

An aerial photograph of a rural landscape. The top half shows large, brownish-green agricultural fields. The bottom half shows a village with a mix of green fields, brown fields, and a cluster of buildings. A road runs along the left side of the village.

# LAND AT BATH OLD ROAD, **RADSTOCK**

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## DEVELOPMENT FRAMEWORK STATEMENT

PREPARED BY PEGASUS GROUP  
L.0368\_13 | DECEMBER 2016



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Group



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- 1.1 This Statement has been prepared by Pegasus Group behalf of Linden Limited (Linden Homes Strategic Land) to support the promotion of the development of land off Bath Old Road, Radstock for up to 500 dwellings.
- 1.2 The Statement illustrates how the site could be developed in a sustainable way, providing integration with the existing urban edge of Radstock, whilst maintaining a substantial buffer to Clandown and Peasdown St John.
- 1.3 The Statement, initially for B&NES, is intended to provide an illustration for the area so it can be developed as part of an expansion to the town of Radstock using – high quality and best practice design principles.

- 1.4 The key design principles consider how landscape, movement and development form will work together to help achieve a sense of place and create identity and character to the proposed development for existing and future generations.
- 1.5 The Development Framework Plan is not a detailed masterplan, but illustrates the approach taken to date; it is sufficiently specific to demonstrate that detailed consideration has already been given to the area and to provide guidance on the appropriate distribution of uses across the site.

## VISION

- 1.6 The vision for land off Bath Old Road is:
- 1.7 Land to the North of Radstock offers an opportunity to create a place of design and environmental excellence providing the highest quality living environments that will reflect and enhance the best of Radstock. The new neighbourhood will be part of Radstock with a strong sense of itself. Designed to meet the local needs of existing and future residents.
- 1.8 It is expected that the development should support a mixed, multi-generational community by providing a variety of house and garden types and sizes.





# Section 1 Introduction and Vision

1.9 The vision is for the development to promote a healthy and active lifestyle. It will be an attractive, environmentally sustainable, friendly, inclusive and well-connected neighbourhood of Radstock.

1.10 Drawing on the landscape, historic field patterns, ecological networks and the site's historic setting the development will not be just a suburb, but will retain many of the existing positive, mainly rural, qualities of the site, sustaining and enhancing its natural assets to create a community that integrates into the existing environmental framework.

## THE PROPOSAL

1.11 The land off Bath Old Road extends to 62.37ha is being promoted as a residential scheme comprising:

- Residential development: up to 500 dwellings;
- Affordable housing provision
- Extensive areas of green infrastructure;
- Improved and new footpaths and cycleways;
- Public Open Space;
- Allotments;
- Children's Play Areas;
- Potential community facilities
- Potential care opportunities
- Employment opportunities

1.12 The area of land proposed for development is shown here, outlined in red, and lies to the north of Radstock. It directly adjoins Trinity Church Primary School off Woodborough Road and Bath Old Road.

1.13 Residential development being 'situated above the valley floor' and 'perched on the valley sides' is a characteristic of Radstock and this would be continued through the proposals. Residential buildings are already present on the upper slopes and plateau areas of the Area 13, Paulton and Peasedown St John Ridge Landscape Character Assessment (LCA) and this characteristic is visible in the surrounding settlements of Radstock, Midsomer Norton, Peasedown St John and Paulton.







EXAMPLES FROM PREVIOUS LINDEN HOME DEVELOPMENTS

## Section 2 Linden Homes

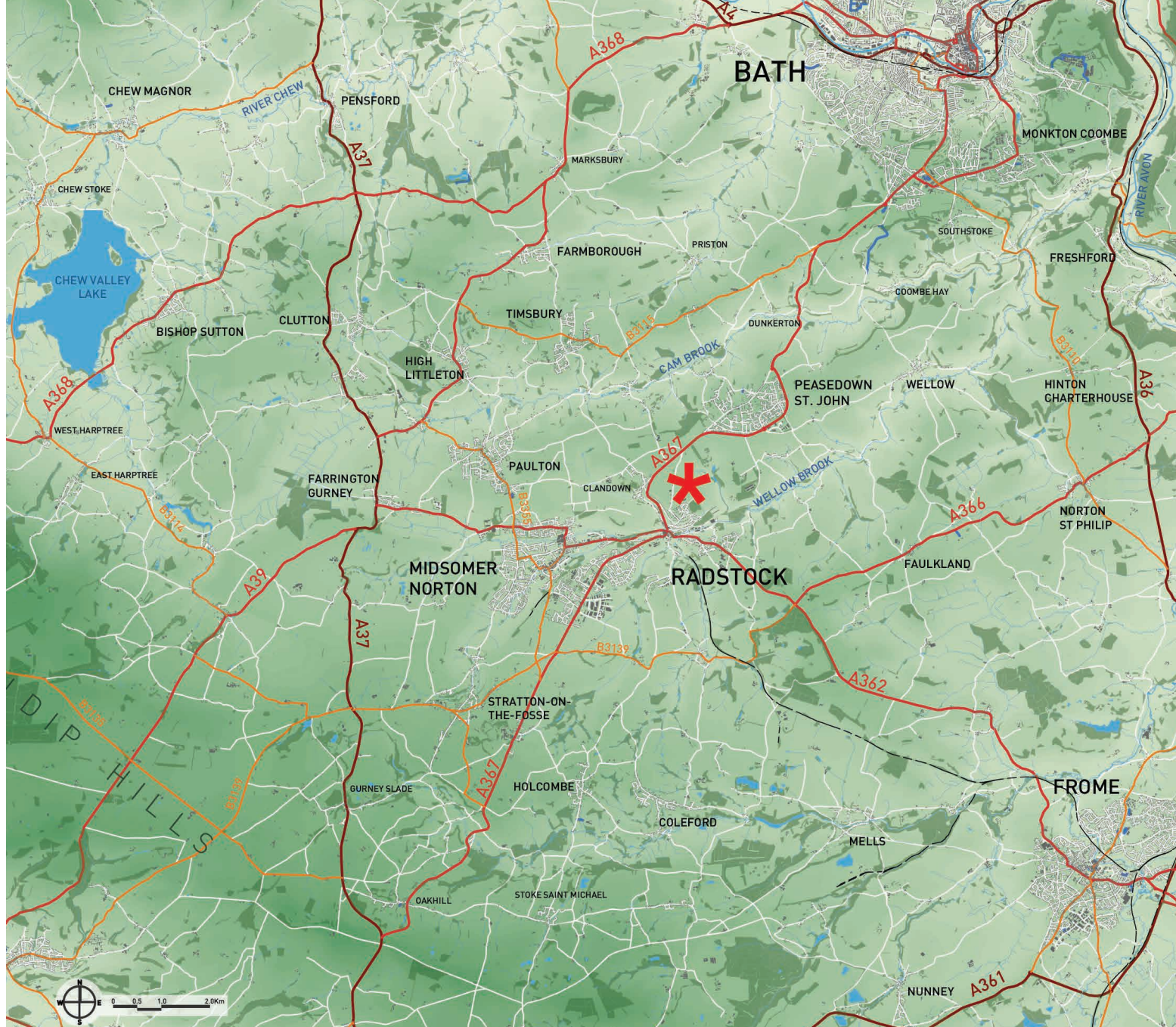
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### NATIONAL STRENGTH, LOCALLY DELIVERED.

