulton High Littleton Timsbury Farmborough Marksbury	To Keynsham & Bristol	

Service 672	Mon - Sat	
Ubley Compton Martin West Harptree East Harptree Bishop Sutton Stanton Drew Chew Magna Chew Stoke	To Bristol	

Service 664	Mon - Sat (not Sun)	
Saltford	To Keynsham	

Service 768	Mon - Sat (not Sun)	
Radstock Camerton Tunley Priston Englishcombe	To Bath	

Service 179	Mon - Sat (Sun)	
Radstock Midsomer Norton Old Mills (Tesco) Paulton Farrington Gurney High Littleton	To Bath	

Service 82/82A	Mon - Fri	Orange
Paulton Old Mills (Tesco)	To MSN/Radstock	
Service 768	Mon - Fri	Orange
Clutton Old Mills (Tesco)	To Midsomer Norton	
Service 177	Mon - Fri (not Sat & Sun)	Red
Paulton Temple Cloud Clutton Pensford Whitchurch	To Bristol	
Service 128	Thurs only	Red
West Harptree Bishop Sutton	To Weston S Mare	
Service 128	Thurs only	Red
West Harptree Bishop Sutton	To Nailsea	
Service 135	Fri only	Red
Chew Magna Chew Stoke West Harptree Compton Martin	To Weston S Mare	
Service 144	Mon - Fri only	Red
Temple Cloud Hinton Blewett West Harptree Chew Stoke	To Chew Valley School	
Service 134	Tues only	Red
Bishop Sutton Chew Magna Chew Stoke East Harptree Compton Martin Ubley	To Weston S Mare	
Service 67	Mon - Fri	Red
West Harptree Chew Stoke Stanton Drew	To Bristol	
Service 460	Mon - Fri only	Red
Whitchurch	To Chew Valley School	
Service 640	Fri only	Red
Chew Magna Chew Stoke Stanton Drew Pensford Woollard Compton Dando Chewton Keynsham Queen Charlton	To Keynsham	

Service 683	Tues only	Red
Keynsham Queen Charlton Stanton Drew Chew Magna Chew Stoke Compton Martin Ubley	To Wells	

Service 752	Wed only	Red
Hinton Blewett Bishop Sutton Chew Stoke Chew Magna Stanton Drew Pensford Chelwood Marksbury Corston	To Bath	

Service 757	Wed only	Red
Combe Hay Wellow Shoscombe Peasedown St John Radstock Midsomer Norton	Thicket Mead (Tesco) & Bath	

Service 754	Mon only	Red
Hinton Blewett Bishop Sutton West Harptree Compton Martin Ubley Chew Stoke Chew Magna Stanton Drew Clutton Temple Cloud Paulton Old Mills (Tesco) Midsomer Norton	To Radstock	

Service 668	Mon only	Red
Midsomer Norton Radstock Camerton Timsbury Farmborough Marksbury Keynsham	To Bristol	

Service 83	Mon - Fri	Red
Farmborough High Littleton	Midsomer Norton	

Service 185	Thurs only	
Clutton Temple Cloud Paulton	Midsomer Norton/Radstock	

Public transport provision and walking/cycling accessibility

Location	Site	Distance to services	Commentary
Somerset Valley (Midsomer Norton, Radstock, Westfield)			
1. Radstock - Bath Old Road	RAD16f	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 2 miles) but walking route appears unsafe (footways lacking). Nearest Secondary School beyond walking distance (beyond 3 miles) so bus required. • Bus Stops – Nearest bus stop just within walking distance (less than one mile) but beyond accessibility recommended reasonable walking distance (more than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – More than 2 miles away, so beyond reasonable walking distance and bus required. 	<p>Part of large, predominantly greenfield site off Bath Old Road about 1km north of Radstock town centre. Poor vehicle and pedestrian access, with poor access to public transport, makes this a moderate to poor site in sustainability terms. Sub-standard highways are compounded by lack of footway for a substantial distance and lack of space for new footway links. Transport Assessments and junction impact assessments required before any development.</p> <p>The nearest primary school is within walking distance but lacks a safe route, similarly the nearest bus stop. The nearest secondary school, and all other services and facilities, are beyond walking distance and require a bus. The nearest bus stop to access a frequent service is almost a mile away and the walking route is not safe. Considerable access improvement work would be required before development, and Site RAD18 would need to be developed before this.</p>
	RAD18	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 2 miles) but part of walking route appears unsafe (footways lacking and road crossing). Nearest Secondary School beyond walking distance (beyond 3 miles) so bus required. • Bus Stops – Nearest bus stop just within walking distance (less than one mile) but beyond accessibility 	<p>Slightly more sustainable site than RAD16f as better linked to existing Radstock urban area.</p> <p>The nearest primary school is within walking distance but parts of route may be unsafe. Similarly the nearest bus stop. The nearest secondary school, and all other services and facilities, are beyond walking distance and require a bus. The nearest bus stop to access a frequent service is almost a mile away. This site would be more suitable to be developed than Site RAD16f, and</p>

Location	Site	Distance to services	Commentary
		<p>recommended reasonable walking distance (more than half a mile or 10 minutes' walk) of a frequent service.</p> <ul style="list-style-type: none"> • Other Services / Facilities – More than 2 miles away, so beyond reasonable walking distance and bus required. 	would need to be developed before it.
2. Radstock - Writhlington	RAD26	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 2 miles) but walking route appears unsafe (footways lacking). Two nearest Secondary Schools also well within walking distance (within 2 miles). • Bus Stops – 3 Nearest bus stops just within walking distance (less than one mile) but beyond accessibility recommended reasonable walking distance (more than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – More than 2 miles away, so beyond reasonable walking distance and bus required. 	<p>Site on edge of Writhlington, about 1.5km east of Radstock town centre. Some local facilities within walking distance and access to A362 corridor bus services. However, not well-located for Radstock town centre so car dependence likely making site poor in sustainability terms.</p> <p>The nearest primary and even secondary schools are within walking distance but lack safe routes, similarly the nearest bus stop. All other services and facilities are beyond walking distance and require a bus. The nearest bus stops to access a frequent service are about half a mile away but the walking route is not safe. Considerable access improvement work would be required before development, and Site RAD25 would need to be developed before this.</p>
	RAD25	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 2 miles) but walking route appears unsafe (footways lacking). Two nearest Secondary Schools also well within walking distance (within 2 miles). • Bus Stops – Nearest bus stops just within walking distance (less than one mile) but beyond accessibility recommended reasonable walking distance (more than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – More than 2 miles away, so 	<p>Site on north east edge of Radstock urban area, just beyond walking distance to Radstock town centre facilities and bus services. Poorer access to public transport but reasonable vehicular access.</p> <p>Slightly more sustainable site than RAD26 as better linked to existing Radstock urban area.</p> <p>The nearest primary and secondary schools are within walking distance but parts of route may be unsafe. similarly the nearest bus stop. All other services and facilities, are beyond walking distance and require a bus. The nearest bus stop to access a</p>

