



SOMER VALLEY

AREA OF SEARCH ASSESSMENT

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Quality information

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Content Page

1. Introduction **6**

2. Somer Valley **16**



Introduction

01

1. Introduction

1.1. Areas of search

The areas of search presented on the plan opposite have been identified following consideration of the constraints and opportunities, as they apply to each site, as well as the emerging vision and objectives set out in the Strategic Place Assessment report.

Those areas with major constraints, such as flood zones, high-pressure gas mains and landscape conservation designations are not proposed for built development. They are, however, included within the list of areas of search because of their potential to provide strategic green infrastructure and nature recovery opportunities which might be delivered in conjunction with, and in support of, built development.

The areas of search have been selected with the aim of meeting the key objectives listed below.

- Seek opportunities to create a functional green infrastructure and nature recovery areas at the periphery of the town.
- Create a transition zone between the urban areas and the countryside to increase the accessibility to the countryside.
- Follow a comprehensive approach amalgamating green infrastructure, sustainable transport, and development opportunities.
- Seek locations with proximity to the key public transport routes and facilities, such as town centres, and community facilities.

- Seek opportunities to create developments with sufficient critical mass to deliver community infrastructure and sustainable transport initiatives that serve the existing community as well as the new one.
- Seek opportunities to improve the pedestrian and cycle connectivity between the urban areas, countryside, and river fronts.
- Avoid piecemeal development and promote comprehensive development that allows for seamless integration with the existing urban areas.

1.2. Placemaking assessment framework

This report analyses areas of research in Somer Valley, using a placemaking assessment framework prepared with the technical lead consultants and approved by the B&NES officers.

This placemaking assessment workstream is undertaken at an early stage of the plan-making process, prior to formal Sustainability Appraisal (SA) and detailed Housing and Economic Land Availability Assessment (HELAA) assessment of individual parcels of land. At a very high level, it assesses potential 'broad areas' in the Somer Valley area which will subsequently help inform the Council's thinking on defining 'reasonable alternatives' in the SA process. Outputs from this assessment will also feed into the Council's HELAA for further assessment of sites on a comparable basis with all other sites in the district.

The placemaking assessment framework is prepared in line with B&NES' Sustainability Appraisal Framework objectives to ensure broad consistency in approach, however, it is ultimately for the SA process to assess whether the plan, or any reasonable alternatives, are likely to have significant environmental effects.

The placemaking assessment framework appraises the potential impact of development in each area, using a 5 level assessment. These levels of impact are:

- Moderate beneficial impact;
- Minor beneficial impact;
- Neutral impact;
- Minor adverse impact; and
- Moderate adverse impact.

The assessment criteria scoring considerations are categorised under 5 key themes.

- Placemaking and landscape;
- Transport;
- Environment;
- Housing, economy and communities ; and
- Utilities.

The criteria descriptions provide high-level explanation of the key constraints, potential mitigation solutions and the reasoning behind the indicated scale of impact.

1.3. Placemaking assessment methodology

Placemaking and landscape

Landscape/townscape

The location and landscape character of each site is described using a combination of aerial photographs, Google Streetview and Ordnance Survey 1:25,000 map. This description is informed by a review of published landscape character assessments at the national scale with National Character Areas (2013 to 14) published by Natural England and at the District level, the Bath and North East Somerset Landscape Character Assessment (2021).

Potential views to and from each site are determined by examining Google Streetview where possible, and analysis of aerial photography in combination with topography information on the Ordnance Survey 1:25,000 map.

Policy information is obtained from the B&NES interactive map.

Previous landscape and visual sensitivity studies to residential development are used to inform the analysis of the landscape character and views described through the process above. Potential mitigation requirements within the design of any residential development are recommended and the scale of any residual impact determined once mitigation is implemented.

Green Belt

The scale of impact of potential releasing the site from Green Belt, if located within the designated area is determined through a review of the conclusions of the West of England Combined Authority Spatial Development Strategy, Strategic Green Belt Assessment (2021).

Green and Blue Infrastructure

Green and blue infrastructure assets are identified through an analysis of Green Infrastructure Framework interactive map, (Natural England, 2023), Ordnance Survey 1:25,000 map, aerial photography, and the B&NES interactive map.

Heritage

Heritage assets are identified within the study area through a review of the MAGIC website, B&NES interactive map and heritage reports on the study areas provided by B&NES.

Transport

Existing levels of connectivity

This considers issues such as the quality of the existing walking, wheeling, cycling and public transport links and how these linkages connect to local facilities. The connectivity mapping from the Transport Assessment Framework (TAF) has been used as a reference for existing levels of connectivity. The TAF is a GIS tool created by WECA which divides the region into 800m hexagons and models a "connectivity" score based on accessibility to a range of services, with connectivity scores weighted by mode of transport in favour of more sustainable modes. This was created in 2019, and updated to a 2022 baseline. This is before

public transport service changes in 2022. The score of a TAF hexagon is a good starting point for this exercise, but changes to public transport services and more granular local connectivity has been qualitatively factored into the scoring.

Potential future levels of connectivity

This considers the potential to improve the existing levels of connectivity through interventions such as bus service enhancements, improved linkages to local services. Proximity to major projects such as the Bristol Bath Strategic Corridor and Somer Valley Links is an important consideration. The score remains unchanged from the existing levels of connectivity if it is unlikely that significant improvements could make sufficient difference to the score.

Access feasibility

This is a deliverability measure which considers the deliverability of an access strategy. An adverse score is given where there are potential technical risks to the delivery of safe and suitable access, which would need to be further investigated, or where vehicular access to an existing road cannot be made. A beneficial score is where it is likely that an access strategy should be achievable either because an access point already exists or could readily be provided. Opportunities for a primary access point and an emergency / secondary access point are considered as necessary relative to the scale of the development area.

Potential for the site to enhance connectivity

This measure relates to whether the inclusion of a site itself is likely to be of benefit to connectivity. This considers issues including potential increase for

bus patronage, pedestrian and cycle improvements, potential to improve permeability with wider benefit through the development, suitable locations for a mobility hub and the effects on inclusion. A larger development area could be beneficial in providing critical mass for facilities, which could potentially reduce travel distances for existing residents.

Ecology

The following sources were used: the baseline proforma for ecology for each broad area, the website www.magic.gov.uk, aerial photography and the West of England Nature Recovery Network maps which identify existing opportunity areas for enhancing nature: [Nature Recovery Network \(arcgis.com\)](https://www.arcgis.com). If designated sites were located within 50m of the parcel then a judgment of moderate impact was made to flag proximity and the need to ensure protection of those sites. Similarly, for the habitats and protected species category indicated ancient woodland (for example) on site or adjacent to site a judgment of moderate impact was made. If features suitable for protected species were identified on site, a judgment of minor adverse impact was made in recognition of the fact that while these do pose a constraint, they can often be designed into the development. A judgment of major adverse impact was only made if fundamental constraints to development were identified. Beneficial opportunities were graded (given the limited information available at this stage) as either neutral (which does not literally mean no opportunities exist but indicates no proximity to strategic habitat enhancement corridors), minor beneficial, or (in a few instances where greater opportunities were identified) moderate beneficial

Flood risk

Assessment of potential development parcels has been completed using Environment Agency flood mapping for fluvial, surface water and reservoir sources (<https://check-long-term-flood-risk.service.gov.uk/map>).

The extent and impact of flooding affecting a site has been categorised using the summary descriptions below:

Utilities

Utility plans have been obtained for main utility providers in the vicinity of the potential development sites.

Fluvial – rivers or tidal sources	
The site is located within flood zone 1 which has a low probability of flooding of less than 1 in 1000 (<0.1%) each year.	Neutral Impact
The site is primarily within flood zone 1 (<0.1% each year), with minor areas at a higher risk of flooding within flood zone 2 (0.1% to 1% each year) and/or flood zone 3 (1% to 3.33% each year).	Minor Adverse Impact
Site is partially located within flood zone 1 (<0.1% each year), with major areas of the site within flood zone 2 (0.1% to 1% each year) and/or flood zone 3 (1% to 3.33% each year).	Moderate Adverse Impact

Pluvial – surface water	
The site is located within an area with a very low probability of flooding of less than 1 in 1000 (<0.1%) each year.	Neutral Impact
The site is primarily within an area with a very low risk of flooding (<0.1% each year), with minor areas at a higher risk of flooding of low risk (0.1% to 1% each year) and/or medium risk (1% to 3.33% each year).	Minor Adverse Impact
The site is primarily within an area with a very low risk of flooding (<0.1% each year), with major areas of the site at a medium risk (1%-3.33% each year) and/or high risk (>3.33% each year).	Moderate Adverse Impact

Reservoirs	
The site is not impacted by a reservoir flood flow path.	Neutral Impact
The site is within a reservoir flood flow path when the site is also impacted by flooding from rivers.	Minor Adverse Impact
The site is within a reservoir flood flow path while rivers are at normal levels.	Moderate Adverse Impact

No telecommunications records have been obtained, therefore there is potential for additional constraints relating to fibre optic cable routing.

No discussions have currently been undertaken with the utility providers to determine the capacity to support development of any of the parcels.

The proximity of significant assets to the parcel boundary has been used to determine the impact, with services crossing a large part of the site giving a moderate adverse impact, or smaller site impacts or close to boundaries where exclusion zones may impact development are classified as a minor adverse impact.

Geology

Potentially contaminated land uses:

Current potentially contaminated land uses have been sourced from the following freely available internet sources:

Gas	
Presence of medium pressure gas mains within the site boundary. These will have a nominal easement width associated with them for future maintenance.	Minor Adverse Impact
High-Pressure gas mains ((Wales & West or National Grid) running within the site boundary. Minimum HSE standoff distances will need to be applied limited potential for development or impacting the layout.	Moderate Adverse Impact

Foul Water	
There are Wessex Water foul sewers identified in proximity to the site which may allow for a connection, subject to confirmation of capacity	Minor Beneficial Impact
There are no identified Wessex Water sewer networks in the vicinity of the site that may provide potential for foul water connection.	Minor Adverse Impact

Surface Water	
There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact

Potable Water	
Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
There are no existing Bristol Water assets in the vicinity of the site to potentially provide a supply.	Minor Adverse Impact
Significant Bristol Water infrastructure, such as large diameter pipes or potential buried reservoir/ pumping systems are located within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

Potable Water	
Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment and possible network upgrades.	Minor Beneficial Impact
Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact
Existing eHV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

- Google maps/Streetview;
- Groundsure Enviro Data Viewer (<https://groundsure.io/>);
- BGS Geoindex (Made Ground mapping) (<https://mapapps2.bgs.ac.uk/geoindex/home.html>); and
- Brownfield Register on <https://www.bathnes.gov.uk/webforms/maps/>

Note that a data gap exists with regards to historical land use as this is not readily available from free online resources.

To enable further characterisation of the potential contamination risks identified, a Phase 1 geo-environmental assessment should be carried out, and where justified, this could be followed by targeted intrusive ground investigation. Any ground investigation should be designed to investigate and characterise the composition, extent and depth of potential made ground and the wider ground conditions with a view to de-risking areas where development is planned.

Any remediation of land undertaken as part of the planning approval process will have a net benefit on the environment and communities associated with them through environmental improvement. Therefore, where on-site contamination sources have been identified, professional judgment has been made as to whether there is an overall potential neutral, minor or moderate impact on the environment resulting from remediation that may have to be undertaken should the site be developed. 'Neutral impact' being if there is no or very low risk contamination sources on site, up to 'moderate impact' if there are medium to high risk contamination sources identified on site. The size of

the potential contamination source compared to the overall size of the site has also been considered.

Agricultural land:

Agricultural land has been assigned using Post 1988 Agricultural Land Classification (England) (source: MAGIC maps (<https://magic.defra.gov.uk/MagicMap.aspx>). Where this data is unavailable or the area is classified as 'not-surveyed', Agricultural Land Classification - Provisional (England) has been used (source: DEFRA data services platform (<https://environment.data.gov.uk/DefraDataDownload/?mapService=NE/AgriculturalLandClassificationProvisionalEngland&Mode=spatial>)).

The best and most versatile (BMV) agricultural land is classified as Grades 1, 2 and 3a. When considering development proposals that affect agricultural land, the aim is to protect the BMV agricultural land from significant, inappropriate or unsustainable development proposals.

Loss of Grade 3a or better agricultural soil/land >20 Ha requires specific consultation with Natural England and where sites are planned for redevelopment; in this case, a moderate adverse impact has been considered.

Where the total area of BMV agricultural land is <20ha, a minor adverse impact on agricultural soils has been assigned.

When the Post 1988 Agricultural Land Classification (England) is not available and the land is classified as Grade 3, a precautionary approach has been applied assuming Grade 3a. This will require confirmation through survey work.

Note that in the absence of a GIS platform, estimates on the size of the agricultural land area are approximate. A conservative approach has been taken when reasonable.

Mineral safeguarding areas (MSA):

MSA have been identified from <https://www.bathnes.gov.uk/webforms/maps/>; Planning - Housing and Economic Development - MSA and Minerals Allocations

Non mineral development within MSA will be permitted provided:

- a. It will not sterilise or unduly restrict the extraction of mineral deposits which are, or may become, of economic importance and which are capable of being worked; and
- b. It will not adversely affect the viability of exploiting a mineral resource or be incompatible with an existing or potential minerals development; or
- c. It is practicable and environmentally acceptable to extract the mineral before development commences and this is secured as part of the development.