- |  |   |
|--|---|
| <p>2.1 Renowned for their award-winning homes and a reputation for quality, Linden Homes are industry experts in delivering distinctive and diverse new homes in prime locations throughout the UK. Linden strive to create sustainable new developments that inspire modern living and set new benchmarks in design.</p> <p>2.2 From waterfront apartments such as Building Awards winner St Michael's Reach in Marazion to landmark regeneration projects such as Blue Ribbon Award winner Kingston Mills in Bradford-on Avon, our use of industry renowned architects means we create homes that are built to complement their surroundings without compromising on a unique attention to detail.</p> | <p>2.3 Linden Homes are not just passionate about building great looking homes, Linden are also dedicated to building the right homes for our customers delivered with exceptional service, while also contributing at the heart of local communities. Lindens team are focused on providing new opportunities, support for charity projects, engaging with local actions groups, delivering necessary skills, and working to deliver sustainable innovations.</p> <p>2.4 Existing examples within the Local Authority include Heritage Park, Radstock, Ensleigh, Bath and Kingston Mills, Bradford on Avon</p> |
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CONTEXT PLAN



## Section 3 Site context

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### Site Description

- 3.1 The site is located to the north of Radstock, Somerset, approximately 11km to the south-west of Bath, 11.3km to the north-west of Frome and 16.8km to the north-east of Wells, and immediately to the east of Midsomer Norton. The site comprises several parcels of land forming an arc from the north to east of Radstock town centre that spans west of the Bath Old Road, Woodborough Lane and extends to the north of the foot/cycle path along the disused railway line east of Waterloo Road (see Drawing: Site Context).
- 3.2 The site comprises 62.37 hectares of predominantly agricultural land, formed by several irregular shaped fields and includes Round Hill Farm to the west of Bath Old Road. To the north within the site is land that previously formed the 'Bath Old Road Landfill Site' which has since closed; planning consent subsequently was granted on 13 March 2002 (02/00243/MINW) for the 'Temporary use of land for storage and processing of materials in conjunction with the restoration of landfill site' which is on-going. Field boundaries (where present) generally comprise hedgerow with hedgerow trees. Several public rights of way (footpaths) pass through the site, most notably to the east of Bath Old Road.
- 3.3 The topography of the site is varied, with the land closest to and spanning Bath Old Road situated at circa 145m Above Ordnance Datum (AOD), which initially falls gradually then more steeply to the north, east and south-east down to between circa 70m to 100m AOD (see Drawing: Topographic Survey).
- 3.4 To the north/north-east of the site is generally agricultural land with isolated properties and farmsteads, with the exception of Woodborough House to the north, expansive linear belts of trees including those immediately adjacent to the site's north-east boundary, and a series of linear fish ponds to the east which appear to flow into a watercourse that subsequently feeds into Wellow Brook to the south of the site. To the south is the urban area of Radstock; the site borders existing residential properties at Lower Whitelands and the Trinity Church of England Primary School off Woodborough Lane. To the south is the Radstock Waste Water Treatment Works and Mill Road Industrial Estate, both situated south of the foot/cycle path that forms the site's southern boundary. To the west of the site is a linear band of agricultural land beyond which are three roads; the Bath New Road (A367) which provides links north to the settlements of Clandown, Peasdeown St John and to Bath; and to the east and west of Bath New Road is Bristol Road and Coomb End respectively, both of which are flanked by residential properties forming ribbon development that extends north from Radstock to the edge of Clandown.