Location	Site	Distance to services	Commentary
		beyond reasonable walking distance and bus required.	frequent service is about half a mile away. This site would be more suitable to be developed than Site RAD26, and would need to be developed before it.
3. Radstock - centre	RAD02	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 1 mile) and walking route appears safe. However, Secondary Schools are only just within walking distance (between 2-3 miles). • Bus Stops – Nearest bus stops well within walking distance (less than one mile) and well within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a few frequent services. • Other Services / Facilities – Well within reasonable walking distance (within half a mile) so buses only required for higher order services and probably employment. 	<p>Small redevelopment site on Frome Road, with vehicular access only from Frome Road. Accessible to Radstock town centre facilities and bus services. So good site in sustainability terms. However, the main highways issue is that the number of development sites in close proximity are likely to cause cumulative effects on the A362 and A367 and their junction, and these highways issues would need resolution before development of the sites.</p> <p>The nearest primary and secondary schools are within walking distance and the routes appear safe. Bus stops for frequent services, and all other Radstock services and facilities, are within easy walking distance and buses would only be required for higher order services and possibly employment. This site would be suitable to be developed and good in sustainability terms.</p>
	RAD05	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 1 mile) and walking route appears safe. However, Secondary Schools are only just within walking distance (between 2-3 miles). • Bus Stops – Nearest bus stops well within walking distance (less than one mile) and well within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a few frequent services. • Other Services / Facilities – Well within reasonable 	<p>Town centre redevelopment site accessible to Radstock town centre facilities and bus services. Suitable for mixed use office/residential development. Vehicular access from Fortescue Road. No particular transport, highways or access issues. Would need further assessment of transport, highways and access issues if/when it becomes available.</p> <p>The nearest primary and secondary schools are within walking distance and the routes appear safe. Bus stops for frequent services, and all other Radstock services and facilities, are within easy walking distance and buses would only be required for</p>

Location	Site	Distance to services	Commentary
		walking distance (within half a mile) so buses only required for higher order services and probably employment.	higher order services and possibly employment. This site would be suitable to be developed and good in sustainability terms.
	RAD06	Distance to services: <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 1 mile) and walking route appears safe. However, Secondary Schools are only just within walking distance (between 2-3 miles). • Bus Stops – Nearest bus stops well within walking distance (less than one mile) and well within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a few frequent services. • Other Services / Facilities – Well within reasonable walking distance (within half a mile) so buses only required for higher order services and probably employment. 	Town centre redevelopment site accessible to Radstock town centre facilities and bus services. Intention is part housing and part existing community use redevelopment. Vehicular access should be possible via existing Church Street Car Park access with pedestrian access via the (current) library. Site unlikely to have significant impact on transport network in isolation but likely to contribute to a cumulative effect on the A362 and A367, and A362/A367 junction, with other development sites. The nearest primary and secondary schools are within walking distance and the routes appear safe. Bus stops for frequent services, and all other Radstock services and facilities, are within easy walking distance and buses would only be required for higher order services and possibly employment. This site would be suitable to be developed and good in sustainability terms.
	RAD07	Distance to services: <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 1 mile) and walking route appears safe. However, Secondary Schools are only just within walking distance (between 2-3 miles). • Bus Stops – Nearest bus stops well within walking distance (less than one mile) and well within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a few frequent services. • Other Services / Facilities – Well within reasonable 	Town centre redevelopment site accessible to Radstock town centre facilities and bus services. Vehicular access should be possible via Fortescue Road. Site unlikely to have significant impact on transport network in isolation, and only likely to make minimal contribution to a cumulative effect on the A362 and A367, and A362/A367 junction, with other development sites. The nearest primary and secondary schools are within walking distance and the routes appear safe. Bus stops for frequent services, and all other Radstock services and facilities, are within easy walking distance and buses would only be required for

Location	Site	Distance to services	Commentary
		walking distance (within half a mile) so buses only required for higher order services and probably employment.	higher order services and possibly employment. This site would be suitable to be developed and good in sustainability terms.
	RAD37	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School within walking distance (within 2 miles) but walking route safety is uncertain. However, Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required. • Bus Stops – Nearest bus stops just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – Within reasonable walking distance (within a mile) so buses only required for higher order services and probably employment. 	<p>Noted in the 2018 HELAA as a potential showstopper because access to most of this site, particularly for vehicles but even for pedestrians, looks very difficult and restrictive.</p> <p>The site is on the edge of Radstock town centre and slightly further away from services and facilities than are sites RAD02, 05, 06 and 07. The nearest primary school is within walking distance, although the route safety is uncertain, but not the secondary school. Bus stops for frequent services, and all other Radstock services and facilities, are within walking distance and buses would only be required for higher order services and possibly employment. In sustainability terms this site would be moderate to good, and suitable for development.</p>
4. Radstock - Coombe End	RAD12	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School just within walking distance (within 2 miles) but walking route is unsafe (sub-standard highway and footway widths, poor lighting and numerous HGV movements along Comb End). However, Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required. • Bus Stops – Nearest bus stops just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service, and the walking route is unsafe. 	<p>Site to north west of Radstock urban area (within Radstock Conservation Area and outside the Housing Development Boundary) with poor vehicular and pedestrian access. Numerous transport, highways and access issues (including sub-standard highway and footway widths, poor lighting and numerous HGV movements along Comb End). Transport Assessment would be needed.</p> <p>The nearest primary school is just within walking distance, although the current walking route is unsafe, but not the secondary school. Bus stops for frequent services, and all other Radstock services and facilities, are just within walking distance but the current routes are unsafe and unpleasant. In</p>

Location	Site	Distance to services	Commentary
		<ul style="list-style-type: none"> • Other Services / Facilities – Just within reasonable walking distance (within a mile) but the route is unsafe, so vehicular travel will be chosen where available. However, it is nearly as far to Radstock town centre as it is to the nearest bus stop. 	sustainability terms this site would be moderate to poor, and undesirable, if not unsuitable, for development.
	RAD13a	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School barely within walking distance (about 2 miles) and walking route is unsafe (sub-standard highway and footway widths, poor lighting and numerous HGV movements along Comb End). Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required. • Bus Stops – Nearest bus stops just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service, and the walking route is unsafe. • Other Services / Facilities – Barely within reasonable walking distance (at least a mile) and the route is unsafe, so vehicular travel will be chosen where available. 	Site to north west of Radstock urban area (within Radstock Conservation Area and outside the Housing Development Boundary) with poor vehicular and pedestrian access. Numerous transport, highways and access issues (including sub-standard highway and footway widths, poor lighting and numerous HGV movements along Coomb End). Note also potential cumulative effect of these Comb End developments on various junctions - the A362/A367, Coomb End/A367 and Old Bath Road/A367. The nearest primary school is barely within walking distance, and the current walking route is unsafe, but not the secondary school. Bus stops for frequent services, and all other Radstock services and facilities, are just within walking distance but the current routes are unsafe and unpleasant. In sustainability terms this site would be moderate to poor, and undesirable, if not unsuitable, for development. Site RAD12 would need to be developed before it.
	RAD14	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is beyond walking distance (above 2 miles) and walking route is unsafe. (lacking footways and poor lighting). Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required to all schools. 	Site 1km north west of Radstock town centre with poor vehicular and pedestrian access, and poor access to public transport. Sub-standard vehicular access would require highway safety improvements if developed. The nearest primary school is beyond walking distance, and the walking route is unsafe, as is the nearest secondary school. Bus stops for frequent services,