Provided the above conditions are followed, the assessment has assumed that there will be a neutral impact on the environment with regards to the MSA.

Overall impact classification:

Note that the overall impact on the environment has in some cases been balanced; for example, where there may be a moderate beneficial impact identified from potential remediation, yet a minor adverse impact

to BMV agricultural soils, an overall minor beneficial impact may have been assigned. Where this has been done, the reasons for the overall impact have been specified.

Town planning

Professional judgement has been used to arrive at the scoring of the sites, drawing from a number of different datasets and evidence and coming to a blended conclusion to allow comparison across all options within the sub-area and B&NES as a whole.

Housing Demand and Affordability

- House prices and ability to deliver affordable housing, with the higher the prices a greater indication of market demand and likely higher viability to deliver higher rates of affordable housing.
- Location with respect of the Bath Housing Market Area and the Bristol Housing Market Area, plus accessibility to Bath and Bristol as the highest demand locations in the region.
- Potential for a mix of housing types, sizes and tenures – urban and more accessible locations likely to deliver a greater mix and density with suburban/rural locations lower density and larger houses with higher levels of parking.
- Site size – the larger the site, the greater a contribution it can make towards meeting housing need.
- Location within the settlement hierarchy – the higher the 'tier' in the hierarchy the likely higher demand for housing given the availability of

employment, infrastructure, public transport, shops and services.

- If the site is subject to any abnormal costs that affect the viability of the site, and in turn the ability to fund affordable housing.

Employment

- Market requirement and demand, taken from the available B&NES evidence base over locational and site size requirements by sector.
- Access to the strategic road network and main roads in B&NES.
- Neighbouring land uses and the potential to accommodate employment, avoiding amenity impacts and restrictions on the ability of the occupier to operate.
- Topography and the ability to accommodate large units that meet market demand (an issue acknowledged in the Somer Valley in particular).
- Whether any employment land would be lost through development.
- Potential to expand an adjacent employment site.

Size to deliver infrastructure

- The larger the site, the likely greater potential to capture increased land value to deliver infrastructure and community infrastructure.

- The existing use of the site, with agricultural fields most likely to generate the highest land value capture, and brownfield sites in higher use values offering lesser potential (particularly if demolition and remediation costs are incurred).
- If the site is already in use as infrastructure land, then the loss of that land and ability to reprovide it.
- Whether the site is adjacent to infrastructure that could be directly expanded or enhanced by new development.
- If the site is subject to any abnormal costs that affect the viability of the site, and in turn the ability to fund new infrastructure.



Figure 1. Somer Valley area of search

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Somer Valley

02

2. Somer Valley

2.1. High Littleton - SV1

Area of search delivery potential

Area size SV1: Total 13.89ha. 8.33ha (60%) residential, 333 homes at 40dph. 4.17ha (30%) GBI+community infrastructure and 1.39ha (10%) other infrastructure.

Area of search description and Access

Location: north of high Littleton

Potentially achievable via: The Gug, Scumbrum Lane, and New Road (A39). The 3 potential access roads divide the area of search in 3 smaller areas. The most eastern area of search is difficult to access without a new junction off the A39. When this junction is created the middle area can be connected on the same junction. This can potentially relieve Scumbrum Lane from vehicular use and become a more active travel route to the village centre. The Gug leading to Greyfield road can be the second vehicular access to the area of search.

Reason for selection

The SV1 is selected as an area of search for potential development in High Littleton. The area of search is close to the village centre and can make use of existing links to its surrounding.

Constraints:

- The eastern area could have issues when it comes to topography. The site slopes down steeper than the other areas towards a stream. However, it is not likely that it will make potential development impossible. The stream and surrounding area can help to provide in the additional needed Green Infrastructure.

- The area west of The Gug within the outline can only be accessed by private road (farm access) and the linear layout will not provide much benefit for the wider community.
- The access needed to the eastern area of the A39 provides an opportunity to access all development of this new junction. If this new junction is not feasible, development of the eastern area will be difficult and development of the other areas will add more traffic on the narrow Scumbrum Lane.
- Air quality along A39.

Opportunities:

- This area of search is surrounded by stunning countryside, and it has Greyfield Wood on its doorstep. On the southern edge there is an existing Public Right of Way connecting to these areas and beyond.
- The area is on top of one of the sloping hills gently sloping down towards the east. This topography can provide great views for the future residents.
- Decent size development potential resulting in additional residents to support local services in the village.
- Providing a new school.



Figure 2. SV1 constraints and opportunities

Area of search assessment - SV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV1 is located on the northern edge of High Littleton and consists of agricultural fields. To the east the boundary of the area is formed by a woodland belt along a small water course on the edge of the Kingwell Farm estate. To the west, the site is enclosed by residential development off The Gug. The fields are enclosed by mature hedgerows with some hedgerow trees of variable quality. The landform falls west to east across the site. Close range views of the site are available from residents along the northern edge of High Littleton and from isolated properties, north of the site. A Public Right of Way (PRoW) runs along the western boundary of the site. SV1 is located within the landscape setting of High Littleton as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 5b Farmborough Plateau and Brook Valleys, SV1 and landscape to the north displays an agricultural landscape with limited settlement, characteristic of the LCA. The site was assessed as high landscape and visual sensitivity to residential development (HELAA Review 2016/17), with the greatest weight being given to the impacts on landscape character and on the landscape setting of the village. Residential development would extend the settlement boundary to the north, this would result in a change to the landscape setting of the village which could be carefully mitigated to minimise impacts on the wider landscape character of the area.	Minor Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	Hedgerows and linear tree belts enclose and cross the site, forming a vegetated network which extends into the wider countryside connecting to the nearby Greyfield Wood. A PRoW passes along the eastern boundary of the site and connects into an extensive network of PRoWs in the area including the Limestone Link to the south of High Littleton. Residential development should seek to retain and enhance the existing vegetated and PRoW network to enable delivery of multi-functional GBI benefits.	Neutral Impact
	Heritage	No listed structures adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Located on the northern edge of High Littleton the site would have access to bus services 522 and 179 which operate along the A39. Walking and cycling connectivity to other settlements is limited although there are some public rights of way to the south of High Littleton towards Paulton. Connectivity mapping data from the Partial Update (2022) scores the site below the average for the whole of the B&NES district for connectivity to all services by walking, cycling, public transport and car mode.	Minor Adverse Impact
	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if the site is allocated / built. Investigate opportunity for new bus stops within the development on the A39. The opportunities to improve walking and cycling are limited.	Minor Adverse Impact

Area of search assessment - SV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	Vehicular access options onto the A39. Active mode link onto A39 would be necessary with provision of new footway in highway verge. Site also dissected by Scumbrum Lane and The Gug, rural single track roads less appropriate for vehicle access, may only be appropriate for emergency access / active modes link.	Neutral Impact
	Potential for the site to enhance sustainability	Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A39. New patronage for bus services, will provide additional revenue. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	No statutorily designated sites within 2km.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous woodland adjacent E&NE, 130m SW, 424m SW, 526m S, 284m SE, 1000m ENE; Woodpasture & Parkland, adjacent E&NE. Parcel is arable/pasture land, bordered by mature hedgerow with some mature trees, more dense in SW section and along E edge of Scumbrum Lane. Some in-field trees and patches of bare ground. Recommend bat roost potential survey of any trees to be removed, and survey for reptiles in W field.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of planted woodland to the E of the parcel which could link to woodland further to the NE, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 2/3 (assumed as Grade 3a). Grade 2 occupying roughly 80% of the site (where mapped). Total area is <20ha, therefore a minor adverse impact on agricultural soils; classification of the Grade 3 land will require survey work. Large sections (80%) of the site do fall within a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA.	Minor Adverse Impact

Area of search assessment - SV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 292 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	High Littleton is not an established employment location however the site is located on the A39 with access to Bath, Bristol and the Somer Valley. Given the lack of demand for office development in the Somer Valley it is considered that small scale light industrial could be appropriate.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 292 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site boundary, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

Summary -SV1

Potential for a new residential neighbourhood north of High Littleton with good accessibility and availability of surrounding farmland for nature recovery and residential development. The new development can connect well to the historic pattern of the settlement.

The area of search is close to the village centre and can use existing links to its surrounding. On further investigation, creating access to the area proves difficult, so it is not proposed for the options development stage.

Constraints:

- Difficult to access.
- Sloping terrain.
- Landscape sensitivity.

Opportunities:

- Decent size development potential.
- Proximity to existing settlement (High Littleton).
- Great potential to connect with the countryside for recreational use and active travel.

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green and Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Minor Adverse Impact
	Potential future levels of connectivity	Minor Adverse Impact
	Access feasibility	Neutral Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
Environment	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Minor Beneficial Impact
	Employment potential	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact
Utilities	Gas	Minor Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Adverse Impact

2.2. Farrington Gurney - SV2, SV2a, SV3, SV3a, SV4, SV5, SV6

Area of search delivery potential

Area size SV2: Total 6.16ha. 3.70ha (60%) residential, 148 homes at 40dph. 1.85ha (30%) GBI+community infrastructure and 0.61ha (10%) other infrastructure.

Area size SV3: Total 8.83ha. 5.30ha (60%) residential, 212 homes at 40dph. 2.65ha (30%) GBI+community infrastructure and 0.88ha (10%) other infrastructure.

Area size SV4: Total 7.45ha. 4.47ha (60%) residential, 179 homes at 40dph. 2.23ha (30%) GBI+community infrastructure and 0.75ha (10%) other infrastructure.

Area size SV5: Total 23.14 ha. 13.88 ha (60%) residential, 555 homes at 40dph. 6.94ha (30%) GI+community infrastructure and 2.31ha (10%) other infrastructure.

Area size SV6: SV6: Total 4.13 ha. 2.48 ha (60%) residential, 99 homes at 40dph. 1.24ha (30%) GI+community infrastructure and 0.41ha (10%) other infrastructure.

Area size SV2A: Total 13.03ha. 7.82ha (60%) residential, 313 homes at 40dph. 3.91ha (30%) GBI+community infrastructure and 1.3ha (10%) other infrastructure.

Area size SV3A: Total 9.98ha. 5.99ha (60%) residential, 240 homes at 40dph. 2.99ha (30%) GBI+community infrastructure and 0.99ha (10%) other infrastructure.

Area of search description and Access

Location: Development potential in all directions of Farrington Gurney

Potentially achievable via: A362 and A37 (Bristol Road). Constraints:

Farrington Gurney sits on the junction of the A362 and A37 and therefore could be a good location for a new mobility hub. The existing settlement has 4 direct connections to these 2 roads and for potential future development a similar approach could be suggested. The areas of search can have direct access to these roads and complement the current settlement.

This area of search could grow into a new larger settlement around Farrington Gurney and existing amenities. There is a logical way of phasing the potential development on sites surrounding the existing settlement.

Reason for selection

The SV2 to SV6 sites are selected as an area of search to explore the opportunity to develop Farrington Gurney into a larger village, with a new transport hub supporting the surrounding area. It should be able to facilitate a selection of facilities for the growing community and support nature recovery. It is ideally located on the junction of the A367 and A37.

Constraints:

- The topography is reasonably flat so this will not create many constraints.
- Archaeological research will be needed.

Opportunities:

- This area of search is surrounded by stunning countryside, and it has Hollow Marsh Nature Reserve right on its doorstep. On the southern edge there is an existing Public Right of Way connecting to these areas and beyond.
- The escarpment to the south creates a natural boundary to the development and provides a natural setting and great recreational opportunities
- There are a variety of Public Rights of Way already running through the area
- The historic and archaeological assets can influence the potential development.
- There is a well-loved farmer's market in the village and potential new development can support this and other new facilities / services including a new mobility hub for the surrounding area.
- There is the opportunity to grow this village with a focus on placemaking, active travel, sustainability and create its own sense of place.