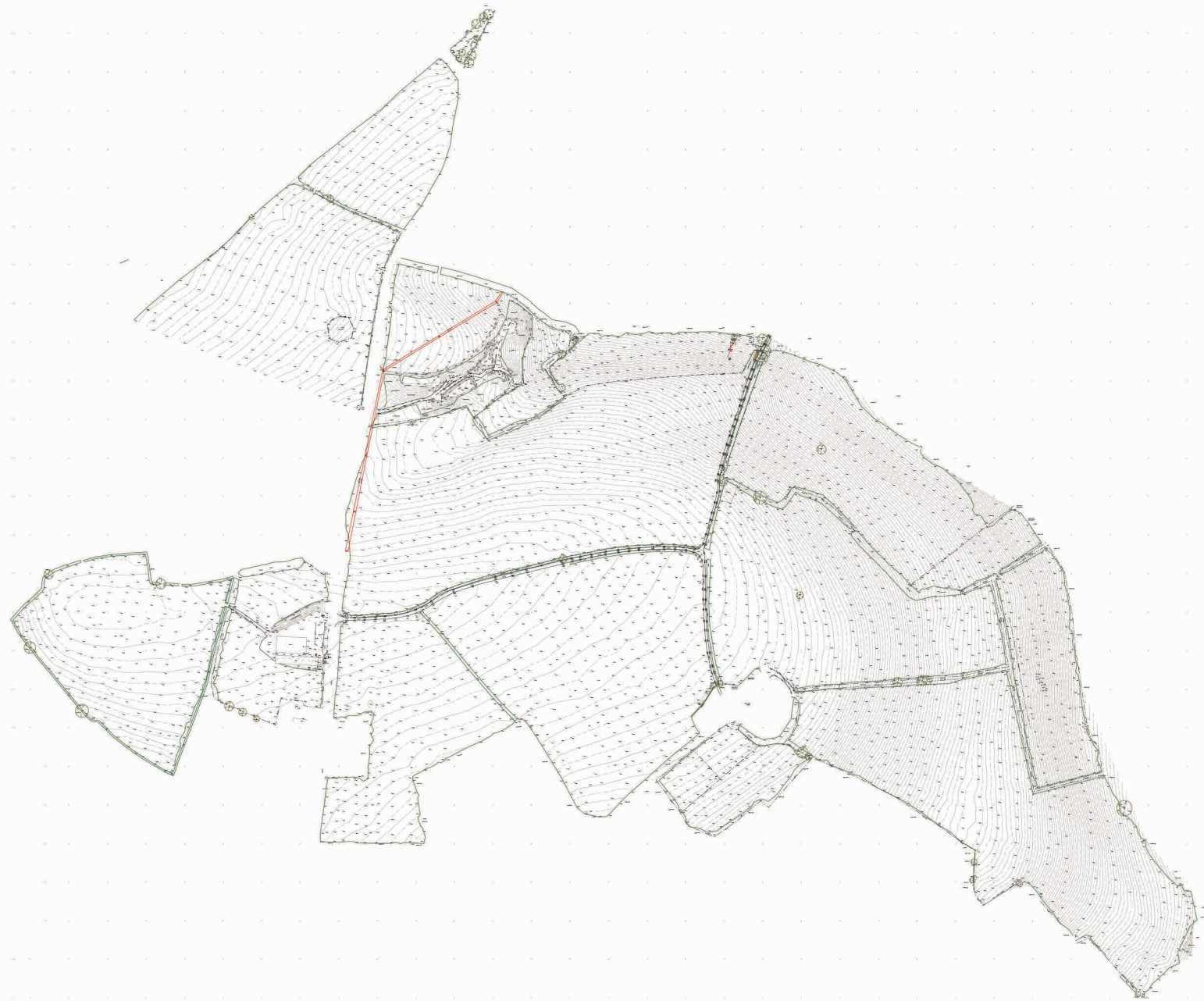
## Local Facilities

- 3.5 Radstock town centre provides local amenities including local retail outlets, a supermarket, several schools, a college, health services, a sports centre etc. with further local amenities available at the town of Midsomer Norton which is situated immediately to the west of Radstock. Several bus services run through Radstock town centre; the nearest bus service to the site at the present time is situated along Woodborough Lane, near the Trinity Church of England Primary School.

- 3.6 In 2015 the Somer Valley was designated an Enterprise Zone, which will be a major boost to Bath & North East Somerset Council's plans for regeneration, investment and growth in the area. Most recently at a meeting of Bath and North East Somerset Council on 10th November, the Council approved plans to expand the Bath and Somer Valley Enterprise Zone, which aim to be a major boost to plans for regeneration, investment and growth in the area. The Somer Valley should be considered to accommodate housing growth to meet the needs arising from the economic growth as not all housing needs can be met by the existing stock. In which case land at Bath Old Road can support the local economic growth, providing a range and choice of housing.

## Site Access

- 3.7 Vehicular access to the site will be from Bath Old Road with a potential emergency/secondary access from Woodborough Road. Pedestrian and cycle access will be from Old Bath Road and also potential pedestrian / cycle access to the National Cycle Network Route 24 (NCNR24).
- 3.8 There are various Public Rights of Way (PRoW) running through the site providing links to the A367, Springfield Crescent, Woodborough Road and the NCNR24 to the south which connects to Radstock and beyond. The North Radstock Greenway provides a dedicated off-road walking and cycling route to the west of Radstock to Welton. The Five Arches Greenway extends south-west from Radstock.



TOPOGRAPHY PLAN



## On Site Features

- 3.9 The proposals would inevitably change the site from small to medium scale geometric arable fields on gentle to moderately sloping landform to residential parcels and green infrastructure (GI). The site does occupy a landscape that is partly degraded by the existing landfill site with the reclaimed colliery spoil heap and plantation woodland at Tynning Batch visible to the south of the site.
- 3.10 Residential development being 'situated above the valley floor' and 'perched on the valley sides' is a characteristic of Radstock and this would be continued through the proposals. Residential buildings are already present on the upper slopes and plateau areas of the Area 13, Paulton and Peasedown St John Ridge LCA and this characteristic is visible in the surrounding settlements of Radstock, Midsomer Norton, Peasedown St John and Paulton.

- 3.11 The proposals would exhibit a strong visual connection to the settlement and would not be significantly higher in elevation than existing residential areas in Writhlington to the south-east and Norton Hill to the south-west of Radstock town centre. The proposals therefore provide the opportunity to 'rebalance' the form and morphology of the settlement on the higher ground to the north east of Radstock. The key characteristics of the NCA 118, Bristol Avon Valleys and Ridges and NCA 107, Cotswolds together with the B&NES, Area 13 Paulton and Peasedown St John Fringe LCA would generally prevail with the proposals in place.

## Topography and Ground Conditions

- 3.12 As the site is located on a hill with a general topographical slope to the east it is likely groundwater and surface run off will run in an easterly direction. The closest mine (Tynning mine) to the south is located down topographical gradient of the site and is therefore less likely to have an effect on groundwater migrating on to the site. However, land gas from the former mine and quarries in this area may still effect any development in this south-eastern area of the site depending on the depth to the mine and/or the infill material.
- 3.13 The Preliminary Risk Assessment has not identified any significant risks associated with the majority of the proposed development site. However, there may be localised conditions such as associated with the landfill, former quarries or areas that could be affected by landslip that will require some mitigation before construction could take place.