Location	Site	Distance to services	Commentary
		<ul style="list-style-type: none"> • Bus Stops – Nearest bus stops just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service, and the walking route is unsafe. • Other Services / Facilities – Not within reasonable walking distance (over a mile) and the route is unsafe, so vehicular travel will be chosen where available, and a bus is needed. 	and all other Radstock services and facilities, are just within walking distance but the current routes are unsafe and unpleasant. In sustainability terms this site would be poor, and unsuitable, for development.
5. North of Haydon, Radstock	RAD30	<ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within 1 mile) and walking route appears safe. Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required. • Bus Stops – Nearest bus stops just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – just within reasonable walking distance (within a mile) of Radstock town centre facilities, so buses probably only required for higher order services and probably employment. 	<p>Site to south of Radstock town centre but generally site/terrain considered unsuitable for development so transport and highways implications not fully assessed. No transport showstoppers or major issues. Access to open up this site will need improvement, plus gradient issues.</p> <p>The nearest primary school is within walking distance, and the walking route appears safe. The nearest secondary school is beyond walking distance. Bus stops for frequent services, and all other Radstock services and facilities, are just within walking distance and buses should only be required for higher order services and possibly employment. In sustainability terms this site would be moderate, and possibly suitable for development.</p>
	RAD31c	<ul style="list-style-type: none"> • Schools – Nearest Primary School is barely within walking distance (about 2 miles) and walking route may be unsafe. Nearest Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required. • Bus Stops – Nearest bus stop within walking distance (less than one mile) and within accessibility 	<p>Another site to south of Radstock town centre.</p> <p>The nearest primary school is barely within walking distance, and the walking route may be unsafe. The nearest secondary school is beyond walking distance. A bus stop for a frequent service is within walking distance but all other Radstock services and facilities are not within walking distance and buses would be</p>

Location	Site	Distance to services	Commentary
		<p>recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service.</p> <ul style="list-style-type: none"> • Other Services / Facilities – not within reasonable walking distance of Radstock town centre facilities (about 2 miles away) so bus service required. 	<p>required. In sustainability terms this site would be moderate to poor, and possibly unsuitable for development.</p>
	RAD35	<ul style="list-style-type: none"> • Schools – Nearest Primary School is beyond walking distance (more than 2 miles) and walking route may be unsafe. Nearest Secondary Schools are beyond walking distance (over 3 miles) so a bus would be required. • Bus Stops – Nearest bus stop within walking distance (less than one mile) and just within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – not within reasonable walking distance of Radstock town centre facilities (more than 2 miles away) so bus service required. 	<p>Noted in the 2018 HELAA as not quite a showstopper but access to most of this site, particularly for vehicles, looks difficult and restrictive.</p> <p>The nearest primary school is beyond walking distance (more than 2 miles away), and the walking route may be unsafe. The nearest secondary school is beyond walking distance. A bus stop for a frequent service is within walking distance but all other Radstock services and facilities are not within walking distance and buses would be required. In sustainability terms this site would be poor, and possibly unsuitable for development.</p>
6. Midsomer Norton - south	MSN32b	<ul style="list-style-type: none"> • Schools – Nearest Primary School is beyond walking distance (more than 2 miles) and walking route may be unsafe, so a bus is required. However, the nearest Secondary School is within walking distance (under 2 miles). • Bus Stops – Nearest bus stop is not within walking distance (more than one mile), with no obvious walking route, and well beyond the accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – not within reasonable 	<p>Part of large, mainly greenfield site to the south of Midsomer Norton - to the west of Silver Street and the Fosseway. Could only be developed as part of larger MSN 32 development project – in conjunction with sites MSN 32a,c and d.</p> <p>Note also scope to use former (Somerset and Dorset) railway line for a walking and cycling route.</p> <p>The nearest primary school is beyond walking distance (more than 2 miles away), and the walking route may be unsafe. However, the nearest secondary school is within walking distance. The nearest bus stops are beyond reasonable walking distance with no obvious route. All other Midsomer Norton</p>

Location	Site	Distance to services	Commentary
		<p>walking distance of Midsomer Norton town centre facilities (more than 2 miles away) so bus service required. Nearest bus stop is also over a mile away.</p>	<p>services and facilities are not within walking distance so buses would be required. In sustainability terms this site would be poor, and possibly unsuitable for development. It could only be developed after sites MSN 32a and 32c.</p>
	MSN32c	<ul style="list-style-type: none"> • Schools – Nearest Primary School is beyond walking distance (more than 2 miles) and walking route may be unsafe, so a bus is required. However, the nearest Secondary School is within walking distance (under 2 miles). • Bus Stops – Nearest bus stop is beyond walking distance (more than one mile), with no obvious walking route, and well beyond the accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – not within reasonable walking distance of Midsomer Norton town centre facilities (about 2 miles away) so bus service required. Nearest bus stop is also nearly a mile away. 	<p>Noted in the 2018 HELAA as having no showstoppers or major issues.</p> <p>However, the nearest primary school is beyond walking distance (more than 2 miles away), and the walking route may be unsafe. The nearest secondary school is within walking distance. The nearest bus stops are beyond reasonable walking distance. All other Midsomer Norton services and facilities, apart from a hospital, are not within walking distance so buses would be required. In sustainability terms this site would be moderate to poor, and possibly unsuitable for development.</p>
	MSN31d	<ul style="list-style-type: none"> • Schools – Nearest Primary School is beyond walking distance (more than 2 miles) and walking route may be unsafe, so a bus is required. However, the nearest Secondary School is within walking distance (under 2 miles). • Bus Stops – Nearest bus stop is barely within walking distance (more than one mile), and well beyond the accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent 	<p>Part of large, mainly greenfield site to the south of Midsomer Norton - to the west of Silver Street and the Fosseyway. Could only be developed as part of larger MSN 32 development project – in conjunction with sites MSN 32a,c and d.</p> <p>Note also scope to use former (Somerset and Dorset) railway line for a walking and cycling route.</p> <p>The nearest primary school is beyond walking distance (more than 2 miles away), and the walking route may be unsafe. However, the nearest secondary school is within walking</p>