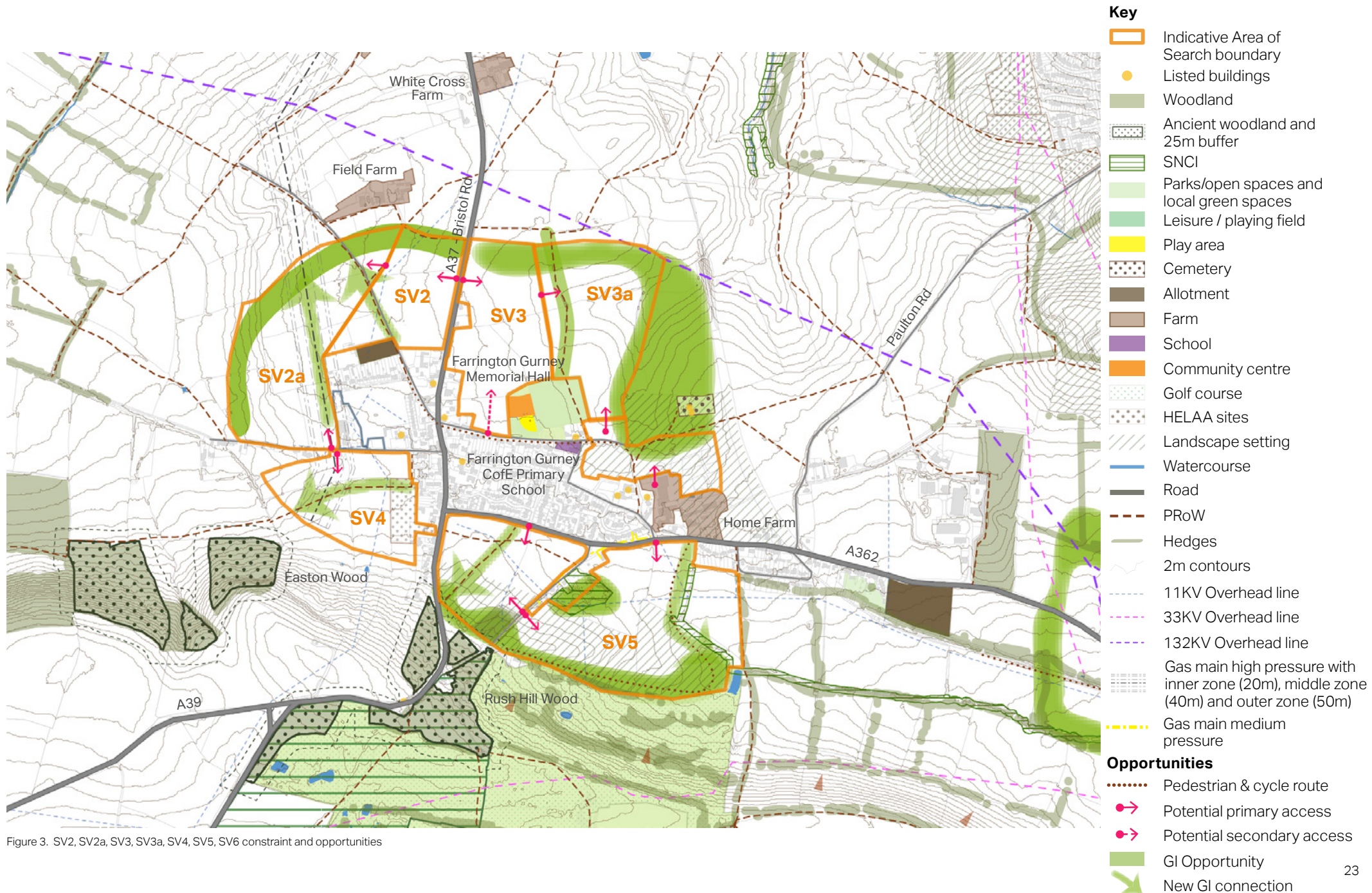


Figure 3. SV2, SV2a, SV3, SV3a, SV4, SV5, SV6 constraint and opportunities

Area of search assessment - SV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV2 is located to the northwest of Farrington Gurney, on the western side of the A39. It consists of several arable fields, partially enclosed by Ham Lane to the north and west, and the A39 to the east. Part of the SV2 is west of Ham Lane. The settlement edge of Farrington Gurney is to the south. The fields are enclosed by well maintained hedgerows with occasional hedgerow trees. SV2 is relatively flat with open views across the site, towards the Mendip Hills in the south and west. Public Rights of Way (PRoW) follow Ham Lane to the west and north of the site with a third PRoW connecting two section of the Ham Lane across a field. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV2 and immediate landscape displays a gently rolling, arable landscape with regular field pattern, enclosed by clipped hedges with views to surrounding ridges and distant chraches. Residential development would extend the settlement boundary to the northwest, away from the core of village to the southeast. This would change the settlement pattern. Mitigation should seek to integrate the extension into the settlement, potentially with further development to the east of the A37 or provision of green infrastructure facilities and links.	Minor Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Clipped hedgerows and occasional trees, enclose and cross the site, forming a vegetated network which extends into the wider countryside. PRoWs follow Ham Lane and pass through the northern part of the site, connecting into a network of PRoWs. The Limestone Link long distance path, is distant from SV2, north of Hallatrow to the north-east. Hollow Marsh Meadows Nature Reserve, with Chewton Wood is to the west, with several PRoWs providing access. Residential development should seek to retain and enhance the exisiting vegetated and PRoW network to enable delivery of multi-functional GBI benefits.	Neutral Impact
	Heritage	No listed structures adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Site within close proximity of 172 bus service along the A37 which links Bristol, Wells, Midsomer Norton and Bath. Walking and cycling connectivity to other settlements is limited, although several public rights of way in the immediate area including a byway (Ham Lane) which runs through the site. Convenient access to the local road network (A37) as site has frontages on the route although as identified in the Network Mobility Study the junction of the A37 / A362 experiences high levels of congestion on the A37 northern arm in the AM peak. Limited footways, narrow in width along one side of the A37. Connectivity mapping data from the Partial Update (2022) scores the site in the lowest quartile for access to all services by walking mode, below the average for via public transport modes and slightly below the average for connectivity to all services by car mode.	Neutral Impact

Area of search assessment - SV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367. Fixed route bus services available on the A37. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Opportunities to improve public rights of way parallel to both the A37 and the A362 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, has the potential to reduce the use of car trips for short / local journeys. Connectivity into longer distance cycle routes also possible e.g. the NCN 24 to the east and NCN 3 / Avon Cycleway to the north.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto A37 where precedent set, although strategic link. Active mode link onto A37 would be necessary with provision of new footway in highway verge. Ham Lane, a byway which runs through the site may only be appropriate as emergency access / active mode link.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	Long Dole Wood and Meadows 1286m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Rush Hill Wood East 773m S, Easton Wood 729m SSW, Ancient Replanted Woodland 738m SSW; Deciduous Woodland: 858m NNE, 765m SW Traditional Orchards: 753m N. Parcel is arable/pasture land bordered by mature hedgerow. A further hedgerow runs E-W through the parcel. Recommend bat roost potential survey of any trees to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	No Strategic Nature Recovery Network opportunities nearby. Closest opportunity approx. 1km S of the parcel, possible link to existing Ancient Woodland network.	Neutral Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by surface water: Site is within flood zone 1 (less than 0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	

Area of search assessment - SV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Geological constraints to development	No significant sources of contamination have been identified at this stage aside from one farm in the north-west corner, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1/2, with Grade 1 occupying roughly 80% of the site (where mapped). Total area is <20ha, therefore a minor adverse impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 129 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 129 homes and is of a sufficient scale to deliver community infrastructure and open space. The adjacent allotments could potentially be extended.	Minor Beneficial Impact

Area of search assessment - SV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	High-Pressure (Wales&West asset) gas main running along the edge of the site. HSE building stand offs will be applied to determine the full impact to the site.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection, without crossing third-party land.	Minor Adverse Impact
	Drainage	There are no Wessex Water assets or watercourses located in the vicinity of the site to provide potential for a surface water outfall without crossing third-party land	Minor Adverse Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

Area of search assessment- SV2a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV2a is located to the northwest of Farrington Gurney, on the western side of the Ham Lane stretching down to Pitway Lane. It consists of several arable fields, partially enclosed by an existing residential area in the southeast corner and farmland to the north and west. The settlement edge of Farrington Gurney is to the southeast. The fields are enclosed by well maintained hedgerows with occasional hedgerow trees. SV2a is relatively flat with open views across the site, towards the Mendip Hills in the south and west. Public Rights of Way (PRoW) follow Ham Lane to the east, Pitway Lane to the south with a third PRoW offsite to the northwest. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV2a and immediate landscape displays a gently rolling, arable landscape with regular field pattern, enclosed by clipped hedges with views to surrounding ridges and distant churches. Residential development would extend the settlement boundary to the northwest, away from the core of village to the southeast. It would be separate from the village with a large area of open space between. This would change the settlement pattern. Mitigation should seek to integrate the extension into the settlement, potentially with further development to the east or provision of green infrastructure facilities and links.	Moderate Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Clipped hedgerows and occasional trees, enclose and cross the site, forming a vegetated network which extends into the wider countryside. PRoWs follow Ham Lane and Pitway Lane, connecting into a network of PRoWs. The Limestone Link long distance path, is distant from SV2a, north of Hallatrow to the north-east. Hollow Marsh Meadows Nature Reserve, with Chewton Wood is to the west, with several PRoWs providing access. Residential development should seek to retain and enhance the existing vegetated and PRoW network to enable delivery of multi-functional GBI benefits.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	The site is to the west of the A37 Bristol Road and bound by Pitway Lane to the south. Ham Lane runs through the northern extent of the site. The A37 provides access to Bristol city centre to the north. The nearest bus stop is Main Street, located on the A37 approximately 350m to the east of the site. The 172 and 376 services operate along the A39, providing connections to Midsomer Norton, Whitchurch Village, Bath and Bristol city centres with a 30 minute frequency at peak times. There are very few services located within Farrington Gurney, with only a school and convenience store within 500m walking distance of the site. Connectivity mapping data from the Partial Update (2022) scores the site in the lowest quartile for access to all services by walking mode, below the average for via public transport modes and slightly below the average for connectivity to all services by car mode.	Neutral Impact

Area of search assessment- SV2a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367.	Minor Beneficial Impact
	Access feasibility	Ham Lane, byway which runs through the site may only be appropriate as emergency access / active mode link. Limited possibility to link to the A37 due to existing housing. Pitway Lane, a narrow country road with footways only on one side in places, would likely require upgrading to provide capacity for additional traffic.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Current lack of facilities however could result in increase in short distance car journeys. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	Long Dole Wood and Meadows 1018m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Rush Hill Wood East 453m SE, Rush Hill Wood West 643m S, Easton Wood 251m S, Easton Park Copse 1566m S, Ancient Replanted Woodland 474m SSW, 395m SW, Ancient & Semi-natural Woodland 1928m SE, Chewton Wood 969m WSW; Deciduous Woodland: 754m NE, 1007m SE, 453m SSW, 623m SW, 482m WSW, 892m W; Woodpasture and Parkland 631m S, 1426m SSE; Traditional Orchards: 595m NNE. Parcel is arable/pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. Recommend bat roost potential survey of any trees to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Limited Strategic Nature Recovery Network opportunities identified to the SW and SE of the parcel. Retention of trees in the parcel could connect to woodland network to the SW and SE.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact

Area of search assessment- SV2a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1 (40%), Grade 2 (60%). Total area <20 ha, therefore a minor adverse impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is proposed for 313 homes however it would be an extension of site SV2, delivering a total of 442 homes. The site is scored on the basis that site is taken forward alongside SV2. The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 442 homes would make a beneficial contribution towards market and affordable housing delivery.	Moderate Beneficial Impact
	Employment potential	The site is considered as an extension to SV2. Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site is considered as an extension to SV2. The site size could deliver a total of 442 homes and is of a sufficient scale to deliver community infrastructure and open space. The adjacent allotments could potentially be extended.	Moderate Beneficial Impact
Utilities	Gas	High-Pressure (Wales&West asset) gas main running through the centre of the site. HSE building stand offs will be applied to determine the full impact to the site.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Moderate Adverse Impact

Area of search assessment - SV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV3 is to the east of the A37, north of Farrington Gurney. It consists of several arable fields enclosed by clipped hedgerows with occasional hedgerow trees. The landform is generally flat with open views. St. John's Church is an important visual landmark. Public Rights of Way (PRoW) run along the eastern and northern boundaries of the site, with the A37 enclosing the western boundary and built up area of Farrington Gurney to the south. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV2 and immediate landscape displays a gently rolling, arable landscape with regular field pattern, enclosed by clipped hedges with views to surrounding ridges and distant churches. Residential development would extend the settlement boundary to the north of the existing settlement along the A37. Although this would alter the settlement pattern, development along and to the east of the A37 would maintain a direct link with the core of the village. Mitigation should seek to integrate the extension into the settlement, potentially with further development to the west of the A37 or provision of green infrastructure facilities and links.	Minor Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Clipped hedgerows and occasional trees, enclose and cross the site, forming a vegetated network which extends into the wider countryside. PRoWs follow the eastern and northern boundaries connecting into a network of PRoWs. The Limestone Link long distance path, is to the northeast, north of Hallatrow. Farrington Gurney Memorial Hall and recreational area is to the south-east of the site. Hollow Marsh Meadows Nature Reserve, with Chewton Wood is to the west, with several PRoWs providing access. Residential development should seek to retain and enhance the existing vegetated and PRoW network to enable delivery of multi-functional GBI benefits.	Neutral Impact
	Heritage	No listed structures adjacent to the site, although there may be views towards listed structures, particularly the Grade II listed Rose Cottage to the south and the Grade II listed St. John's Church to the southeast. Residential development should seek to preserve the setting of the listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Site within close proximity of 172 bus service along the A37 which links Bristol, Wells, Midsomer Norton and Bath. Walking and cycling connectivity to other settlements is limited, although several public rights of way in the immediate area including a footpath which runs through the site. Convenient access to the local road network (A37) as site has frontages on the route although as identified in the Network Mobility Study the junction of the A37 / A362 experiences high levels of congestion on the A37 northern arm in the AM peak. Connectivity mapping data from the Partial Update (2022) scores the site in the lowest quartile for access to all services by walking mode, below the average for via public transport modes and slightly below the average for connectivity to all services by car mode.	Minor Beneficial Impact

Area of search assessment - SV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367. Fixed route bus services available on the A37. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Opportunities to improve public rights of way parallel to both the A37 and the A362 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, has the potential to reduce the use of car trips for short / local journeys. Connectivity into longer distance cycle routes also possible e.g. the NCN 24 to the east and NCN 3 / Avon Cycleway to the north.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto A37 where precedent set, although strategic link. Active mode link onto A37 would be necessary with provision of new footway in highway verge. Church Lane, single lane road to the south of the site may only be appropriate as emergency access / active mode link.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	Long Dole Wood and Meadows 1522m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Rush Hill Wood East 466m S, Easton Wood 575m SW, Ancient Replanted Woodland 853m SW, Ancient Woodland 1572m SE, Chewton Wood 1553m WSW; Woodland and Wood Pasture 800m SSW; Deciduous Woodland: 807m SSE, Traditional Orchards: 660m N. Parcel is arable/pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. Several infield mature trees. Recommend bat roost potential survey of any trees to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Closest Strategic Nature Recovery Network opportunities lie approx. 700m S of the parcel, linking to existing Ancient Woodland network.	Neutral Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact

Area of search assessment - SV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1. Total area is <20ha, therefore a minor adverse impact on agricultural soils. Eastern section of the site does fall within a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 212 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 212 homes and is of a sufficient scale to deliver community infrastructure and open space. There is the potential to extend the adjacent playing fields.	Minor Beneficial Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	No present HV networks present in proximity of the site as points of connection.	Minor Adverse Impact

Area of search assessment- SV3a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV3a is to the east of the A37 beyond SV3, north of Farrington Gurney and St. John's Church. It consists of several arable fields enclosed by clipped hedgerows with occasional hedgerow trees. The landform is generally flat with open views. St. John's Church is an important visual landmark along the southern boundary. Public Rights of Way (PRoW) run along the western and southern boundaries of the site, with agricultural land enclosing the site to the north and east. Built up area of Farrington Gurney is to the southwest. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV2a and immediate landscape displays a gently rolling, arable landscape with regular field pattern, enclosed by clipped hedges with views to surrounding ridges and distant churches. Residential development would extend the settlement boundary to the north of the existing settlement. Development in isolation from SV3 will create a strange outcrop of the settlement within the wider landscape. Combined with SV3 it would double the size of the settlement but would maintain a direct relationship with the core of the village. Mitigation should seek to integrate the extension into the settlement, potentially with further development to the west of SV3 or provision of green infrastructure facilities and links.	Moderate Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	Clipped hedgerows and occasional trees, enclose and cross the site, forming a vegetated network which extends into the wider countryside. PRoWs follow the western and southern boundaries connecting into a network of PRoWs. The Limestone Link long distance path, is to the northeast, north of Hallatrow. Farrington Gurney Memorial Hall and recreational area is to the south-east of the site. Hollow Marsh Meadows Nature Reserve, with Chewton Wood is to the west, with several PRoWs providing access. Residential development should seek to retain and enhance the existing vegetated and PRoW network to enable delivery of multi-functional GBI benefits.	Neutral Impact
	Heritage	The Grade II listed St. John's Church is located on the southern boundary of the site and Grade II listed Rose Cottage is to the southwest. Residential development should seek to preserve the setting of the listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Site within close proximity of 172 bus service along the A37 which links Bristol, Wells, Midsomer Norton and Bath. Walking and cycling connectivity to other settlements is limited, although several public rights of way in the immediate area including a footpath which runs through the site. Site is in close proximity to the A39 (Wells Road) to the north. Convenient access to the local road network (A37 and A39), although as identified in the Network Mobility Study the junction of the A37 / A362 experiences high levels of congestion on the A37 northern arm in the AM peak. Currently a lack of local facilities provision in a highway oriented area. TAF connectivity data from the Partial Update (2022) scores the site slightly above the average score for the B&NES district by walking and cycling mode, and around the average score for public transport modes and slightly below the average for car mode. Overall, the score scores above the average for the B&NES district for connectivity to services by all modes.	Neutral Impact

Area of search assessment- SV3a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367. Fixed route bus services available on the A37. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Opportunities to improve public rights of way parallel to both the A37 and the A362 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, has the potential to reduce the use of car trips for short / local journeys. Connectivity into longer distance cycle routes also possible e.g. the NCN 24 to the east and NCN 3 / Avon Cycleway to the north.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto A37 or A39 where precedent set, although strategic link. Active mode links would be necessary with greater provision of footways.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	Long Dole Wood and Meadows 1763m W	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Rush Hill Wood East 627m SSW, Rush Hill Wood West 950m SW, Easton Wood 829m SW, Easton Park Copse 1733m S, Ancient Replanted Woodland 1091m SW, 1152m SW, Ancient & Semi-natural Woodland 1412m SE, Chewton Wood 1739m WSW; Deciduous Woodland: 466m N, 802m S; Woodpasture and Parkland 1466m SSW, 919m SW; Traditional Orchards: 649m NNW, 1344m NE. Parcel is arable/pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. There are several in-field trees. Recommend bat roost potential survey of any trees to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Limited Strategic Nature Recovery Network opportunities identified to the S of the parcel. Retention of trees in the parcel could connect to woodland network to the S.	Minor Beneficial Impact

Area of search assessment- SV3a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1. Total area <20 ha, therefore a minor adverse impact on agricultural soils. The site does fall within a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is proposed for 240 homes however it would be an extension of site SV3, delivering a total of 452 homes. The site is scored on the basis that site is taken forward alongside SV3. The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 452 homes would make a beneficial contribution towards market and affordable housing delivery.	Moderate Beneficial Impact
	Employment potential	The site is considered as an extension to SV3. Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site is considered as an extension to SV3. The site size could deliver 452 homes and is of a sufficient scale to deliver community infrastructure and open space. There is the potential to extend the adjacent playing fields.	Moderate Beneficial Impact

Area of search assessment- SV3a

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	No present HV networks present in proximity of the site as points of connection.	Minor Adverse Impact

Area of search assessment - SV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV4 is to the south-west of the A37 and A362 junction in Farrington Gurney. The site consists of medium sized arable fields enclosed by mature hedgerows with occasional hedgerow trees. SV4 sits at the foot of Rush Hill ridgeline, which rises steeply to the south of the site. SV4 itself is relatively flat. The site is enclosed by properties along A37 to the east, Rush Hill to the south, Pitway Lane to the north and farmland to the west. A PRoW crosses through the centre of the site, east to west towards Chewton Wood in the west. There are open views across the site towards scrub and woodland on the slopes of Rush Hill. No PRoWs are located on Rush Hill to provide views across the site. SV4 is not visible in views from the A37 as it crosses Rush Hill. Easton Wood and Chewton/Hengrove Wood to the south-west are both ancient woodlands. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 10a Hollow Marsh, SV4 and immediate landscape to the south and west displays some of the characteristics of a wide valley floor, with a low-lying flat to gently sloping landform. Residential development would extend the settlement boundary to the south-west, changing the linear form of the existing settlement to be located all around the A37, Main Street/Pitway Lane junction. Although this would alter the settlement pattern, development would be close to the village core, providing opportunities to incorporate green infrastructure links into the new development to provide facilities for both existing and new residents. Rush Hill to the south, would help to enclose any new development, reducing potential for views from the south and provide a strong settlement boundary.	Neutral Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Mature hedgerows and occasional trees, enclose and cross the site, forming a vegetated network which extends into the wider countryside. A PRoW crosses the site, east to west connecting into a network of PRoWs and providing a link to the Chewton Woods and Hollow Marsh Meadows Nature Reserve to the west. Residential development should seek to retain and enhance the existing vegetated and PRoW network, providing access across the A37 to the east and delivery new facilities for existing and future residents that provide a range of multi-functional GBI benefits.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards or from listed structures, particularly the Grade II listed Pitway Farmhouse to the north and the Grade II registered park and garden of Ston Easton Park to the northeast. Residential development should seek to preserve the setting of the listed structures in any future proposals.	Neutral Impact

Area of search assessment - SV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	Site within close proximity of 172 bus service along the A37 which links Bristol, Wells, Midsomer Norton and Bath. Walking and cycling connectivity to other settlements is limited, although there are several PROWs in the immediate area including a footpath which runs through the site. Convenient access to the local road network (A37) although as identified in the Network Mobility Study the junction of the A37 / A362 experiences high levels of congestion on the A37 northern arm in the AM peak. TAF connectivity data from the Partial Update (2022) scores the site below the average for the B&NES district by walking mode for connectivity to all services. The site scores around the average for connectivity via public transport and car modes. The site therefore scores similarly to the B&NES average for connectivity to all services by all modes, although this is slightly lower when the car mode is excluded.	Neutral Impact
	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367. Fixed route bus services available on the A37. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Opportunities to improve public rights of way parallel to both the A37 and the A362 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, has the potential to reduce the use of car trips for short / local journeys. Connectivity into longer distance cycle routes also possible e.g. the NCN 24 to the east and NCN 3 / Avon Cycleway to the north.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto A37 where precedent set, although strategic link. Pitway Lane, alternative access option or for emergency access / active mode link.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	Long Dole Wood and Meadows 1132m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Rush Hill Wood East 466m S, Easton Wood 10m SW, Ancient Replanted Woodland 291m SW, Ancient Woodland 1572m SE, Chewton Wood 820m W; Woodland and Wood Pasture 463m S & 1010m S; Deciduous Woodland: 471m W, 984m WNW, 548m WSW, 652m SE. Parcel is arable/pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. Several infield mature trees. Possibly pond on S border. Recommend bat roost potential survey of any trees to be removed, and great crested newt survey of potential pond if found. Recommend border and in-field hedgerows are retained. and a significant buffer provided to Easton Wood which is just 10m away. Moderate adverse given due to proximity of ancient woodland site.	Moderate Adverse Impact

Area of search assessment - SV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified immediately adjacent to the SW corner of the parcel. Woodland planting could link to existing Ancient Woodland and further network.	Moderate Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1/2/3. Grade 1 occupies roughly 70% of the site (where mapped). Grade 3 regions (10%, assumed as Grade 3a). Total area is <20ha, therefore a minor adverse impact on agricultural soils; classification of the Grade 3 land will require survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 179 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 179 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact

Area of search assessment - SV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	High-Pressure (Wales&West asset) gas main running through the centre of the site. HSE building stand offs will be applied to determine the full impact to the site.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water surface water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

Area of search assessment - SV5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV5 is located to the south of A362 at Farrington Gurney. The site consists of arable fields enclosed by clipped hedgerows with hedgerow trees. SV5 sits at the foot of Rush Hill ridgeline, which rises steeply to the south of the site. SV5 itself is gently sloping downwards to the north. The site is enclosed by A37 to the west, Rush Hill to the south, A362 to the north and farmland to the east. Two PRowS cross the western part of the site. There are open views across the site towards scrub and woodland on the slopes of Rush Hill. A PRow is located on Rush Hill, which may provide views across the site from the south. Ston Easton Registered Park and Garden (Grade II) is to the south of the site, with potential views from the registered landscape. Rush Hill wood adjacent to the south-west corner of the site is an ancient woodland. The southern part of the site is located within the landscape setting of Farrington Gurney as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV5 and landscape to the north display a gently rolling, arable landscape with regular field pattern, enclosed by clipped hedges with views to surrounding ridges and distant churches. Residential development would extend the settlement boundary to the south of the existing settlement along the A362. Although this would alter the settlement pattern, development to the south of the A362 would maintain a direct link with the core of the village. Mitigation should seek to protect views from the PRowS and the registered landscape to the south. Creating a vegetated buffer to the south of the site would help to preserve the setting of the settlement.	Minor Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Mature hedgerows and occasional trees, enclose and cross the site, forming a vegetated network with the woodlands to the south. PRowS cross the western part of the site. Although there are several woodlands in the area, none appear to be publically accessible. Hollow Marsh Meadows Nature Reserve, with Chewton Wood is to the west, with several PRowS providing access. Residential development should seek to retain and enhance the existing vegetated and PRow network, safeguarding the setting of the village and the registered park and garden whilst delivering multi-functional GBI benefits.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards or from listed structures, particularly the Grade II registered park and garden of Ston Easton Park to the south. Residential development should seek to preserve the setting of the listed structures in any future proposals.	Minor Adverse Impact

Area of search assessment - SV5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	Site within close proximity of 172 bus service along the A37 which links Bristol, Wells, Midsomer Norton and Bath. Walking and cycling connectivity to other settlements is limited, although several public rights of way in the immediate area. Convenient access to the local road network (A37 / A362) as site has frontages on both routes, although as identified in the Network Mobility Study the junction of the A37 / A362 experiences high levels of congestion on the A37 northern arm in the AM peak. TAF connectivity data from the Partial Update (2022) scores the site below the average for the B&NES district for walking, cycling and public transport modes. The site scores slightly above the average for connectivity via car mode. The site therefore scores slightly above the average for the B&NES district for connectivity to services by all modes, although below when the car mode is excluded.	Minor Beneficial Impact
	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367. Fixed route bus services available on the A37. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Opportunities to improve public rights of way parallel to both the A37 and the A362 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, has the potential to reduce the use of car trips for short / local journeys. Connectivity into longer distance cycle routes also possible e.g. the NCN 24 to the east and NCN 3 / Avon Cycleway to the north.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto A362 where precedent set. Would need to confirm status of trees (any TPOs) as would affect the siting of access point. For size of development recommendation to provide 2 points of vehicular access, although would be subject to testing vehicle flows with appropriate traffic modelling software. A37 less appropriate for vehicular access due to raising gradient, more strategic link and prevalence of driveway access on opposite side of carriageway. Active mode link onto A37 would be necessary with provision of new footway in highway verge. Marsh Lane, narrow country road so may only be appropriate as emergency access / active mode link which could tie in with PRoW route.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Adjacent to Rush Hill Wood (East) ancient woodland. Minimum 25m buffer should be preserved between built development and this woodland. 1.6km from the nearest SSSI. * If a minimum 25m separation between the ancient woodland and built development can be preserved, this can be downgraded to neutral.	Moderate Adverse Impact*