## Landscape and Visual Character

- 3.14 The site is not located within any statutory or non-statutory landscape designations. The B&NES Green Belt is located 0.87km to the north east of the site following Baysdown Lane near Peasedown St John and the Mendip Area of Outstanding Natural Beauty (AONB) is located 4.1km to the north east of the site near Wellow.
- 3.15 The site generally covers an arc of higher ground and plateau on Round Hill between Clandown, Longrange Farm, Tynning Batch, Ludlow's Farm, Lower Whitelands and the Wellow valley. The site covers approximately 62.37ha of predominately arable farmland with an area of reclaimed landfill site located within a local undulation between Longrange Farm and Wood Lea near the Bath Old Road. The site covers approximately 14 no. small to medium scale irregular shape arable fields enclosed by woodland, hedgerows, residential properties and the Academy of Trinity Primary School.
- 3.16 The proposals would generally retain and enhance the landscape elements within the site including the native trees and hedgerows in compliance with local plan policies. Residential parcels would be proposed on the gentle sloping topography with the moderately sloping areas within the incised valleys retained as green infrastructure (GI) and the cordon sanitaire for the waste water treatment works to the south-east of the site within the Wellow valley. The proposals would therefore minimise the need for ground engineering and cut and fill to accommodate the development platforms. The retained trees and hedgerows within the site would be managed to ensure their long term survival and to increase the vegetation density, height and visual screening surrounding the residential parcels in the long term.



## Ecology

- 3.17 The site is not subject to any statutory or non-statutory nature conservation designations. There are no European designated nature conservation sites within 10km of the site. The Camerton Batch Heritage Site Local Nature Reserve (LNR) is located approximately 1.4km to the north and for which there are no relevant habitats on the site and limited connectivity between. There are 22 Sites of Nature Conservation Interest (SNCI) within 2km of the site, the nearest of which is the Lower Plantation SNCI located immediately to the north-west of the site.
- 3.18 The site comprises a network of arable and improved grassland fields that are habitats typically considered to have low risk of ecological constraints being present. These are bounded by a hedgerow network with moderate risk of ecological constraints being present. A stream and woodland lie immediately to the north of the site with high risk of ecological constraints being present. The habitats on site have been assessed as having site to local value and provide opportunities for a range of notable species, particularly given the size of the development site.
- 3.19 The site currently supports habitat assessed as having low ecological value. Whilst hedgerows and stream habitats are likely to provide good wildlife corridors for a range of protected and notable species, the majority of the site provides limited opportunities for wildlife, although further surveys would be required to inform a planning application.
- 3.20 Based on the habitats present on the site there is capacity to support residential development with minimal impacts on biodiversity. The design will need to include the protection of key wildlife corridors across the site to ensure a minimal ecological impact, which can be accommodated within the scheme. In addition, enhancements could be provided to strengthen these corridors and provide a net gain in biodiversity.
- 3.21 As there are no European designations within 10km of the site it is considered that a Habitat Regulations Assessment would not be necessary for the scope of development as proposed.

## Archaeology and Heritage

- 3.22 There are no designated heritage assets within the site.
- 3.23 A 1km study area has been utilised in order to inform an understanding of potential non-physical effects upon designated heritage assets beyond the site itself. A single Scheduled Monument lies within this study area, comprising Camerton Romano-British town and associated prehistoric and early medieval monuments situated circa 30m to the north-west of the site. The Radstock Conservation Area was designated as such in March 1999 and largely lies to the south of the site, with a smaller detached portion lying some 280m to the north-east.
- 3.24 Regarding potential physical effects, due to the close proximity of the site to the Scheduled Monument there is some potential for previously unrecorded remains to be present within the Site boundary. In terms of the Roman settlement, however, the focus of settlement was on the Fosse Way, and there are no specific grounds for thinking that further settlement may have extended further into the Site, beyond the designated Scheduled Monument boundary. It is also the case that the part of the site in greatest proximity to the Scheduled Monument was subject to landfill and any former archaeological remains would have been removed. There is no record of any remains having been reported during those works.
- 3.25 There is thus some general potential for currently unrecorded archaeological remains within the site, but no specific evidence for this. There is no current evidence for any remains of a level of significance which may preclude development within the site. Further survey works and/or mitigation will be appropriate in order to provide further information on potential remains and to further inform design evolution.
- 3.26 With regards to 'important' hedgerows, it is advised that consideration should be given to the retention of the important hedgerow as appropriate but that a degree of removal would not be inappropriate with regards to their significance.
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3.27 With regard to potential non-physical effects the assessment has identified that the site forms a part of the setting of the Radstock Conservation Area (character areas 5 and 7) and that development of the site may result in a degree of change to the character of these areas. It is recommended that development avoid the introduction of built form immediately to the north/north-east of Lower Whitelands Terraces, on the land between character areas 5 and 7. Accordingly, the Framework Development Plan proposes an exclusion zone in this area, which falls within the cordon sanitaire associated with the Radstock Waste Water Treatment Works, demonstrating that this measure is deliverable. With regards to the other character areas within the Conservation Area it was concluded that there would be no harm to the key features or character of these given a lack of historical association, contribution to their setting or significance and/or inter-visibility. With regards the Camerton Romano-British Scheduled Monument it was concluded that

development of the site would not divorce the Scheduled Monument from the Fosse Way Roman road from which it draws key historical and functional significance. The site does form part of the wider setting of two Bronze Age barrows (which lie within the Scheduled Monument), and development of the whole site would result in a degree of change and potentially a limited level of harm. It is recommended that measures to minimise harm comprise avoiding the introduction of built form to the northern-most part of the site. The Framework Development plan proposes to exclude development from this area, located at the former landfill, indicating that this measure is deliverable.

3.28 These recommended design measures are in accordance with the approach to 'maximising enhancement and minimising harm' set out in the Historic England advice note The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3.