Location	Site	Distance to services	Commentary
		<p>service.</p> <ul style="list-style-type: none"> • Other Services / Facilities – not within reasonable walking distance of Midsomer Norton town centre facilities (about 2 miles away) so bus service required. Nearest bus stop is also over a mile away. 	<p>distance. The nearest bus stops are beyond reasonable walking distance with no obvious route. All other Midsomer Norton services and facilities are not within walking distance so buses would be required. In sustainability terms this site would be poor, and possibly unsuitable for development. It could only be developed after sites MSN 32a and 32c.</p>
7. Midsomer Norton - centre	MSN02	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School well within walking distance (within half a mile) and walking route appears safe. Nearest Secondary School is also within walking distance (within 1 mile). • Bus Stops – Nearest bus stops well within walking distance (less than one mile) and well within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a few frequent services. • Other Services / Facilities – Well within reasonable walking distance (within half a mile) so buses only required for higher order services and probably employment. 	<p>Well-located town centre redevelopment site with good accessibility to Midsomer Norton town centre facilities and bus services. Good road widths and pedestrian facilities, and within walking distance of High Street. No current access issues and parking can be provided within site. Parking can be to reduced standard due to proximity of local services, but cycle parking needs to be provided within site.</p> <p>The nearest primary and secondary schools are well within walking distance and the routes appear safe. Bus stops for frequent services, and all other Midsomer Norton services and facilities, are within easy walking distance and buses would only be required for higher order services and possibly employment. This site would be suitable to be developed and good in sustainability terms.</p>
	MSN06	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School well within walking distance (within half a mile) and walking route appears safe. Nearest Secondary School is also within walking distance (within 1 mile). • Bus Stops – Nearest bus stops well within walking distance (less than one mile) and well within accessibility 	<p>Well-located, proposed mixed-use, town centre redevelopment site with good accessibility to Midsomer Norton town centre facilities and bus services. The 2018 HELAA identified some current access issues (especially pedestrian access via ramps due to level changes). Site needs to be considered in conjunction with site MSN 4a and parking needs to be provided in conjunction with this to serve the development and the High</p>

Location	Site	Distance to services	Commentary
		<p>recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a few frequent services.</p> <ul style="list-style-type: none"> • Other Services / Facilities – Well within reasonable walking distance (within half a mile) so buses only required for higher order services and probably employment. 	<p>Street.</p> <p>The nearest primary and secondary schools are well within walking distance and the routes appear safe. Bus stops for frequent services, and all other Midsomer Norton services and facilities, are within easy walking distance and buses would only be required for higher order services and possibly employment. This site would be suitable to be developed and good in sustainability terms.</p>
	MSN14b	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within a mile) but walking route appears unsafe. Nearest Secondary School is not within walking distance (beyond 3 miles) and route appears unsafe, so bus required. • Bus Stops – Nearest bus stops within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – Not reasonable walking distance (beyond 2 miles) of most facilities so buses required for most facilities, services and employment. 	<p>Part of edge of town development site between Midsomer Norton and Radstock. The 2018 HELAA identified several transport, highways and access issues requiring considerable mitigation and a Transport Assessment would be required. The nearest primary school is within walking distance, although the route appears unsafe, and the nearest secondary school is beyond walking distance. Bus stops for a frequent service are within walking distance. However the site is beyond walking distance of most facilities so buses would be required for access to most facilities, services and employment. This site would not be very suitable to be developed and moderate to poor in sustainability terms.</p>
	MSN40	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within a mile) and walking route appears safe. Nearest Secondary School is also within walking distance (within 2 miles). • Bus Stops – Nearest bus stop well within walking distance 	<p>The 2018 HELAA did not reveal any showstoppers or major issues. However, any development will increase traffic level and congestion through junction of B3355/High Street/Station Road and A362/Radstock Road, depending upon development size. However, the nearest primary and secondary schools are within walking distance and the routes appear safe. Bus stops for a</p>

Location	Site	Distance to services	Commentary
		<p>(less than one mile) and well within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service.</p> <ul style="list-style-type: none"> • Other Services / Facilities – Within reasonable walking distance (within one mile) of most facilities so buses probably only required for higher order services and probably employment. 	<p>frequent service, and most other Midsomer Norton services and facilities, are within easy walking distance and buses would only be required for higher order services and possibly employment. This site would be suitable to be developed and moderate to good in sustainability terms.</p>
8. Thicket Mead area	MSN 23	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is just within walking distance (between 1 and 2 miles) but no apparent safe route. Nearest Secondary School is also within walking distance (within 2-3 miles) but no apparent safe route. • Bus Stops – Nearest bus stop within walking distance (less than one mile) and within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – Just within reasonable walking distance (1 to 2 miles) but no apparent direct route so buses probably required, especially for higher order services and probably employment. 	<p>Identified in the HELAA 2018 as a site located about 1km west of Midsomer Norton town centre and with reasonable pedestrian, cycle and public transport access to town centre and other facilities. Tesco superstore within 300m. Satisfactory vehicular access provision needed from Northmead Road.</p> <p>The nearest primary and secondary schools are within walking distance but no apparent safe route. Bus stops for a frequent service are within walking distance, and possibly also most other Midsomer Norton services and facilities, but there is no apparent direct route to the latter so buses may be required; especially for higher order services and employment. This site would be suitable to be developed and moderate in sustainability terms.</p>
	PAU24a	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is not within walking distance (over 2 miles) and no apparent safe route. Nearest Secondary School is barely within walking distance (about 3 miles) and no apparent safe route. • Bus Stops – Nearest bus stop within walking distance (less than one mile) and within accessibility 	<p>The nearest primary and secondary schools are not within walking distance and there are no apparent safe routes. Bus stops for a frequent service are within walking distance. However most other Midsomer Norton services and facilities are beyond reasonable walking distance and there is no apparent direct route so buses will be required; especially for higher order services and employment. This site would only be suitable to be</p>

Location	Site	Distance to services	Commentary
		<p>recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service.</p> <ul style="list-style-type: none"> • Other Services / Facilities – Beyond reasonable walking distance (over 2 miles) and no apparent direct route so buses required, especially for higher order services and employment. 	<p>developed after site MSN23, and is moderate to poor in sustainability terms.</p>
	PAU25	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is not within walking distance (over 2 miles) and no apparent safe route. Nearest Secondary School is not within walking distance (about 3 miles) and no apparent safe route. • Bus Stops – Nearest bus stop within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service. • Other Services / Facilities – Beyond reasonable walking distance (over 2 miles) and no apparent direct route so buses required, especially for higher order services and employment. 	<p>Site on western edge of Midsomer Norton) - could be developed in conjunction with neighbouring site MSN 26. 2018 HELAA identified no transport showstoppers or apparent major issues. However, the nearest primary and secondary schools are not within walking distance and there are no apparent safe routes. Bus stops for a frequent service are just within walking distance. However most other Midsomer Norton services and facilities are beyond reasonable walking distance and there is no apparent direct route so buses will be required; especially for higher order services and employment. This site would only be suitable to be developed after sites MSN23 and Pau24a, and is poor in sustainability terms</p>