Area of search assessment - SV5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Priority habitats and significant linear features for protected species movement	Habitat is mainly arable land and most hedgerows appear of limited importance. However, there are two significant areas of woodland within the plot which should be preserved, preferably with a 25m buffer (15 minimum). The diagonal hedgerows along Marsh Lane that connect these woodlands to the outside landscape should also be preserved. The hedgerow forming the southern boundary of the parcel is well developed with mature trees and should be preserved with a minimum 10m buffer. * The central hedgerows and woodlands within the site should be retained, preferably with a minimum 10m buffer either side. It can't be retained, bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of all trees to be removed advised	Moderate Adverse Impact*
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland network along Marsh Lane, which links onto the ancient woodland to the south-west. Opportunities along the identified corridors to thicken and enhance woodland planting thus contributing to strategic nature recovery network.	Moderate Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1 (BMV) in the north and Grade 3 (assumed as Grade 3a) in the south. Total area is >20ha, therefore a moderate adverse impact on agricultural soils; classification of the Grade 3 land will require survey work. Partially within a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA.	Moderate Adverse Impact

Area of search assessment - SV5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 486 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 486 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjascent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water surface water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

Area of search assessment - SV6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV6 is to the northeast of Farrington Gurney. It consists of the open area associated with Farrington's Playbarn and Farm Park and part of an arable field to the north of Church Lane. The area within the Farm Park appears to be mown, with small pockets of arable. Some areas are enclosed by clipped hedges, others are more open grassland with intermittent mature trees. For recreational access around the Farm Park, there is a circular footpath. There are two Public Rights of Way (PRoW): one following the northern boundary of the Farm Park, and one to the west of the site. The field north of Church Lane is enclosed by a stone wall, post and wire and a post and rail fences. The northern boundary is open to the north. The landform is generally flat with open views, where no screening structures or vegetation. St. John's Church is an important visual landmark, just north of the site boundary of the Farm Park. For the field north of Church Lane, there are open views to the north. Most of the site, except the field north of Church Lane is located within the landscape setting of Farrington Gurney as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV6 and immediate landscape displays a gently rolling, arable landscape with regular field pattern, with views to surrounding ridges and distant churches. Residential development would be north of existing development along the A362, generally preserving the settlement pattern. Mitigation should seek to preserve the setting of the village, particularly in long distant views and the setting of St. John's Church and an important visual landmark.	Minor Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Relatively little vegetation contain or cross the site. PRoWs follow the eastern and northern boundaries connecting into a network of PRoWs. Farrington's Playbarn and Farm Park form most of the site and the associated outdoor space would be lost within any development proposal. Farrington Gurney Memorial Hall and recreational area is to the northwest of the site, close to the field north of Church Lane. Hollow Marsh Meadows Nature Reserve, with Chewton Wood is distant to the west. Residential development should seek to introduce and enhance the vegetated network, providing open space opportunities and improving biodiversity. New access routes should link into the existing PRoW network to enable delivery of multi-functional GBI benefits throughout. However, there would be a loss of an existing recreational facility.	Minor Adverse Impact
	Heritage	The Grade II listed St. John's Church and Churchyard Cross sits on the northern boundary of the site. There is also a cluster of Grade II listed structures to the southwest. Residential development should seek to preserve the setting of the listed structures in any future proposals.	Minor Adverse Impact

Area of search assessment - SV6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	Site within walking distance of 172 bus service along the A37 which links Bristol, Wells, Midsomer Norton and Bath. Walking and cycling connectivity to other settlements is limited, although several public rights of way in the immediate area including a footpath which runs through the site. Access to the local road network (A37/ A362) is via existing rural and residential roads. It is identified in the Network Mobility Study that the junction of the A37 / A362 experiences high levels of congestion on the A37 northern arm in the AM peak. TAF connectivity data from the Partial Update (2022) scores the site around the average score for the B&NES district by walking and cycling mode, below the average for public transport modes and slightly below the average for car mode. Overall, the score scores above the average for the B&NES district for connectivity to services by all modes.	Neutral Impact
	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor, bus priority measures as part of Somer Valley Links Project on both A37 / A362 / A367. Fixed route bus services available on the A37. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Opportunities to improve public rights of way parallel to both the A37 and the A362 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, has the potential to reduce the use of car trips for short / local journeys. Connectivity into longer distance cycle routes also possible e.g. the NCN 24 to the east and NCN 3 / Avon Cycleway to the north.	Minor Beneficial Impact
	Access feasibility	Access options include Church Lane to the north, Manor Gardens and Main Street to the south. Church Lane is single track rural road, Manor Gardens narrow single lane residential road, Main Street is access to Farrington's Farm Shop and therefore vehicular access may not be appropriate.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Good potential for site to enhance sustainable connectivity. Scale of development expected to support existing / additional local facilities and would also benefit the existing community. Site has the potential to increase internalisation of trips within the village and thereby support an increase in active mode trips. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Location of development is central to the existing village thereby existing residents will be able to benefit from the development facilities.	Minor Beneficial Impact

Area of search assessment - SV6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Long Dole Wood and Meadows 1885m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: 1108m SE, Rush Hill Wood East 515m SW, Rush Hill Wood West 850m SW, Easton Wood 782m WSW; Ancient Replanted Woodland 1026m WSW; Woodland and Wood Pasture 816m SW; Deciduous Woodland: 656m S. Parcel is predominantly pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. Several infield mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Closest Strategic Nature Recovery Network opportunities lie approx. 500m SW of the parcel, linking to existing Ancient Woodland network.	Neutral Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	A disused railway cutting is present within SV6 running in a north-south direction through the centre of the site, occupying roughly 10% of the area. Low/medium potential for contamination from on-site sources. There is considered to be a minor beneficial impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1 (<20 ha). Therefore, a minor adverse impact on agricultural soils. The site does fall within a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA. * Resulting from a low/moderate beneficial impact; reduced due to minor adverse impact on agricultural soils.	Neutral Impact*
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 87 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact

Area of search assessment - SV6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Employment potential	Farrington Gurney is not an established employment location however given the strategic location along the A37 (Bristol) and A362 (Somer Valley) corridors, and proximity to the Somer Valley Enterprise Zone and industrial land at Farrington Fields, there is considerable potential at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone. The site is host to Farrington's Farm which provides employment at a number of small interrelated businesses and would be lost should the site be redeveloped.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 87 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water surface water sewers available in proximity to the site, subject to confirmation of capacity	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

Summary - SV2, SV2a, SV3, SV3a, SV4, SV5, SV6

Potential for a comprehensive expansion of the existing settlement based on good existing accessibility and availability of surrounding farmland for nature recovery and residential development.

The sites SV2A and SV4 were initially part of the larger area of search around Farrington Gurney. On further investigation, we discovered these two sites are severed from the main area of search by constraints related to the high-pressure gas mains underground. This severance and other constraints related to the gas pipe will result in a less favourable position for these sites and will therefore not be proposed for the options development stage.

Constraints:

- Gas mains constraints

The site numbered SV6 will not be part of the larger area around Farrington Gurney proposed for the options development stage. Together with the southern tip of SV3a, the potential development of these sites will impact too much on the setting of St. John's Church. After further investigation these sites need to stay open space and improve the heritage setting of the church within the settlement and protect local important views.

Constraints:

- Heritage aspects around St. Johns Church

Key

Theme	Criteria Scoring Considerations	Scale of Impact						
		SV2	SV2a	SV3	SV3a	SV4	SV5	SV6
Placemaking and landscape	Landscape / townscape							
	Green Belt							
	Green and Blue Infrastructure (GBI)							
	Heritage							
Transport	Existing levels of connectivity							
	Potential future levels of connectivity							
	Access feasibility							
	Potential for the site to enhance sustainability							
Environment	Presence of ecological designations							
	Priority habitats & significant linear features for protected species movement							
	Nature Recovery and Biodiversity Net Gain							
	Flood risk							
	Geological constraints to development							
Housing, economy and communities	Housing demand and affordability							
	Employment potential							
	Site size and ability to deliver community infrastructure							
Utilities	Gas							
	Water							
	Sewage							
	Drainage							
	Electricity							

Scale of impact				
Moderate Adverse Impact	Minor Adverse Impact	Neutral Impact	Minor Beneficial Impact	Moderate Beneficial Impact

2.3. Enterprise Zone 2 - SV21

Area of search delivery potential

Area size: SV21: Total 25.08ha. 7.52ha (30%) residential, 301 homes at 40dph. 7.52ha (30%) employment. 7.52ha (30%) GBI+community infrastructure and 2.51ha (10%) other infrastructure.

Area of search description and Access

Location: West of Enterprise Zone on both sides of the A362

Potentially achievable via: A362, Langley's Lane and Old Mills Lane.

The area of search is divided in 2 areas by the A362, one site to the north adjacent to the Enterprise Zone and one site to the south adjacent to the power station transformer.

It is likely that a new access to the A362 is needed for both areas and an additional access to the 2 Lanes. The northern area could share an access with the Enterprise Zone when this will be developed. The land use could potentially be a mix of residential and employment land, integrated with the development of the Enterprise Zone.

Reason for selection

SV21 is selected as an area of search because it is adjacent to the A362 and the designated Enterprise Zone.












Constraints:

- Selection of overhead power lines connected to the transformer to the south providing electricity to the region.
- Additional access needed to A362.
- The area is not directly linked to one of the existing towns or villages and therefore a residential use will be disconnected from local services and utilities.

Opportunities:

- This area of search is surrounded by arable land and potential development sites for employment uses. The adjacent site is earmarked as the Enterprise Zone.
- Wellow Brook is a natural edge of development to the south and can be part of the GI improvement and create active travel routes to the wider area.
- The topography is flat and therefore relatively easy to develop.
- There is an opportunity to improve the Public Right of Way connecting to Paulton and Midsomer Norton.
- There is an opportunity to integrate with the development opportunities of the Enterprise Zone.

Key

	Indicative area of Search boundary		Road
	Listed buildings		PRoW
	Scheduled monument		National cycle route
	Conservation area		Greenway
	Green belt		Hedges
	Woodland		2m contours
	Ancient woodland and 25m buffer		Steep topography
	SNCI		11KV Overhead line
	Parks/open spaces and local green spaces		33KV Overhead line
	Leisure / playing field		132KV Overhead line
	Play area		Gas main medium pressure
	Allotment	Opportunities	
	Cemetery		Pedestrian & cycle route
	Farm		Potential primary access
	School		Potential secondary access
	Health		GI Opportunity
	Business park		New GI connection
	Retail		
	Retail cluster		
	Community centre		
	Industrial area/ employment		
	Enterprise zone		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		