3.29 The locally listed park of Woodborough House has been found to not be sensitive to change. This is also the case with individual listed buildings situated within the study area. The majority of these are situated within the built environment of Radstock itself, and the site makes limited or no contribution to their overall significance. Listed buildings beyond the settlement generally have very restricted inter-visibility with the site due to intervening topographic features and vegetation.

### Agricultural Land Quality

3.30 The Ministry of Agriculture Fisheries and Food (MAFF) 1:250,000 map shows the site as comprising a combination of Agricultural Land Classification (ALC) Grade 3 (good to moderate quality) and Grade 4 (poor quality).

- 3.31 The detailed desktop examination of relevant climatological, flooding, soils, geology and topography data supported by site investigations comprising hand auger borings and pit excavations, determined that the area of land proposed for development (calculated within the Agricultural Land Classification study as being 61.1ha) comprises 17.6ha (29%) of sub-Grade 3a (good quality); 10.3ha (17%) of sub-Grade 3b (moderate quality); 31.1ha (51%) of Grade 4 (poor quality); and 2.1ha (3%) of non-agricultural land.
- 3.32 The use of agricultural land within the site would not in itself give rise to any physical constraints to the proposed residential development.

### Hydrology and Drainage

3.33 The Environment Agency (EA) mapping shows that the site is not located within a groundwater sources protection zone but that the groundwater vulnerability zones indicate that the areas of limestone are a 'Major Aquifer High'. EA mapping for the Water Framework Directive River Basin Management Plan shows the groundwater to be of 'good quality'. Overall the site is considered to be of high sensitivity in terms of hydrogeology and groundwater quality, particularly in the higher limestone areas.





3.34 The assessment of flood risk and drainage indicated that the site could be developed for the proposed residential use, subject to the following design and mitigation measures:

- An 8m buffer adjacent to all watercourses to provide for future maintenance;
- The surface water drainage scheme to be designed to accommodate a 1:100 year return period flood flow plus 30% allowance for climate change;
- A sustainable urban drainage scheme (SUDs) be designed to manage surface water run-off from rainfall and including provision for the removal of silt and pollutants in accordance with Ciria C753 'The SUDs Manual' and the 'West of England Sustainable Drainage Developer Guide';

- Flood flow routes be designed through the proposed development to mitigate the effects of any localised blockages.

3.35 The assessment of the site and proposed development has determined that the above measures could be accommodated and are therefore deliverable. A site specific Flood Risk Assessment and Drainage Strategy would be prepared to support a planning application in accordance with the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and EA recommendations to demonstrate that the above measures could be satisfactorily implemented.

3.36 Liaison with Wessex Water has indicated that there would be a solution to providing foul sewerage utilities to the proposed development. Further liaison and modelling would be carried out to agree the most appropriate method of managing foul sewage either through existing capacity or with improvements.

3.37 It was concluded that the site is highly sustainable in terms of hydrology, drainage and flood risk.







## Section 4 Constraints and Opportunities

### Site Constraints synopsis

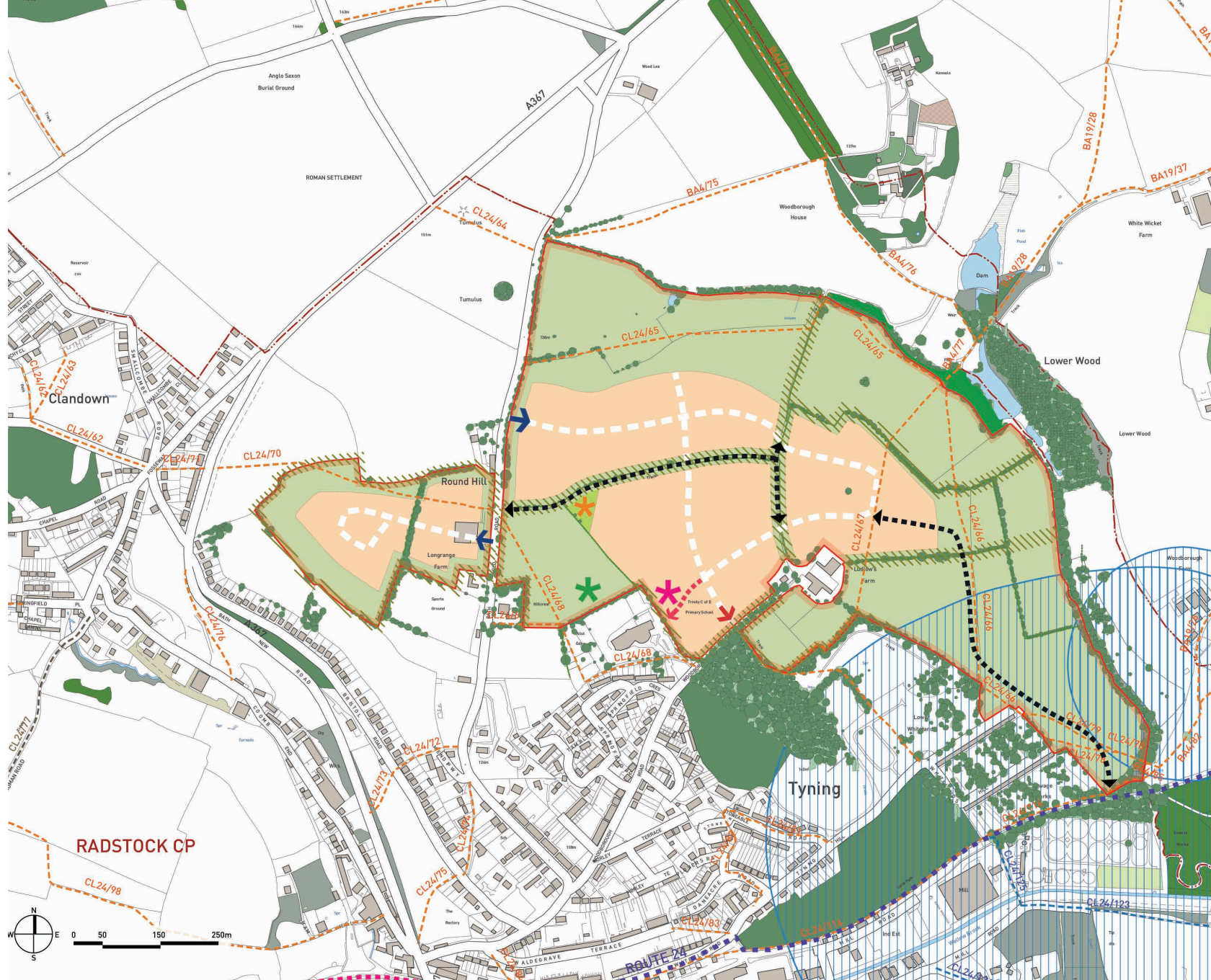
- 4.1 A series of current constraints have been identified informed by specialist reports.
- 4.2 The Site is located immediately north of the settlement of Radstock, adjacent to, but outside of the settlement boundary and the conservation area. The Site borders existing residential properties at Lower Whitelands and the Trinity Church of England Primary School off Woodbroough Road/Lane.
- 4.3 To the south and west, the Site is bounded by a mixture of woodland, built form and agricultural fields. Along the Site's south eastern boundary is the National Cycle Network Route 24 (NCNR24). Also to the south is the Radstock Wastewater Treatment Works, the odour emissions of which will limit development potential to the south of the Site.
- 4.4 Five steep valleys meet to the south of the Site and, as such, the surrounding landscape is undulating. There are wide ranging views from the site particularly to the south, west and east.
- 4.5 To the north, the Site is bounded by a series of linear fish ponds and a stream (that appears to feed in to Wellow Brook to the south of the Site) beyond which lies agricultural fields and a small area of woodland to the north east. Close to the northern edge of the site are Camerton Scheduled Ancient Monument and Woodborough House Locally Listed Park.
- 4.6 The Site encompasses agricultural fields, which are presently under arable and pasture, and includes a group of barns to the west of Bath Old Road.
- 4.7 There are various Public Rights of Way running through the Site.
- 4.8 The field boundaries comprise hedgerows with mature hedge trees and wire fences. Historically, many field boundaries within the Site have been removed for agricultural purposes.
- 4.9 The Site is subdivided into two parts, either side of Bath Old Road. The land to the east of Bath Old Road comprises the vast majority of the site and a much smaller part to the west of Bath Old Road.