Clutton

9. Clutton	CLU07	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within 1 to 2 miles) but no apparent safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop within walking distance 	<p>Medium-sized site close to Clutton village centre. Within walking distance of Clutton village centre but with limited facilities (Post Office, primary school, church, pub) and could access bus services along A37 corridor public transport. Moderate in accessibility and sustainability terms. HELAA 2018 did not identify any showstoppers or significant transport, highways or</p>
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Location	Site	Distance to services	Commentary
		<p>(less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service (along A37 corridor).</p> <ul style="list-style-type: none"> • Other Services / Facilities – Within reasonable walking distance (1 to 2 miles) of limited range of facilities in Clutton village centre but no apparent direct route. Buses required, especially for higher order services and employment. 	<p>access implications.</p> <p>However, the nearest primary school is within walking distance, although there is no apparent safe route, but not the nearest secondary school. Bus stops for a frequent service are within walking distance, as are a limited range of facilities in Clutton village centre. However, a bus is required for access to most other facilities and services; especially for higher order services and employment. This site would only be suitable to be developed after, or in conjunction with, site CLU07a, and is moderate in sustainability terms</p>
	CLU07a	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within 1 mile) and appears to have a safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop within walking distance (less than one mile) and within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service (along A37 corridor). • Other Services / Facilities – Within reasonable walking distance (within 1 mile) of limited range of facilities in Clutton village centre. Buses required for other facilities, especially for higher order services and employment. 	<p>Medium-sized site close to Clutton village centre. Within walking distance of Clutton village centre but with limited facilities (Post Office, primary school, church, pub) and could access bus services along A37 corridor public transport. Moderate in accessibility and sustainability terms. HELAA did not identify any showstoppers or significant transport, highways or access implications.</p> <p>However, the nearest primary school is within walking distance, with an apparently safe route, but not the nearest secondary school. Bus stops for a frequent service are within walking distance, as are a limited range of facilities in Clutton village centre. However, a bus is required for access to most other facilities and services; especially for higher order services and employment. This site would need to be developed before, or would be suitable to be developed in conjunction with, site CLU07, and is moderate in sustainability terms</p>

Temple Cloud

10. Temple Cloud	TC01	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within 1 mile) but route may be unsafe, as nearest primary school requires crossing busy A37. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) of a frequent service (along A37 corridor). • Other Services / Facilities – Within reasonable walking distance (within 1 mile) of limited range of facilities in Temple Cloud village centre. Buses required for other facilities, especially for higher order services and employment. 	<p>Large-sized site just north of, and within walking distance of, Temple Cloud village centre facilities (limited and including primary school, church and pub but no Post Office with nearest in Clutton). Access to bus service along A37 corridor (one frequent service to Bristol and Wells) so moderate in accessibility and sustainability terms. HELAA 2018 identified potential access problems onto very busy A37, which also has poor pedestrian conditions/facilities and is unpleasant for pedestrians because of the high traffic volumes and large numbers of HGVs. The nearest primary school is within walking distance, although the route may be unsafe, but not the nearest secondary school. Bus stops for a frequent service are just within walking distance, as are a limited range of facilities in Temple Cloud village centre. However, a bus is required for access to most other facilities and services; especially for higher order services and employment. This site would need to be developed before site TC09, and is moderate in sustainability terms. Development could unacceptably increase traffic levels on already busy and peak-congested A37/Bristol Road into Bristol.</p>
	TC03	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within 1 mile) and route appears safe, as nearest primary school on same side of A37. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop is beyond walking distance (more than one mile) of some of the site and not within accessibility recommended reasonable walking distance 	<p>Medium-sized site just west of A37, and to SW and just beyond reasonable walking distance of, Temple Cloud village centre facilities (limited and including primary school, church and pub but no Post Office with nearest in Clutton). Beyond walking distance of bus service along A37 corridor (one frequent service to Bristol and Wells) so moderate to poor in accessibility and sustainability terms. HELAA 2018 identified potential access problems, direct onto very busy A37, which also has poor pedestrian conditions/facilities and is unpleasant for pedestrians</p>

		<p>(less than half a mile or 10 minutes' walk) of a frequent service (along A37 corridor).</p> <ul style="list-style-type: none"> • Other Services / Facilities – Barely within reasonable walking distance (at least a mile) of limited range of facilities in Temple Cloud village centre, from some of which it is severed by the busy A37. Buses required for other facilities, especially for higher order services and employment. 	<p>because of the high traffic volumes and large numbers of HGVs. The nearest primary school is within walking distance, with an apparently safe route, but not the nearest secondary school. Bus stops for a frequent service are beyond walking distance for some of the site, as is the limited range of facilities in Temple Cloud village centre. A bus is required for access to most facilities and services; especially for higher order services and employment. This site is not very suitable for development and is moderate to poor in sustainability terms Cumulative effect of development could unacceptably increase traffic levels on already busy and peak-congested A37/Bristol Road into Bristol.</p>
	<p>TC04</p>	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within walking distance (within 2 miles) for most of the site but and route appears safe, as nearest primary school on same side of A37. However, no apparent direct or safe route for SW extremity. • ties of site. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop is beyond walking distance (more than one mile) for most of the site and not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes' walk) of a frequent service (along A37 corridor). • Other Services / Facilities – Only some of the site (eastern edge) is within reasonable walking distance (within a mile) of limited range of facilities in Temple Cloud village centre, from some of which it is severed by the busy A37. Buses required for other facilities, 	<p>Large site just north east of Temple Cloud. Only some of it is within walking distance of, Temple Cloud village centre facilities (limited and including primary school, church and pub but no Post Office with nearest in Clutton). Access to bus service along A37 corridor (one frequent service to Bristol and Wells) so moderate in accessibility and sustainability terms. 2018 HELAA identified potential highway safety and access problems onto very busy A37, which also has poor pedestrian conditions/facilities and is unpleasant for pedestrians because of the high traffic volumes and large numbers of HGVs. The nearest primary school is within walking distance for most of the site, with an apparently safe route, but not for the extremities of the site. The nearest secondary school is not within walking distance. Bus stops for a frequent service are beyond walking distance for some of the site, as is the limited range of facilities in Temple Cloud village centre. A bus would be required for access to most facilities and services; especially for higher order services and employment. The eastern part of this</p>