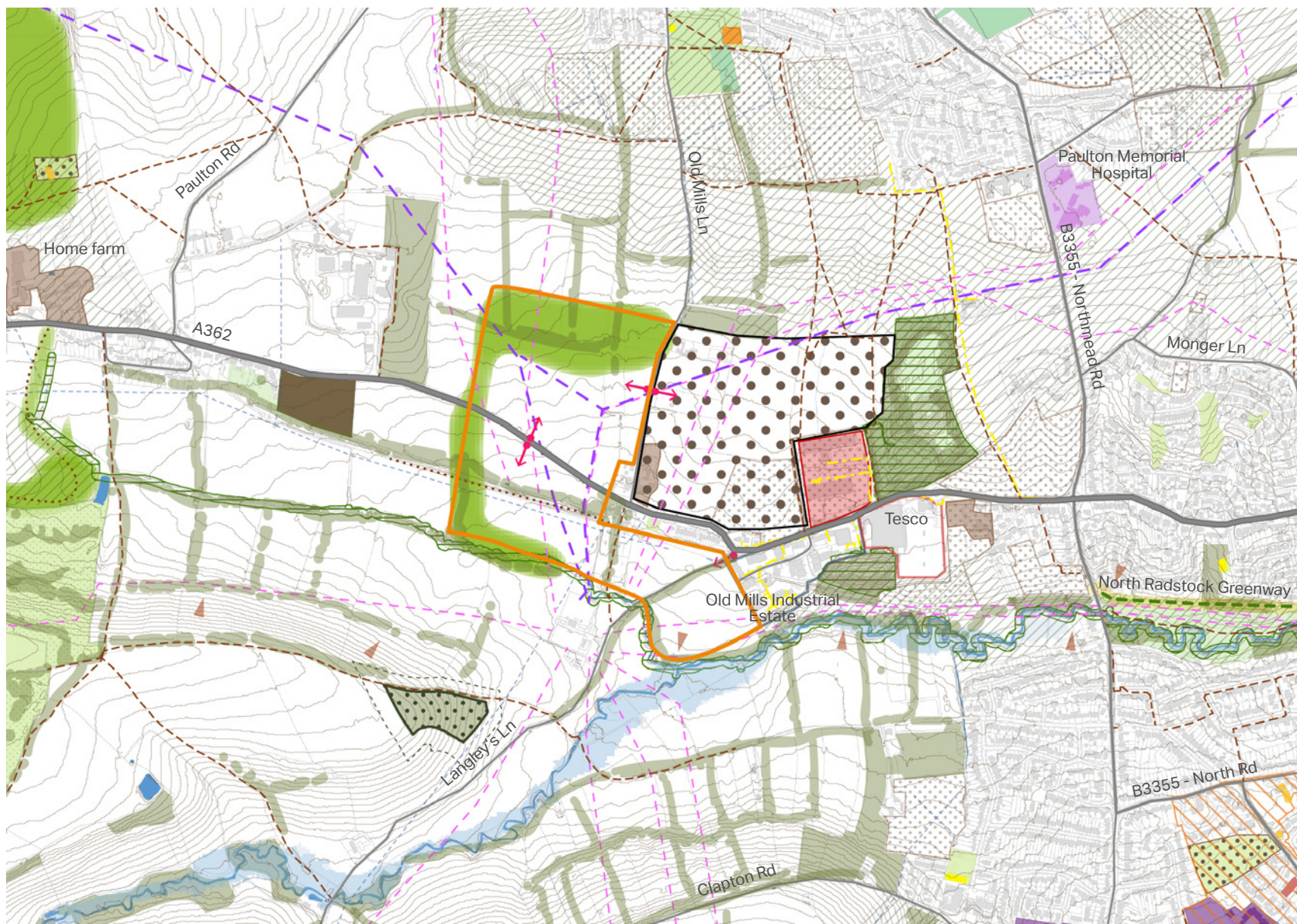


Figure 4. SV21 constraints and opportunities

Area of search assessment - SV21

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV21 is a large site on the western limits of Midsomer Norton. It is located on both sides of the A362 and consists of agricultural fields enclosed by mature hedgerows with some hedgerow trees of mixed condition. In places the hedgerows have been replaced by post and rail fencing. A dismantled railway passes east-west through the southern part of the site. The site is enclosed by Old Mills Lane to the east, Wellow Brook to the south and agricultural land to the west and north. The landform slopes towards Wellow Brook from approximately 120m AOD in the northwest corner to under 100m AOD in the southeast corner. The landform rises sharply to the south of Wellow Brook. There are no Public Rights of Way (PRoW) across the site. There is a PRoW to the north and one to the west but generally relatively few in the immediate area. The enclosure of the site, limits views out except where there are gaps in vegetation when there are views towards distant ridgelines. The southern part of the site is located within an area identified for Green Infrastructure as covered by policy NE1. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9c: Farrington Gurney Farmlands, SV21 and surrounding landscape display a gently rolling, arable landscape with regular field pattern, enclosed by hedges with views to surrounding ridges and distant churches. Residential development would create a pocket of development separate from Midsomer Norton to the east and Farrington Gurney to the west. Although close to some of the facilities on the edge of Midsomer Norton, the new development would be perceived as separate. Mitigation should seek to protect views from the PRoWs along the ridgeline to the south.	Minor Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	Although limited recreational opportunities within the site, there is potential to create links into the network of PRoWs within the wider countryside. Vegetation within and enclosing the site could be retained in any development, and enhanced to improve the vegetated network, so enhancing habitat connectivity.	Minor Beneficial Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	The site is frontaged by the A362, which connects to the A37 providing access to Bristol. Old Mills Lane forms the eastern boundary of the site in the northern parcel, a 20mph country lane with no footways present connecting the A362 to Park Road, Paulton. In the southern extent, Langley's Lane dissects Site SV21, a country lane running southbound from the A362. The A362 itself features footways on one side of the carriageway where the road is bound by housing. Footways are narrow in places. There are no bus stops within 400m of the site. Bus route 179 serves as far as Tesco on the A362, approximately 800m to the east of the site, however this service is only funded until June 2023, after this there are no fixed bus services close to the site. TAF connectivity data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking and cycling modes, below the average score for public transport and around the average score for car mode. The site scores below the average for the B&NES district for connectivity to services by all modes.	Minor Adverse Impact

Area of search assessment - SV21

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Services could be extended following the WestLink DRT trial to serve closer to the site. Proposed off road cycle route following the former Midsomer Norton to Hallatrow railway line would pass through the site linking Midsomer Norton, Farrington Gurney and Hallatrow. Potential to convert Old Mills Lane to a Quietway to connect Paulton to the Old Railway Path. An alternative option to the Old Railway Path is a shared use footway along the A362 that would maintain separation of cyclists and general traffic from Main Street to Phillis Hill.	Neutral Impact
	Access feasibility	The most logical access point for the site would be the A362 as the site frontages onto this on both sides of the carriageway. Old Mills Lane and Langsley Lane could be upgraded to facilitate movement by active travel modes. Specific access from the A362 to the site on both sides of the carriageway is subject to assessment using appropriate traffic modelling software.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	The site has a lack of local facilities and therefore there is limited opportunity to increase internalisation of trips. Potential for enhancements to the footway along the A362, the proposed Old Railway Path cycle route and quietway on Old Mills Lane linking to Paulton would provide increased walking and cycling connectivity for the site, however the limited facilities and services and lack of frequent bus services may result in an increase of car driver trips.	Neutral Impact
Environment	Presence of ecological designations	Bowlditch Quarry SSSI 2025m ENE, Silver Street Local Nature Reserve 1594m SE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Easton Wood 1929m W, Rush Hill Wood East 1392m W, Rush Hill Wood West 1741m NW, Easton Park Copse 1403m SW, Ancient Woodland 316m SSW; Deciduous Woodland: 492m E, 309m E, 1000m E, 571m E, 306m SE, 990m SE, 746m SSW, 775m SW, 827m SW, 848m W; Woodpasture and Parkland: 1520m SW, 1633m W. Parcel is arable and pasture land. It has a border of mature hedgerow and hedgerows crossing the parcel. There are several in-field trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified to the E of the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which could connect to woodland network to the E of the parcel.	Minor Beneficial Impact

Area of search assessment - SV21

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	<p>A small historic landfill is present within SV21, within the south-eastern corner, occupying roughly 5-10% of the site. Landfill name - 'Land Near Pillsbridge Cottages', contents unknown. Low/medium potential for contamination from on-site sources. There is considered to be a minor/moderate beneficial impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 1, except for an area of limited extent classified as Grade 3 (assumed as Grade 3a) in the southern portion. Total area is >20 ha. Therefore, a moderate adverse impact on agricultural soils, although Grade 3 classification will require confirming through survey work. The site does fall within a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA.</p> <p>* Resulting from moderate impact due to development on BMV agricultural soils. Reduced from moderate adverse due to benefits associated with landfill remediation.</p>	Minor Adverse Impact*
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 301 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Moderate Beneficial Impact
	Employment potential	Given the strategic location along the A362 corridor, and location adjacent to the Somer Valley Enterprise Zone, there is considerable potential for employment at this location. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement, and has the potential to grow the employment cluster associated with planned investment at the Enterprise Zone.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 301 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact

Area of search assessment - SV21

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

Summary - SV21

Potential development of a new residential neighbourhood is constraint by the overhead power lines. The adjacent Enterprise Zone is not developed yet so it is questionable if more employment land is necessary at this stage.

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green and Blue Infrastructure (GBI)	Minor Beneficial Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Minor Adverse Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Neutral Impact
Environment	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
Utilities	Gas	Minor Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Moderate Adverse Impact

2.4. Peasedown St John 1 - SV19, SV20

Area of search delivery potential

Area size SV19: Total 2.28ha. 1.37ha (60%) residential, 55 homes at 40dph. 0.68ha (30%) GBI+community infrastructure and 0.23ha (10%) other infrastructure.

Area size SV20: Total 3.37ha. 2.02ha (60%) residential, 81 homes at 40dph. 1.01ha (30%) GBI+community infrastructure and 0.34ha (10%) other infrastructure.

Area of search description and Access

Location: North of Peasedown St John

The areas of search can have direct access to these roads and complement the current settlement. However, these narrow country lanes will not be suitable for vehicular access for new development. They will be more suitable for active travel like walking and cycling.

There are opportunities to connect to a vehicular friendly network for instance via Hillcrest and Greenlands Road.

Reason for selection

SV19 – SV20 are selected as an area of search to provide addition residential development. The sites are within an existing residential settlement and can provide small scale infill development.































Constraints:

- The topography is very undulating and could be challenging to develop.
- Access needs assessment to develop the best solution.
- Existing rural views and use of open space by local residents might conflict with new development in some places, consultation necessary.





Opportunities:

- This area of search is surrounded by stunning countryside.
- The areas of search have the character of infill sites and can therefore connect well with the surrounding urban context. Especially when it is combined with developing new green and recreational space it could be a good addition to Peasdown St John.
- The areas lend itself well to good placemaking, active travel, sustainability, and views over the surrounding countryside.
- Green infrastructure improvement opportunities on adjacent land and connect it to the wider community for a variety of uses.

Key

	Indicative Area of Search boundary
	Listed buildings
	Scheduled monument
	Conservation area
	Green belt
	Woodland
	Ancient woodland and 25m buffer
	SNCI
	Parks/open spaces and local green spaces
	Leisure / playing field
	Play area
	Cemetery
	Nursery
	Farm
	School
	Business park
	Retail
	Community centre
	HELAA sites
	Landscape setting
	Watercourse
	Flood zone 2
	Flood zone 3
	Road
	PROW
	Hedges
	2m contours
	11KV Overhead line
	33KV Overhead line
	132KV Overhead line

Opportunities

	Pedestrian & cycle route
	Potential primary access
	Potential secondary access
	GI Opportunity

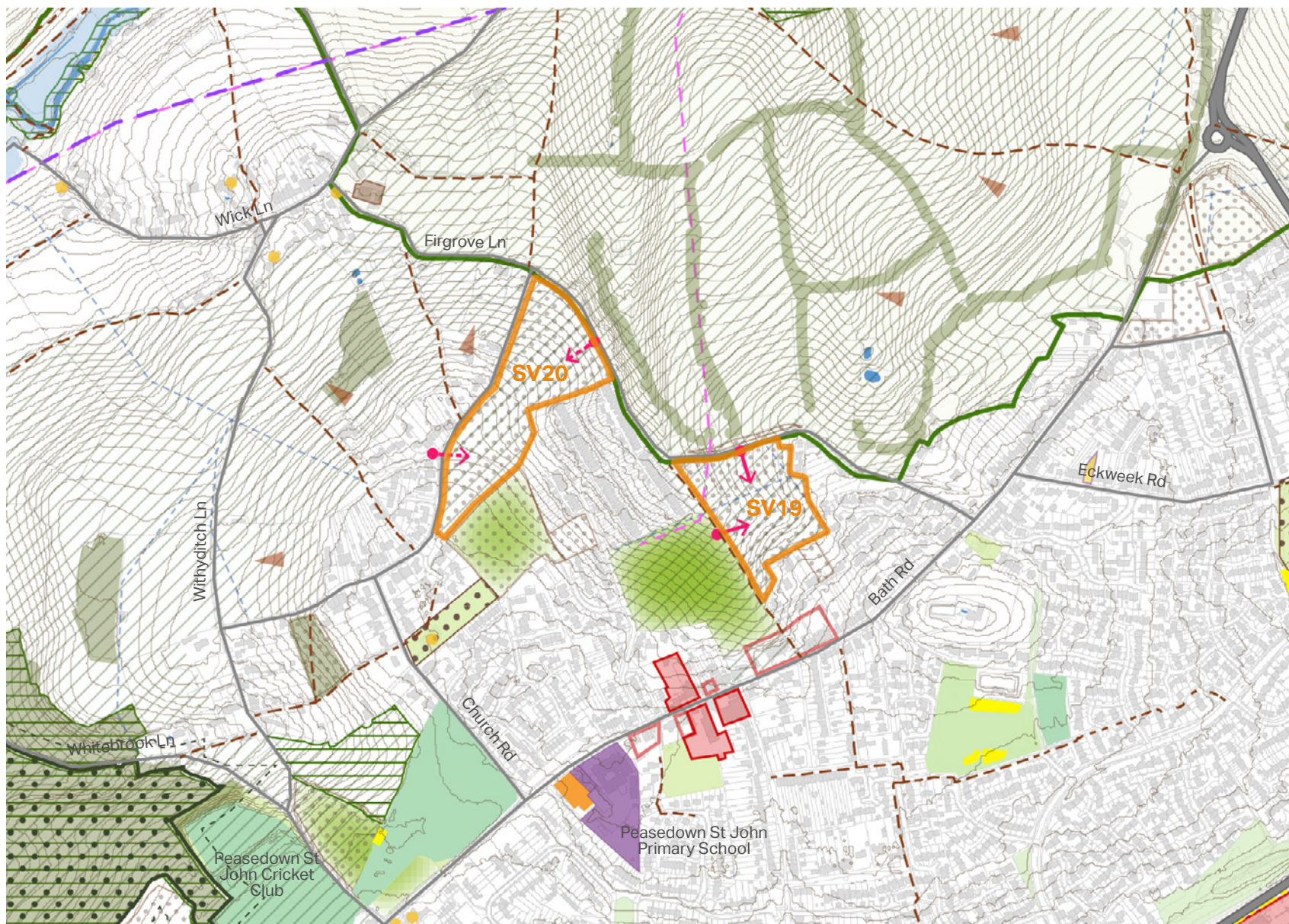


Figure 5. SV19 and SV20 constraints and opportunities

Area of search assessment - SV19

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV19 is to the north of Peasedown St. John and consists for three small agricultural fields enclosed by mature hedgerows. To the northwest the site is contained by Keels Hill, to the northeast and southeast residential areas of the village and to the southwest a Public Right of Way (PRoW). The landform of the site slopes downwards from the residential area along the southeast boundary at 150m AOD to the northern corner of the site, where Keels Hill meets the PRoW at approximately 122m AOD. Apart from the PRoW along the southwestern boundary there are no other PRoWs within the site. There are numerous PRoWs to the north. The enclosure of the site helps to limit views but the landform allows for open views where there are gaps in the vegetation towards distant ridgelines. Visibility reduces as the landform slopes downhill. The site is within the landscape setting of Peasedown St. John as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV19 displays some of the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site is contained by the existing urban area to the south and northwest. Residential development could be carefully designed to minimise visual intrusion into the wider countryside and maintain the setting of the village.	Minor Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P66 from the WECA Strategic Green Belt Assessment (2021). P65 is identified as making significant contribution to two of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt. Peasedown St. John is adjacent to the site, but the land north of the village slopes steeply downwards to the Cam Brook valley, retaining a strong distinction from the hill top settlement and therefore making a significant contribution to Purpose 3. Any release would weaken the Green Belt boundary and the contribution of adjacent retained Green Belt land.	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Although limited recreational opportunities within the site, the PRoW on its edge connect into an extensive network of PRoWs within the wider countryside. Vegetation within and enclosing the site could be retained in any development, and enhanced to improve the vegetated network, so enhancing habitat connectivity. New access routes could be created which could connect into the wider PRoW network.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact

Area of search assessment - SV19

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The site is located to the south of Keel's Hill and to the north of Bath Road / Ashgrove. Bus routes 173/174 and 522 run along Bath Road, with the nearest bus stop being Keel's Hill which is 320m to the south west of the site. A number of services are available in the centre of Peasedown St John, approximately 600m to the south east from the site. Convenient access to the local road network (Ashgrove and A367) as the site connects to Ashgrove. Ashgrove links to the A367 which provides a connection to Bath city centre. Keel's Hill only features footways on both sides of the carriageway towards the junction with Ashgrove and is a country road, narrow with no footways present, in the vicinity of the site. TAF connectivity data from the Partial Update (2022) scores the site above the average for the B&NES district for connectivity to services via walking and cycling modes, and slightly above the average score for public transport. The site scores slightly lower than the average for connectivity to services via car mode compared to the whole of the B&NES district, however the site still scores slightly above the B&NES average for connectivity via all modes.	Minor Beneficial Impact
	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact
	Access feasibility	Vehicular access could be provided from Keel's Hill subject to a sufficient upgrade to manage capacity. A shared footway would be appropriate to connect Firgrove Lane, the site and the centre of Peasedown St John, reducing journey times to nearby bus stops and local facilities.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Site could improve access to existing bus stops which provide access to Bristol, Bath and Radstock town centre. Facilities in the centre of Peasedown St John within walking distance of the site. Development at SV19 provides new patronage for bus services and additional footfall which could benefit local facilities in Peasedown St John.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Camerton Batch Heritage Site Local Nature Reserve 1829m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 802m SW, Bengrove Wood 1434m NW; Deciduous Woodland: 719m NNE, 583m WSW, 736m NNW; Woodpasture and Parkland: 1123m SW, 1060m WSW; Traditional Orchards 241m NE, 600m N. Parcel is arable and pasture land. It has a border of mature hedgerow and hedgerows crossing the parcel. Recommend bat roost potential survey of any trees to be removed. Recommend border and hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified around the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which could connect to woodland network around the parcel.	Minor Beneficial Impact

Area of search assessment - SV19

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Camerton Batch Heritage Site Local Nature Reserve 1829m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 802m SW, Bengrove Wood 1434m NW; Deciduous Woodland: 719m NNE, 583m WSW, 736m NNW; Woodpasture and Parkland: 1123m SW, 1060m WSW; Traditional Orchards 241m NE, 600m N. Parcel is arable and pasture land. It has a border of mature hedgerow and hedgerows crossing the parcel. Recommend bat roost potential survey of any trees to be removed. Recommend border and hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified around the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which could connect to woodland network around the parcel.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 55 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	The site has poor access to an A road and furthermore is steeply sloping which would make it difficult to viably deliver large employment buildings. Residential development adjacent to the site means employment is unlikely to be appropriate in this location	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 55 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact

Area of search assessment - SV19

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul water and surface water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

Area of search assessment - SV20

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV20 is to the north of Peasedown St. John and consists for three medium sized agricultural fields enclosed by mature hedgerows. To the northeast the site is contained by Firgrove Lane, to the northwest Church Road and to the southeast and west residential areas of the village. The landform slopes downhill from the southwest boundary at 160m AOD to the northeast boundary at 120m AOD. There are no Public Rights of Way (PRoW) across the site although there are numerous PRoWs to the north. The enclosure of the site helps to limit views but the steep landform allows for open views where there are gaps in the vegetation or existing built up area, towards distant ridgelines of the north. Visibility reduces as the landform slopes downhill. The site is within the landscape setting of Peasedown St. John as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV20 displays some of the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site is contained by the existing urban area to the south and northwest. Residential development could be carefully designed to minimise visual intrusion into the wider countryside and maintain the setting of the village.	Minor Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P66 from the WECA Strategic Green Belt Assessment (2021). P65 is identified as making significant contribution to two of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt. Peasedown St. John is adjacent to the site, but the land north of the village slopes steeply downwards to the Cam Brook valley, retaining a strong distinction from the hill top settlement and therefore making a significant contribution to Purpose 3. Any release would weaken the Green Belt boundary and the contribution of adjacent retained Green Belt land.	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Although limited recreational opportunities within the site, there is potential to create links into an extensive network of PRoWs within the wider countryside. Vegetation within and enclosing the site could be retained in any development, and enhanced to improve the vegetated network, so enhancing habitat connectivity.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact

Area of search assessment - SV20

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The site is bound by Firgrove Lane to the east, Hillside View to the south and Church Road to the north. In the vicinity of the eastern part of the site, Firgrove Lane and Church Road are country lanes featuring narrow roads and no footways. From the Knightstone Close junction and west thereafter, Church Road features footways on one side of the road affronting housing. There are no bus stops within 400m of the site. Bus routes 173/174 and 522 run along Bath Road approximately 600m to the south of the site. Facilities in Peasedown St John are also around 600m to the south of the site. TAF connectivity data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking and cycling modes, and around the average score for public transport and car modes. The site scores below the average for the B&NES district for connectivity to services by all modes.	Neutral Impact
	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Services could be extended following the WestLink DRT trial to serve closer to the site.	Neutral Impact
	Access feasibility	Potential vehicular access via upgrade of Firgrove Lane or extension of Hillside View. Additional access could be via Church Road. Subject to assessment using appropriate traffic modelling software.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Development at SV20 provides new patronage for bus services and additional footfall which could benefit local facilities in Peasedown St John. Subject to suitable access from the site to Bath Road for active modes.	Minor Beneficial Impact
Environment	Presence of ecological designations	Camerton Batch Heritage Site Local Nature Reserve 1481m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 485m SW, Bengrove Wood 1131m WNW, Priston Wood 1972m NW; Deciduous Woodland: 440m N, 779m NE, 225m SW, 509m SW, 461m W, 786m NW; Woodpasture and Parkland: 711m WSW, 1040m SSW; Traditional Orchards 490m NE, 505m E. Parcel is pasture land. It has a border of mature hedgerow and a hedgerow crossing the parcel. Recommend bat roost potential survey of any trees to be removed. Recommend border and hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified around the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which could connect to existing woodland to the SW and woodland network around the parcel.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	

Area of search assessment - SV20

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 81 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	The site has poor access to an A road and furthermore is steeply sloping which would make it difficult to viably deliver large employment buildings. Residential development adjacent to the site means employment is unlikely to be appropriate in this location.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 81 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing LV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Summary - SV19, SV20

Potential for a small-scale infill development north of Peasedown St John with good accessibility and opportunity for nature recovery and additional recreational space. The new development can connect well to the historic pattern of the settlement.

These 2 sites were included in the initial area of search as they are within the existing settlement and could be potential infill site development. On closer inspection, there have been previous planning applications, and they were refused. The land is in use by the residents for recreational use. As the sites are small, they are unable to deliver development on a strategic Local Plan scale and will not be proposed for the options development stage.

Constraints:

- In use by residents as local park/leisure facilities.
- Difficult to access.
- Previous planning history, an application refused.

Opportunities:

- Infill sites near local centres.
- Active travel opportunities.
- Great views and countryside setting.

Theme	Criteria Scoring Considerations	Scale of Impact	
		SV19	SV20
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact	Minor Adverse Impact
	Green Belt	Moderate Adverse Impact	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Neutral Impact	Neutral Impact
	Heritage	Neutral Impact	Neutral Impact
Transport	Existing levels of connectivity	Minor Beneficial Impact	Neutral Impact
	Potential future levels of connectivity	Minor Beneficial Impact	Neutral Impact
	Access feasibility	Minor Adverse Impact	Minor Adverse Impact
	Potential for the site to enhance sustainability	Moderate Beneficial Impact	Minor Beneficial Impact
Environment	Presence of ecological designations	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact
	Geological constraints to development	Minor Adverse Impact	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Minor Beneficial Impact	Minor Beneficial Impact
	Employment potential	Neutral Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact	Minor Beneficial Impact
Utilities	Gas	Minor Adverse Impact	Minor Beneficial Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact	Minor Beneficial Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact
	Electric	Moderate Adverse Impact	Minor Beneficial Impact

2.5. Peasedown St John 2 - SV16, SV17, SV18

Area of search delivery potential

Area size SV16: Total 10.62ha. 6.37ha (60%) residential, 255 homes at 40dph. 3.19ha (30%) GBI+community infrastructure and 1.06ha (10%) other infrastructure.

Area size SV17: Total 4.34ha. 2.60ha (60%) residential, 104 homes at 40dph. 1.30ha (30%) GBI+community infrastructure and 0.43ha (10%) other infrastructure.

Area size SV18: Total 3.89ha. 2.33ha (60%) residential, 93 homes at 40dph. 1.17ha (30%) GBI+community infrastructure and 0.39ha (10%) other infrastructure.

Area of search description and Access

Location: Southwest of Peasedown St John, North of A367

Potentially achievable via: Bath Road, Church Road and Whitebrook Lane.

The areas of search are north of the A367 and are currently in use as agricultural land, sports pitches, and other recreational facilities. The areas are adjacent to an ancient woodland and sit at the southwest edge of Peasedown St John. Church Road and Whitebrook Lane can support direct vehicular access. Additional routes for active travel like walking and cycling must be created.

There are opportunities to reorganise the current uses to improve and support additional use, create better access to the town centre and develop a

new residential neighbourhood. This does mean reorganising the sports pitches and provide a multifunctional community centre.

Reason for selection

SV16 to SV18 are selected as an area of search to support growth of Peasedown St John. The sites are close to the town centre and within walking and cycling distance to schools and shops. In combination with reorganising the existing sports pitches, and creating improved community facilities, the area can become beneficial to all local residents.

Constraints:

- Repositioning the current sports and recreational facilities.
- Create safe and direct active travel routes across Bath Road.

Opportunities:

- Provide additional housing for the local community with good connections to the village centre.
- Reposition the sports pitches to provide and support a new community centre supporting a variety of uses.
- Develop a new neighbourhood with good cycle and walking links to the village centre.
- Create access to the countryside and improve the green infrastructure.