### West of Bath Old Road



















- 4.10 Access to this is currently provided from Bath Old Road. At its highest point this part of the site is at c.147m AOD falling to the south to c.140m AOD. This site has wide ranging views to the south and west.

### East of Bath Old Road

- 4.11 Access to this is currently provided from Bath Old Road with a secondary access from Woodborough Road/Lane via Ludlow's Farm. The western area is generally flat before falling sharply to the north and east where the ground level reduces from c.138m AOD to 70m AOD, into a narrow valley. Close to the northern boundary is an area of infill (unlined inert waste).



# KEY

-  SITE LOCATION (62.37HA)
-  POTENTIAL DEVELOPMENT
-  GREEN INFRASTRUCTURE
-  EXISTING TREES
-  EXISTING HEDGEROWS AND BUFFERS
-  SITE ACCESS
-  POTENTIAL EMERGENCY VEHICLE / PEDESTRIAN / CYCLE ACCESS
-  CORDON SANITAIRE
-  PUBLIC FOOTPATH
-  BRIDLEWAY
-  NATIONAL CYCLE NETWORK ROUTE 24
-  LOCAL CYCLE ROUTE
-  PARISH BOUNDARY
-  POSSIBLE ADDITIONAL SCHOOL ACCESS
-  POSSIBLE SCHOOL EXPANSION SITE (PLAYING FIELDS ONLY)
-  POSSIBLE PARKING AND DROP-OFF AREA
-  POTENTIAL LOCAL EQUIPPED AREA OF PLAY (LEAP)
-  POTENTIAL PEDESTRIAN / CYCLE ACCESS TO NCR24 (NATIONAL CYCLE ROUTE)

## FRAMEWORK PLAN



## Section 5 Vision and Design concepts

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### Vision

- 5.1 Development of the Land off Bath Old Road will help Radstock deliver its future housing needs within a sustainable residential development comprising of up to 500 new homes set within extensive areas of green infrastructure with strong links to the existing movement corridors and the existing settlement.
- 5.2 Generous landscaped green edges will provide an appropriate response to the setting of the Scheduled Monument, comprising Camerton Romano-British town and associated prehistoric and early medieval monuments, and Woodborough House Locally Listed Park. The location of a generous open space to the south east of the site will also help to retain separation between Radstock Conservation Areas 5 and 7.

- 5.3 The development proposals will enable Trinity Park School to expand in the future and will provide safe new access and parking arrangements. New footpath/ cycleway routes will be provided from Bath Old Road to the National Cycle Network Route 24 (NCNR24).
- 5.4 The Development Framework will accord with the principles of high quality design and best practice to create a place that is rich, varied and sympathetic to its environment. The aim is to achieve a high quality development with a strong identity, activity and strong 'sense of place'.

### Design evolution

- 5.5 As part of the representations to the West of England Issues and Options consultation in January 2016 a Sustainability Appraisal was prepared which provided technical supporting information to illustrate the sustainability credentials of the site. The framework plan supporting the representations submission (L.0368\_01\_Sheet 10\_rev: B) identified a possible development area for about 900 dwellings. This has been reduced to 500 dwellings in the current development proposals following more detailed transport advice.



## Section 6 Indicative Framework Plan

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6.1 The site is proposed for potential residential development. Design plans are currently evolving based on the above constraints and an initial Framework Plan has been prepared. The main features of the Framework Plan include:

- The creation of a generous, landscaped green edge surrounding the development and on the steeper slopes of the Site, particularly to respect the setting of the Locally Listed Park and the Scheduled Ancient Monument. This will include most of the retained trees and vegetation around the Site, any attenuation basins and potential new wildlife ponds. It will also provide informal open space, new planting and potential circular footpath/walk around the edge of the development.
- New vehicular access to the Site from Bath Old Road to both the east and west with an internal loop within the main part of the Site to accommodate buses. An emergency vehicle access to Woodborough Road/Lane, which will include access for pedestrians and cyclists.
- A new access to the primary school from within the Site incorporating a car park drop off/pick up area and, to the north of the school, a possible expansion site to accommodate the school playing fields to allow the school to expand within its existing site.
- Existing PRowS across the Site will be retained and a network of new footpaths provided including possible cycle paths from Bath Old Road, using existing tracks and internal streets, through the Site to the NCNR24 to the south.
- Development is located on the parts of the Site with more level ground and interspersed with incidental spaces for informal social interaction and play.