		<p>especially for higher order services and employment.</p>	<p>site is more suitable for development first, and would be moderate in sustainability terms, whereas the western part is less suitable for development and is moderate to poor in sustainability terms and would have to be developed later. Cumulative effect of development could unacceptably increase traffic levels on already busy and peak-congested A37/Bristol Road into Bristol.</p>
	<p>TC09</p>	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is beyond reasonable walking distance (beyond 2 miles), with no apparent direct or safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed, probably for both. • Bus Stops – Nearest bus stop is within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) of a frequent service (along A37 corridor). • Other Services / Facilities – The site is not within reasonable walking distance (beyond a mile) of limited range of facilities in Temple Cloud village centre, from some of which it is severed by the busy A37. Buses required for other facilities, especially for higher order services and employment. 	<p>Isolated small site in Cholwell area to west of A37 towards Clutton, and to NW and well beyond reasonable walking distance of, Temple Cloud village centre facilities (limited and including primary school, church and pub but no Post Office with nearest in Clutton). Well beyond walking distance of bus service along A37 corridor (one frequent service to Bristol and Wells) so poor in accessibility and sustainability terms. HELAA 2018 identified potential access problems, onto very busy A37, which also has poor pedestrian conditions/facilities and is unpleasant for pedestrians because of the high traffic volumes and large numbers of HGVs.</p> <p>The nearest primary school is not within walking distance, with no apparent direct or safe route, and the nearest secondary school is also beyond walking distance. Bus stops for a frequent service are within walking distance for the site, but the limited range of facilities in Temple Cloud village centre is beyond reasonable walking distance. A bus would be required for access to most facilities and services; especially for higher order services and employment. This site is not very suitable for development and is moderate to poor in sustainability terms. It could only be developed after site TC01.</p> <p>Cumulative effect of development could unacceptably increase traffic levels on already busy and peak-congested A37/Bristol</p>

			Road into Bristol.
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Timsbury

11.Timsbury (East)	TIM03	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is within reasonable walking distance (within 1 to 2 miles), but with no apparent direct or safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop is within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) and service is not a frequent service. • Other Services / Facilities – The site is just within reasonable walking distance (within a mile) of the limited range of facilities in Timsbury village centre. Buses required for other facilities, especially for higher order services and employment. 	<p>Medium-sized site to north of Timsbury, and just within walking distance of Timsbury village centre facilities (limited but including Post Office, church, pub and primary school) but footway lacking and needed. No regular public transport so moderate to poor in accessibility and sustainability terms. The nearest primary school is within walking distance, but with no apparent direct or safe route, and the nearest secondary school is also beyond walking distance. Bus stops are within walking distance but the service is not frequent. The limited range of facilities in Timsbury village centre is within reasonable walking distance. A bus would be required for access to most facilities and services; especially for higher order services and employment. This site is not very suitable for development and is moderate to poor in sustainability terms. It would need to be developed before site TIM04.</p>
	TIM04	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is just within reasonable walking distance (within 1 to 2 miles), but with no apparent direct or safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop is just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) and service is not a frequent 	<p>Large site to north of Timsbury, and just within walking distance of Timsbury village centre facilities (limited but including Post Office, church, pub and primary school) but footway lacking and needed. No regular public transport so moderate to poor in accessibility and sustainability terms. The nearest primary school is just within walking distance, but with no apparent direct or safe route, and the nearest secondary school is also beyond walking distance. Bus stops are just within walking distance but the service is not frequent. The limited range of facilities in Timsbury village centre is within reasonable</p>




		<p>service.</p> <ul style="list-style-type: none"> • Other Services / Facilities – The site is just within reasonable walking distance (within a mile) of the limited range of facilities in Timsbury village centre. Buses required for other facilities, especially for higher order services and employment. 	<p>walking distance. A bus would be required for access to most facilities and services; especially for higher order services and employment. This site is not very suitable for development and is moderate to poor in sustainability terms. It could only be developed after site TIM03.</p> <p>Development of site could unacceptably increase traffic levels on the B3115 through Timsbury and other rural areas.</p>
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<p>12. Timsbury (West)</p>	TIM02	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is just beyond reasonable walking distance (beyond 1 to 2 miles), and with no apparent direct or safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop is within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) and service is not a frequent service. • Other Services / Facilities – The site is just within reasonable walking distance (within a mile) of the limited range of facilities in Timsbury village centre. Buses required for other facilities, especially for higher order services and employment. 	<p>Medium-sized site to south west of Timsbury, and within walking distance of Timsbury village centre facilities (limited but including Post Office, church, pub and primary school) but footway lacking and needed. No regular public transport so moderate to poor in accessibility and sustainability terms. The nearest primary school is just beyond reasonable walking distance, and with no apparent direct or safe route, and the nearest secondary school is also beyond walking distance. Bus stops are within walking distance but the service is not frequent. The limited range of facilities in Timsbury village centre is just within reasonable walking distance. A bus would be required for access to most facilities and services; especially for higher order services and employment. This site is not very suitable for development and is moderate to poor in sustainability terms. It would be better to develop it after site TIM08.</p>
	TIM08	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is just within reasonable walking distance (within 1 to 2 miles), but with no apparent direct or safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. 	<p>Medium-sized site to west of Timsbury, and within easy walking distance of Timsbury village centre facilities (limited but including Post Office, church, pub and primary school) but some footways lacking and extension needed. No regular public transport so moderate in accessibility and sustainability terms. The nearest primary school is just within reasonable walking</p>

	<ul style="list-style-type: none"> • Bus Stops – Nearest bus stop is within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) and service is not a frequent service. • Other Services / Facilities – The site is within reasonable walking distance (within a mile) of the limited range of facilities in Timsbury village centre, including a GP Practice. Buses required for other facilities, especially for higher order services and employment. 	<p>distance, but with no apparent direct or safe route, and the nearest secondary school is also beyond walking distance. Bus stops are within walking distance but the service is not frequent. The limited range of facilities in Timsbury village centre is within reasonable walking distance. A bus would be required for access to most facilities and services; especially for higher order services and employment. This site is just suitable for development and is moderate in sustainability terms. It would be better to develop it before site TIM09.</p>
TIM09	<p>Distance to services:</p> <ul style="list-style-type: none"> • Schools – Nearest Primary School is just within reasonable walking distance (within 1 to 2 miles), but with no apparent direct or safe route. Nearest Secondary School is beyond walking distance (over 2-3 miles) so a bus would be needed. • Bus Stops – Nearest bus stop is just within walking distance (less than one mile) but not within accessibility recommended reasonable walking distance (less than half a mile or 10 minutes’ walk) and service is not a frequent service. • Other Services / Facilities – The site is within reasonable walking distance (within a mile) of limited range of facilities in Timsbury village centre, including a GP Practice. Buses required for other facilities, especially for higher order services and employment. 	<p>Southern part of large, isolated site to north west of Timsbury, and beyond reasonable walking distance of Timsbury village centre facilities (limited but including Post Office, church, pub and primary school) and footways totally lacking and needed. No regular public transport so moderate in accessibility and sustainability terms.</p> <p>The nearest primary school is just within reasonable walking distance, but with no apparent direct or safe route, and the nearest secondary school is also beyond walking distance. Bus stops are just within walking distance but the service is not frequent. The limited range of facilities in Timsbury village centre is within reasonable walking distance. A bus would be required for access to most facilities and services; especially for higher order services and employment. This site is just suitable for development and is moderate in sustainability terms. It would be better to develop it in conjunction with, or after, site TIM08. Development of site could unacceptably increase traffic levels on the B3115/Hayeswood Road through Timsbury and other rural areas.</p>

Non-strategic growth - comparative assessment summary of potential locations

Key

L	Landscape sensitivity	A	Archaeology	R	Highway/access impacts		Low impact/issue
E	Ecological impacts	AgL	Grade of Agricultural Land	Sust	Site's sustainability (location and distance to access to facilities/services)		Some impact/issue
H	Heritage impacts	PS	Distance to primary school	FR or FZ	Flood risk issues (flood risk/flood zone)		High impact/issue

Locations with HELAA sites		Impacts/issues			Assessment summary		Recommendation
1. Radstock - Bath Old Road	RAD16f	L	E	H	Key attributes: No landscape, ecological or heritage issues to prevent development. Key issues identified: <ul style="list-style-type: none"> • Primary school within walking distance but needs safe route. • Sub-standard highways. • Poor vehicle and pedestrian access, with poor access to public transport. • Poor site in sustainability terms (access to facilities/services) beyond walking distance and require a bus. 	Exclude both sites from Options at this stage on highways and sustainability terms grounds (access to facilities/services).	
		A	AgL3	PS			
		R	Sust	No FR			
	RAD18	L	E	H			
		A	AgL3	PS			
		R	Sust	No FR			
2. Radstock - Writhlington	RAD26	L	E	H	Key attributes: Potential for development subject to suitable mitigation to address landscape, ecological and heritage matters. Key issues identified: <ul style="list-style-type: none"> • Primary school within walking distance but needs safe route. • Poor site in sustainability terms (not well located to Radstock town centre) - beyond walking distance and require a bus). 	Only include RAD26 at this stage (harm to landscape and heritage too great and poor in sustainability terms for RAD25).	
		A	AgL3	PS			
		R	Sust	No FR			
	RAD25	L	E	H			
		A	AgL3	PS			
		R	Sust	No FR			

Locations with HELAA sites		Impacts/issues			Assessment summary	Recommendation
3. Radstock - centre	RAD02	L	E	H	<p>Key attributes:</p> <ul style="list-style-type: none"> Most sites good in sustainability terms (access to facilities/services) Good access to primary school, Development to sensitive to landscape, ecological and heritage issues where identified. <p>Key issues identified:</p> <ul style="list-style-type: none"> Potential for cumulative impact of development on A362 and A367. Flood risk issues for some sites (surface water) - FRA required. Access to most of RAD37, particularly for vehicles but even for pedestrians, looks difficult and restrictive. 	Include all sites at this stage as there appears to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments.
		A	AgL	PS		
		R	Sust	FZ1		
	RAD05	L	E	H		
		A	AgL7	PS		
		R	Sust	FZ2		
	RAD06	L	E	H		
		A	AgL7	PS		
		R	Sust	FZ1		
	RAD07	L	E	H		
		A	AgL7	PS		
		R	Sust	FZ1		
	RAD37	L	E	H		
		A	AgL7	PS		
		R	Sust	FZ1/3		
4. Radstock - Coombe End	RAD39	L	E	H	<p>Key attributes:</p> <ul style="list-style-type: none"> No landscape, ecological or overriding heritage issues to prevent development. <p>Key issues identified:</p> <ul style="list-style-type: none"> Poor vehicular and pedestrian access. Numerous transport, highways and access issues (including sub-standard highway and footway width nearest primary school is beyond walking distance, and the walking route is unsafe Bus stops for frequent services, and all other Radstock services and facilities, are just within walking distance. 	Exclude all sites from Options at this stage on highways and sustainability terms grounds (access to facilities/services).
		A	AgL7	PS		
		R	Sust	No FR		
	RAD12	L	E	H		
		A	AgL	PS		
		R	Sust	FZ3		
	RAD13a	L	E	H		
		A	AgL7	PS		
		R	Sust	No FR		
	RAD14	L	E	H		
		A	AgL7	PS		

Locations with HELAA sites		Impacts/issues			Assessment summary	Recommendation			
		R	Sust	No FR	<ul style="list-style-type: none"> Poor, if not undesirable, if not unsuitable, for development in sustainability terms. 				
5. North of Haydon, Radstock	RAD30	L	E	H	<p>Key attributes:</p> <ul style="list-style-type: none"> Potential for development subject to suitable mitigation to address landscape, ecological and heritage matters. RAD30 most sustainable of the sites (primary school is within walking distance with safe route; bus stops for frequent services, and all other Radstock services and facilities, just within walking distance) <p>Key issues identified (RAD35 & RAD31c):</p> <ul style="list-style-type: none"> Nearest primary school beyond walking distance with unsafe route. Poor location in sustainability terms (Radstock services and facilities are beyond walking distance and require a bus). Public sewer possible restraint for RAD35. 	Only include RAD30 & RAD31a at this stage as there appears to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments. RAD35 to be excluded from the Options on highways and sustainability terms grounds (access to facilities/services).			
		A	AgL3	PS					
		R	Sust	No FR					
	RAD31c	L	E	H					
		A	AgL3	PS					
		R	Sust	FZ1					
	RAD35	L	E	H					
		A	AgL3	PS					
		R	Sust	FZ1					
	6. Midsomer Norton - south	MSN32a	L	E			H	<p>Key attributes:</p> <ul style="list-style-type: none"> No landscape, ecological or overriding heritage issues to prevent development. <p>Key issues identified:</p> <ul style="list-style-type: none"> Recommended that development of sites considered as part of a comprehensive scheme rather individually. Nearest primary school is beyond walking distance and the walking route may be unsafe Poor location in sustainability terms (Midsomer Norton services and facilities beyond walking distance). Flood risk issues for some sites (surface water) - FRA required. 	Include all sites as there appears to be scope for harmful impacts to be mitigated/issues addressed subject to further assessments. Planning application pending decision for 40 dwellings and a care home (18/02095/OUT).
			A	AgL3			PS		
			R	Sust			FZ1		
MSN32b		L	E	H					
		A	AgL3	PS					
		R	Sust	No FR					
MSN32c		L	E	H					
		A	AgL3	PS					
		R	Sust	FZ1					
MSN31d		L	E	H					
		A	AgL3	PS					
		R	Sust	No FR					