- 7.1 The objective of the scheme is to create a sustainable community where the majority of future resident's everyday needs are located within walking or cycling distance. The new settlement proposal for the new neighbourhood will seek to maximise accessibility for sustainable modes of travel and minimise vehicular traffic impact on the local road network. The following strategies are deliverable, in conjunction with stakeholders, and will be confirmed in more detail in due course:
- i. internalisation of trips;
  - ii. the provision of comprehensive walking and cycling networks;
  - iii. the provision of bus services through the site;
  - iv. the implementation of a Travel Planning Strategy; and
  - v. off-site highway mitigation schemes, which account for the other strategies above.
- 7.2 The scheme seeks to enable the creation of walkable neighbourhood areas and to promote a degree of self-containment within the site. The mixed use proposals of the scheme would promote self-containment, therefore internalising trips and reducing the need to travel off site. This will be subject to on-going development of the masterplan.
- 7.3 The proposed development will require a comprehensive travel planning strategy. A Travel Plan is a practical design, management and operational plan for a site, development or organisation. It is an ongoing transport and travel management and review process. Travel Plans for developments are typically aimed at achieving all (or some specific mix of) the following, depending upon opportunities and constraints:
- reduced levels of car use (particularly single occupancy);
  - a reduction in the need to travel at all;
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## Section 7 Accessibility & Ease of Movement

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- greater opportunities to meet day-to-day needs locally, as an alternative to travelling to fulfil them. creation of a strong sense of community and place is often one element of this, as well as land use mix, open space and supporting facilities;
- improved travel choice, information, facilities and support (e.g. training, information and motivation to travel sustainably);
- reduced car ownership and/or use;
- reduced environmental impact of car use (e.g. alternative fuels);
- higher levels of walking and cycling than would otherwise be observed, with associated benefits to health and well being;
- realistic alternatives to private car use (e.g. car clubs and car sharing); and
- better quality and increased use of public transport.

7.4 The implementation of a Travel Plan will seek to influence travel behaviour and reduce car usage. Based on policy objectives which detail the prioritisation of sustainable travel and the promotion of supporting sustainable infrastructure which would be proposed as part of the development site, it is envisaged that modal shift will occur away from use of the private car. This would assist in the promotion of sustainable travel options for future residents and is anticipated to allow for increased options when considering alternatives to the use of the private car.

## Footpath and Cycle Corridors

- 7.5 The site benefits from existing good pedestrian and cycle connections to Radstock and the surrounding area, including PROWs and access to the National Cycle Network Routes (NCNR). There are various PROWs running through the site which provide direct links to the A367 Bath New Road into Radstock town centre. The NCN24, also known as Colliers Walk, passes directly south of the site connecting with Radstock town centre via Waterloo Road.
- 7.6 A comprehensive walking and cycling network is proposed internally within the development that will link the existing and proposed routes, including the NCNR24 located to the south of the site. The layout of the site will be designed to accommodate the existing alignments of any PROW routes as much as possible and potentially introduce new PROW, bridleways, and permissive routes, as appropriate.

- 7.7 The scheme would be served by primary vehicular, pedestrian and cycle access points onto Woodborough Road, Bath Old Road and the National Cycle Network Route 24 (NCNR24) facilitating direct and safe vehicular, pedestrian and cycle connections between the development and nearby key destinations including Radstock town centre. The masterplan for the development will be designed with movement of pedestrians and cyclists as a priority, ahead of the movement of vehicles. A number of shared space and quiet streets are proposed, without segregated space for pedestrians, cyclists and vehicles. These streets will be designed to constrain vehicular speeds and therefore to provide a safe environment for pedestrians and cyclists. These will also be designed to adoptable standards.

## Bus Services

- 7.8 The nearest existing bus stop is located directly to the south of the site boundary near the Trinity Church of England School. This existing bus stop comprises of a shelter, bus stop flag, timetable information and seating. The A367 also forms part of the Greater Bristol Bus Network and is a strategic bus route serviced by buses operated by First in Bristol Bath & the West and Somerbus. These services provide connections to Radstock, Midsomer Norton as well as the surrounding and nearby settlements of Wells, Peasedown St John, Bath and Bristol.
- 7.9 The local bus operator First Group has confirmed in writing that it would be keen to service new housing developments and that it should be feasible to service the proposed development with some or all of the existing bus services operated by First Group that are routed on the A367. It is considered that the diversion of existing bus services into the site and the provision of closer bus stops will also provide a material benefit to existing residents on Woodborough Road and Bath Old Road.



- 7.10 The proposed diversion of bus services and bus penetration into the site will be central to promoting the accessibility of the development. It is envisaged that bus services will operate through the development servicing residents, employees and visitors. Provision will be made to incorporate the bus route along the main spine road and serve the proposed local centre. All parts of the development will be within reasonable walking distance (approximately 400 metres) of a bus stop.
- 7.11 Exact details will be considered in due course in collaboration with public transport officers at B&NES.

### Car Parking

- 7.12 Potential car parking demand and provision for the site will be carried out based on the Communities and Local Government document 'Residential Car Parking Research' (May 2007), which has previously been accepted as an approach by BaNES highway officers for other residential schemes in the BaNES area. As such, it is considered that the same approach should be adopted to ensure consistency.
- 7.13 Cycle parking and electric charging points will also be provided on site, in accordance with relevant local policy guidance.



## Section 8 Environmental Capital

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8.1 The objective of the development is to ensure that, wherever possible, development will be located to enhance biodiversity through the adoption of a landscape strategy that delivers attractive public and private spaces, retains and reinforces local landscape features, and develops new vistas and views both to and from the site.