Locations with HELAA sites	Impacts/issues	Assessment summary	Recommendation					
7. Midsomer Norton - centre	MSN02	L E H	A AgL7 PS	Key attributes: <ul style="list-style-type: none"> No landscape, ecological or overriding heritage issues to prevent development of any of the sites subject to suitable mitigation. MSN02 & MSN06 perform best in sustainability terms (access to services/facilities) and primary school within walking distance with safe routes. Key issues identified (MSN14b & MSN40): <ul style="list-style-type: none"> MSN14b: Transport, highways and access issues requiring considerable mitigation and although primary school is within walking distance, unsafe walking route - poor in sustainability grounds. Environmental Permit required. MSN40: any development will increase traffic level and congestion through junction of B3355/High Street/Station Road and A362/Radstock Road. Flood risk issues for some sites (surface water) - FRA required. 	Include all sites (except MSN14b) as there appears to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments. MSN14b to be exclude at this stage on highways and sustainability terms grounds (access to facilities/services).			
		R Sust FZ1	L E H			A AgL7 PS		
		R Sust FZ1	MSN06			L E H	A AgL7 PS	
	R Sust FZ1	L E H				A AgL7 PS		
	R Sust FZ1	MSN14b				L E H	A AgL7 PS	
	R Sust FZ1		L E H			A AgL7 PS		
	R Sust FZ1		MSN40			L E H	A AgL7 PS	
	R Sust FZ1	L E H				A AgL7 PS		
	R Sust FZ1	L E H				A AgL7 PS		
	R Sust FZ1	L E H				A AgL7 PS		
	R Sust FZ1	L E H				A AgL7 PS		
	R Sust FZ1	L E H				A AgL7 PS		
8. Thicket Mead area	MSN23	L E H	A AgL3 PS	Key attributes: <ul style="list-style-type: none"> No landscape, ecological or overriding heritage issues to prevent development of any of the sites subject to suitable mitigation. MSN23 raises no sustainability issues. Key issues identified: <ul style="list-style-type: none"> Nearest primary schools either within (MSN23) or beyond walking distance (PAU24a, PAU25) with unsafe routes and poor in sustainability terms. 	Include all sites as there may be to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments.			
		R Sust No FR	L E H			A AgL3 PS		
		R Sust No FR	PAU24a			L E H	A AgL3 PS	
	R Sust FZ3	L E H				A AgL7 PS		
	R Sust FZ3	PAU25				L E H	A AgL7 PS	
	R Sust FZ3		L E H			A AgL7 PS		
	R Sust FZ3		L E H			A AgL7 PS		
	9. Clutton	CLU07	L E H			A AgL3 PS	Key attributes: <ul style="list-style-type: none"> No landscape, ecological or overriding heritage issues to prevent 	Include all sites at this stage as there appears to be potential for
			R Sust FZ3			L E H	A AgL3 PS	

Locations with HELAA sites		Impacts/issues			Assessment summary	Recommendation
	CLU07a	R	Sust	No FR	development of any of the sites subject to suitable mitigation. • CLU07/7a raises no sustainability issues subject to safe route to school established. No significant transport, highways or access issues identified. Key issues identified: <ul style="list-style-type: none"> Field boundaries to be retained. Limited local facilities but could access bus services along A37 corridor public transport to other centres. Moderate in accessibility and sustainability terms. 	harmful impacts to be mitigated/issues addressed subject to further assessments.
		L	E	H		
		A	AgL3	PS		
		R	Sust	No FR		
10. Temple Cloud	TC01	L	E	H	Key attributes: <ul style="list-style-type: none"> No landscape, ecological or overriding heritage issues to prevent development of any of the sites subject to suitable mitigation. All sites moderately sustainable location in accessibility terms and primary school within walking distance (subject to confirmation of safe waking route) for TC01, TC03 & TC04. Key issues identified: <ul style="list-style-type: none"> Cumulative effect in developing sites could unacceptably increase traffic levels on busy and peak-congested A37. TC09 - primary school beyond walking distance (and no safe walking route) TC04 - Grade 2 Agricultural Land. 	Include all sites at this stage as there appears to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments.
		A	AgL3	PS		
		R	Sust	No FR		
	TC03	L	E	H		
		A	AgL3	PS		
		R	Sust	FZ1		
	TC04	L	E	H		
		A	AgL2	PS		
		R	Sust	No FR		
	TC09	L	E	H		
		A	AgL3	PS		
		R	Sust	No FR		
11. Timsbury (East)	TIM03	L	E	H	Key attributes: - Key issues identified: <ul style="list-style-type: none"> Significant impact on landscape setting and on heritage assets of the settlement affecting the level of development, especially for 	Include all sites at this stage as there appears to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments.
		A	AgL3	PS		
		R	Sust	No FR		
	TIM04	L	E	H		
		A	AgL	PS		

Locations with HELAA sites		Impacts/issues			Assessment summary	Recommendation
		R	Sust	FZ1	TIM03. <ul style="list-style-type: none"> Significant transport, highways and access issues associated with North Road (B3115) and footways lacking. Nearest primary school within walking distance but with no direct or safe route. Limited range of facilities in Timsbury village centre so bus would be required for access to most facilities and services. No regular public transport so moderate to poor in accessibility and sustainability terms. 	
12. Timsbury (West)	TIM02	L	E	H	Key attributes: <ul style="list-style-type: none"> No overriding landscape, ecological or heritage issues to prevent development of TIM08 & TIM09 sites subject to suitable mitigation. Key issues identified: <ul style="list-style-type: none"> TIM02: Significant impact on landscape setting and on heritage assets of the settlement affecting the level of development. Primary school just within reasonable walking distance, but no apparent direct or safe route. Limited range of facilities in Timsbury village centre so bus would be required for access to most facilities and services. moderate in sustainability terms Development could unacceptably increase traffic levels on the Hayeswood Road/North Road (B3115) through Timsbury and other rural areas. 	Include all sites at this stage as there appears to be potential for harmful impacts to be mitigated/issues addressed subject to further assessments, except TIM02 (too harmful on landscape grounds).
		A	AgL3	PS		
		R	Sust	No FR		
	TIM08	L	E	H		
		A	AgL3	PS		
		R	Sust	No FR		
	TIM09	L	E	H		
		A	AgL3	PS		
		R	Sust	No FR		

Note: maps and initial assessment of HELAA sites can be found in the 2018 Draft HELAA, which is available at: http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/helaa_options_consultation_compressed.pdf