### Existing trees

8.2 The retained trees and hedgerows within the site would be managed to ensure their long term survival and to increase the vegetation density, height and visual screening surrounding the residential parcels in the long term.

### Ponds

8.3 The design includes the protection of key wildlife corridors across the site to ensure a minimal ecological impact, which can be accommodated within the scheme. In addition, enhancements can be provided to strengthen these corridors and provide a net gain in biodiversity.

### Existing Hedgerows

8.4 The site covers approximately 14 no. small to medium scale irregular shape arable fields enclosed by woodland, hedgerows, residential properties and the Academy of Trinity Primary School.

8.5 The proposals would generally retain and enhance the landscape elements within the site including the native trees and hedgerows in compliance with local plan policies, except where gaps are needed for road access.





- 9.1 The development proposal comprises residential development and associated necessary development, i.e. vehicle and pedestrian routes, utilities and drainage provision, green infrastructure and landscaping. The proposed development would include some form of local facilities and/or retail offer, the detail of which would be confirmed during the design phase and in consultation with B&NES.
  - 9.2 The site is within 2km (25minute walking time) of a full range of local services including the Springfield and Peasedown St John bus stops, Trinity Church of England and St Nicolas Church of England Primary Schools, North Radstock College, Woodborough Road playground, Radstock Co-operative supermarket, Clement Pharmacy, Hope House Surgery, Radstock Library, Wells Hill Dental Surgery, Mill Road Industrial Estate as well as several eateries, the museum and other local sports/recreation and retail outlets.
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## Section 9 Green Infrastructure

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- 9.3 The Framework Plan illustrates a conceptual design comprising residential development areas, principle means of vehicle access, green infrastructure and the incorporation of existing public rights of way.
- 9.4 Based on this Framework Plan it is estimated that, given an allowance for vehicle and pedestrian access routes, utilities and drainage provision, green infrastructure and landscaping, the developable area would be approximately 22.4 hectares resulting in capacity for up to 500 residential dwellings at an appropriate density to reflect the existing settlement.
- 9.5 From the technical work undertaken to date the following mitigation measures are recommended and could be delivered through the proposals as shown within the indicative Framework Plan:
- Retention of native trees and hedgerows within the site to subdivide and provide visual enclosure to residential parcels;
  - Location of residential parcels on the higher plateau and gently sloping topography to reduce the requirement for terracing or ground engineering within the site;
  - Provision of a cordon sanitaire with regards the waste water treatment works and public open space within the green infrastructure (GI) strategy to the south-east of the site within the Wellow valley;
  - Provision of a 'green corridor' following the more incised valley to encircle the proposals, provide visual screening and a green infrastructure (GI) linkage with the Colliers Way recreational route leading into Radstock town centre;
  - Provision of native tree and hedgerow reinforcements on the higher plateau to 'break up' the outline of residential rooflines in distant views from higher ground to the south of Radstock;
  - Retention of key views outwards from the proposals to the west of Bath Old Road to enhance the visual connection with existing residential areas on higher ground to the south of Radstock; and
  - Retention of the PROW network within the site and improved public access to the informal recreation areas located at Tynning Batch, Lower Washlands and the Colliers Way leading into Radstock town centre.

10.1 **Gas** – It has been confirmed with Wales and West Utilities that a connection could be made to the medium pressure main to the south of Ludlow's Farm and that a Pressure Reduction Station will be required.

10.2 **Electricity** – It has been confirmed with Western Power Distribution that the 11kv cable crossing the northern part of the site could be decommissioned and that the pole mounted transfer could connect to an existing underground high voltage cable in Bath Old Road, if required. Minor reinforcement works may be necessary to serve the proposed development including installation of an 11kv circuit breaker at Foxhills Primary Substation and the laying of approximately 500m of high voltage underground cabling from the Foxhills Primary Sub-station to Fortescue Road Distribution Sub-station.





## Section 10 Infrastructure and Services

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10.3 **Sewerage** – Proposed capacity and connections is not included within the Utilities study; refer to the Report: Flood Risk and Drainage. Liaison with Wessex Water has indicated that there would be a solution to providing foul sewerage utilities to the proposed development.

10.4 **Potable Water** – It has been confirmed with Bristol Water that a point of connection to the existing main at the junction of Bath Old Road and Fosseway could be provided; this would require approximately 1.050m of new main to be laid.

10.5 **Telecoms** – It has been confirmed with BT that a new supply will be required to serve the development.

10.6 In summary, it has been confirmed that there is sufficient capacity in the local utilities networks subject to minor reinforcement works.



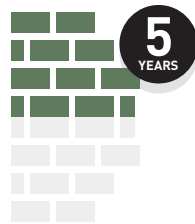


## Section 11 Economic Benefits

11.1 The socio-economic assessment has identified the following economic benefits

### CONSTRUCTION BENEFITS

Up to  
**£62.5million**  
Estimated construction  
investment over 5-year  
build programme



Up to  
**717 jobs**  
(person years<sup>1</sup>)  
**Up to 150**



direct full time  
equivalent (FTE)  
net temporary  
jobs per annum

**Up to 300**



indirect &  
induced net FTE  
temporary jobs  
per annum

Up to  
**£123.8million** GVA<sup>2</sup>

Economic output  
generated by  
build phase



### OPERATIONAL BENEFITS

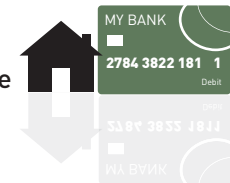
Up to  
**570**

Employed  
residents estimated  
to live in the  
new housing



Up to  
**£13.5million**

Annual  
household  
expenditure



Up to  
**£4,655,000**

New Homes Bonus  
revenue to  
B&NES Council



Up to  
**£775,800**

Estimated annual increase  
in Council Tax revenue



<sup>1</sup> Person years = the number of workers required to deliver a proposed scheme within a single year

<sup>2</sup> GVA, or gross value added, is the measure of the value of goods and services produced in an area, sector or industry