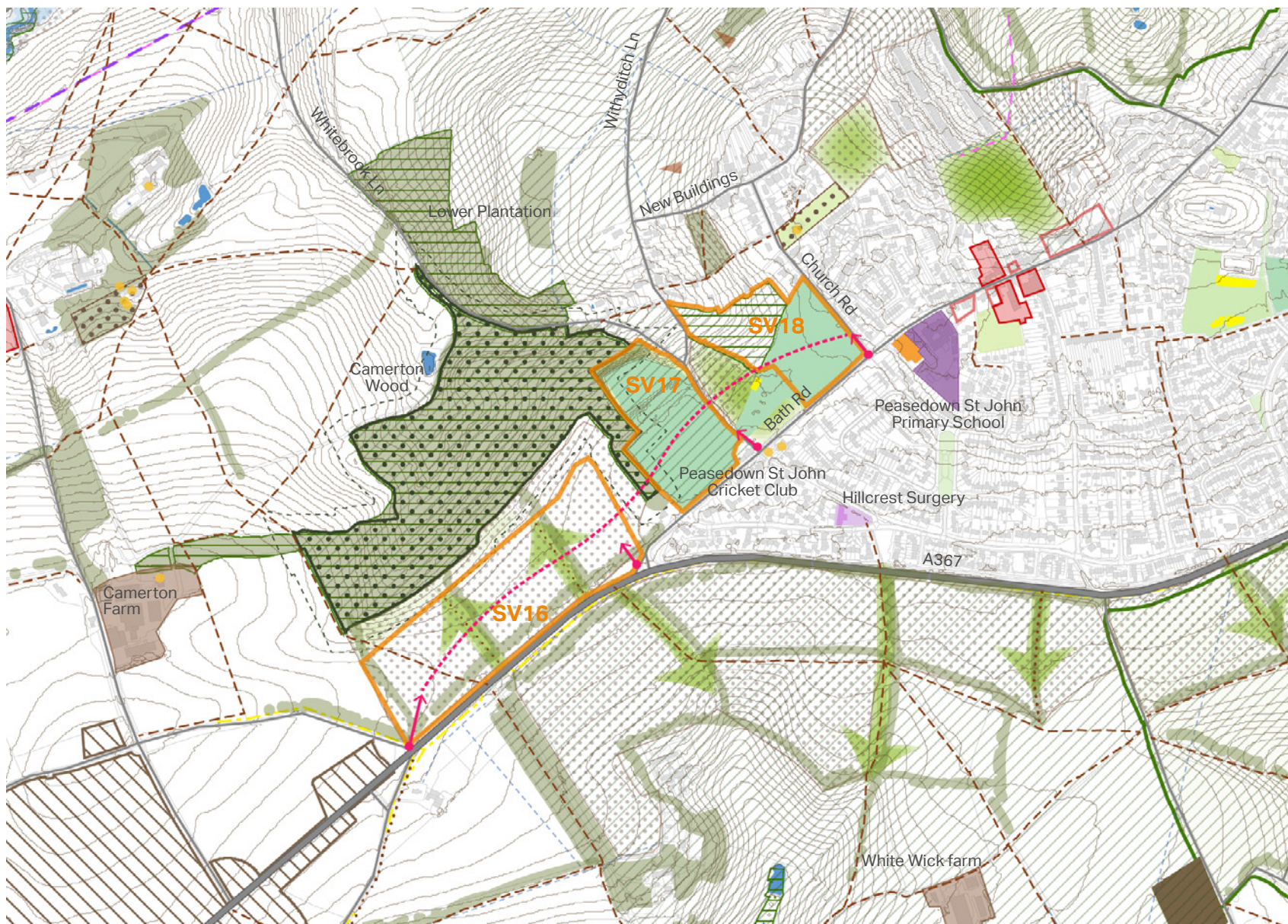


Figure 6. SV16, SV17 and SV18 constraints and opportunities

Area of search assessment - SV16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV16 is along the western edge of Peasedown St. John. It consists of three agricultural fields enclosed by mature hedgerows . To the southeast the site is bounded by the A367, Peasedown St. John bypass, Camerton Ancient Woodland to the northwest, a tree belt to the northeast and farmland to the southwest. There is a Public Right of Way (PRoW) in the southwest corner of the site and this connects into an extensive network to the south of the A367 and to the north of Camerton Wood. These may be relics of the old miner routes which connected the coal pits. The enclosing vegetation limits views out from the site. Where there are gaps in the vegetation, there are potential open extensive views to the south . Although the site is outside the landscape setting of Peasedown St. John as covered by policy NE2A, Camerton Wood is within the setting. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Camerton Wood is also safeguarded land for Sport and Recreational Facilities as covered by policy LCR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV16 displays the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site has been previously assessed as medium/high landscape and visual sensitivity to residential development. Without enclosing vegetation, the site would be visible on the approach to the village and within the wider landscape, any residential development would need to soften the massing and scale of the development with vegetated buffers to reduce visibility and protect Camerton Wood to the northwest.	Neutral Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site sits adjacent to an ancient woodland with strong enclosing hedgerows and a tree belt which provides effective habitat connectivity across the area. One PRoW is within the site and there is potential for any development could seek to link into the extensive network in the area, providing open space within the development to ease recreational pressure on the Camerton Wood to the northwest.	Neutral Impact
	Heritage	Two Grade II listed structures are adjacent to the site. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Site within close proximity of the 172, 173/174 and 522 bus services which run along Bath Road through Peasedown St John linking Bristol, Midsomer Norton, Wells and Bath. Walking and cycling connectivity to other settlements is limited, however Peasedown St John centre can be accessed via footways on Bath Road. There are several PRoW surrounding Peasedown St John. Convenient access to the local road network (A367) as the site frontages on this route. Footways, narrow in width, are only provided on one side of the A367. Connectivity mapping data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking and cycling modes, and around the average score for public transport and car connectivity to services. The site scores slightly above the B&NES average for connectivity via all modes, although this is below the average when the car mode is excluded.	Neutral Impact

Area of search assessment - SV16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Site access options from the A367. Subject to assessment using appropriate traffic modelling software. No existing footway provision.	Neutral Impact
	Potential for the site to enhance sustainability	Potential mobility hub location. No existing pedestrian or cycle connections along A367. Potential active modes link with PRoW. Development could result in additional footfall in the centre of Peasedown St John and support local facilities.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Camerton Batch Heritage Site Local Nature Reserve 1350m NW, Writhlington SSSI 1735m SE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 20m NW, Bengrove Wood 1409m NNW; Deciduous Woodland: 275m N, 392m N, 412m NNE, 85m S, 884m W, 500m WNW, 246m NW, 739m NW; Woodpasture and Parkland: 350m N, 311m SE. Parcel is arable/pasture land. It has a border of mature hedgerow with clusters of mature trees and some in-field trees. Further hedgerows cross the parcel SE-NW. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained. Ancient woodland very close to site to moderate adverse grading given	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified around the parcel. Ancient Woodland lies immediately N of the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland & Ancient Woodland and further network around the parcel.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 255 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	The site has good access to the A367 and no residential development immediately adjacent. The precedent has been set further north along the A367 for employment land to be constructed along the A367 (at Bath Business Park) however SV15 is better located as an expansion of this employment site.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 255 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	Presence of medium pressure gas mains.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Area of search assessment - SV17

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV17 is an extension of SV16 and consists of the Cricket and Croquet Clubs grounds. These are enclosed by Whitebrook Lane to the northeast, a tree belt to the southwest, which connects into Camerton Wood, an ancient woodland and Bath Road to the southeast. There are no Public Right of Way (PRoW) in the site, although there are numerous PRoW to the west around Camerton and north around Carlingcott. These may be relics of the old miner routes which connected the coal pits. The enclosing vegetation and adjacent built up are to the southeast limits views out from the site. The site is within the landscape setting of Peasedown St. John as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The site is also safeguarded land for Sport and Recreational Facilities as covered by policy LCR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV17 does not display the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site is contained by the existing urban area and Camerton Wood on the outskirts of the village. Residential development could be carefully designed to minimise visual intrusion into the wider countryside and maintain the setting of the village.	Neutral Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	As a recreational facility any development would lead to the loss of a local asset, which form an important aspect of a Green Infrastructure network. Detailed design would seek to integrate planting to enhance habitat connectivity and create a buffer to the ancient woodland. New access routes could link into the extensive local PRoW network.	Moderate Adverse Impact
	Heritage	Two Grade II listed structures are adjacent to the site. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Bus routes 173/174 and 522 run along Bath Road, which is adjacent to the site. The nearest bus stop is Red Post, approximately 100m from the site. A number of services are available in the centre of Peasedown St John, approximately 600m to the north east from the site. Convenient access to the local road network (Bath Road) as the site frontages on this route. Bath Road connects to the A367 which provides a connection to Bath city centre. Connectivity mapping data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking and cycling modes, and above the average score for public transport and car connectivity to services. The site scores slightly above the B&NES average for connectivity via all modes.	Minor Beneficial Impact
	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact

Area of search assessment - SV17

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	Site access from Bath Road, 200m from the Bath Road / A367 junction. Subject to assessment using appropriate traffic modelling software. Existing footway provision present on both sides of the carriageway.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Site is within walking distance of bus stops providing access to Bristol, Bath and Radstock town centre. Facilities in the centre of Peasedown St John within walking distance of the site. Development at SV17 provides new patronage for bus services and additional footfall which could benefit local facilities in Peasedown St John.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Camerton Batch Heritage Site Local Nature Reserve 1300m NW, Writhlington SSSI 1832m SSE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood adjacent W, Bengrove Wood 1307m NNW; Deciduous Woodland: 117m NW, 298m NW, 175m NE, 455m SW, 670m WSW, 977m W, 883m W; Woodpasture and Parkland: 300m W, 410m S. Parcel is predominantly amenity grassland. It has a thick border of mature hedgerow. . Recommend bat roost potential survey of any trees to be removed. Recommend border and hedgerows are retained. Ancient woodland adjacent to site so moderate adverse impact assigned.	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified around the parcel. Ancient Woodland lies immediately W of the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland & Ancient Woodland and further network around the parcel.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	A small historic landfill is present within SV17, within the northern portion, occupying roughly 30% of the site. Landfill name - 'Peasedown St. John Cricket Club', contents unknown. Low/medium potential for contamination from on-site sources. There is considered to be a minor/moderate beneficial impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Beneficial Impact

Area of search assessment - SV17

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 104 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	The site is located near the A367 however there is residential development nearby. The site is unlikely to be suitable for office or industrial development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 104 homes and is of a sufficient scale to deliver community infrastructure and open space. There is an existing croquet and cricket club on-site which would be lost to development without reprovision elsewhere in the area.	Minor Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjascent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Area of search assessment - SV18

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV18 is in the northwestern part of Peasedown St. John and consists of the recreation ground of the Miner's Welfare and an agricultural field. The site is enclosed by matures tress and shrubs with a skatepark, play area and BMX track to the southwest, adjacent to areas of scrub and built development to the north, southeast and northeast. The landform is relatively flat across the recreation ground falling across the agricultural field from 155m AOD to approximately 130m AOD in the northeast corner of the site. There are no PRoWs within the site, but one is located to the north within the residential area. There is public access to the recreation ground and the skatepark and other facilities to the south, outside the site. There are open views across the recreation ground towards distant ridgeline in the north. Visibility reduces as the landform slopes downhill towards Whitebrook Farm. The northern part of the site is within the landscape setting of Peasedown St. John as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The southern part of the site is also safeguarded land for Sport and Recreational Facilities as covered by policy LCR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 3a: Cam Brook Valley, SV18 displays only some of the characteristics of the LCA of a moderately wide and steep river valley with arable and pasture in small to medium sized irregular fields. The site is contained by the existing urban area on the outskirts of the village. Residential development could be carefully designed to minimise visual intrusion into the wider countryside and maintain the setting of the village.	Neutral Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site is part of an important recreational facility on the edge of the village. Loss of the facility would undermine the retain facilities outside the site. Existing vegetation would be incorporated into residential layout and enhanced to improve habitat connectivity and new access routes created to link to the extensive PRoW network.	Minor Adverse Impact
	Heritage	The Grade II listed St. John the Baptist Church is to the northeast of the site. Residential development should seek to preserve the setting of any listed structures in future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Bus routes 173/174 and 522 run along Bath Road, which is adjacent to the site. The nearest bus stop is Red Post, approximately 150m from the site. A number of services are available in the centre of Peasedown St John, approximately 400m to the north east from the site. Convenient access to the local road network (Bath Road) as the site frontages on this route. Bath Road connects to the A367 which provides a connection to Bath city centre. Connectivity mapping data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking and cycling modes, and above the average score for public transport and car connectivity to services. The site scores slightly above the B&NES average for connectivity via all modes.	Minor Beneficial Impact

Area of search assessment - SV18

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact
	Access feasibility	Site access from Bath Road. Additional access could be created from New Buildings road (existing country road) on the north west corner of the site. Subject to assessment using appropriate traffic modelling software. Existing footway provision present on both sides of the carriageway.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Site is within walking distance of bus stops providing access to Bristol, Bath and Radstock town centre. Facilities in the centre of Peasedown St John within walking distance of the site. Development at SV18 provides new patronage for bus services and additional footfall which could benefit local facilities in Peasedown St John. However, development at this location could create additional journeys as site is located on Peasedown St John Miners' Welfare Recreation Ground, a space used for leisure purposes.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Camerton Batch Heritage Site Local Nature Reserve 1349m NW, Writhlington SSSI 1963m SSE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 125m W, Bengrove Wood 1270m NW; Deciduous Woodland: 77m N, 794m NE, 781m SSW, 741m SW, 812m WSW, 995m W, 183m W, 248m NW; Woodpasture and Parkland: 410m W, 588m S. Parcel is predominantly amenity grassland and pasture land. It has a border of mature hedgerow with woodland on the SW edge and a hedgerow crossing NE-SW. Recommend bat roost potential survey of any trees to be removed. Recommend border and hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified around the parcel. Ancient Woodland lies W of the parcel. Recommend retention and buffering of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland & Ancient Woodland and further network around the parcel.	Moderate Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV18

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 93 homes would make a beneficial contribution towards market and affordable housing delivery.	Minor Beneficial Impact
	Employment potential	The site is located relatively near the A367 however there is residential development nearby. The site is unlikely to be suitable for office or industrial development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 93 homes and is of a sufficient scale to deliver community infrastructure and open space. There is an existing recreation ground on site which would be lost to development without re-provision elsewhere in the area.	Minor Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Summary - SV16, SV17, SV18

Potential for development of a new residential neighbourhood and repositioning and improvement of the existing sports pitches southwest of Peasedown St John, with good accessibility and opportunity for nature recovery and additional recreational space.

These sites were included in the area of search selection with the vision to create a larger potential development site to the west of Peasdown St John, including SV14 & SV16. On closer inspection, these 2 sites are well used as a cricket field, sports pitches, and playground. It is unlikely that moving these facilities to another place will create benefit to the wider community and therefore will not be proposed for the options development stage.

Constraints:

- Repositioning the current well-used sports and recreational facilities.
- Create safe and direct active travel routes across Bath Road.

Opportunities:

- Improve sports facilities.
- Develop a new neighbourhood with good cycling and walking links to the village centre.
- Create access to the countryside and improve the green infrastructure.

Theme	Criteria Scoring Considerations	Scale of Impact		
		SV16	SV17	SV18
Placemaking and landscape	Landscape / townscape	Neutral Impact	Neutral Impact	Neutral Impact
	Green Belt	Neutral Impact	Neutral Impact	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact	Moderate Adverse Impact	Minor Adverse Impact
	Heritage	Neutral Impact	Neutral Impact	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Potential future levels of connectivity	Neutral Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Access feasibility	Neutral Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Moderate Beneficial Impact	Moderate Beneficial Impact	Moderate Beneficial Impact
Environment	Presence of ecological designations	Neutral Impact	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Moderate Adverse Impact	Moderate Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact	Moderate Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact	Neutral Impact
	Geological constraints to development	Minor Adverse Impact	Minor Beneficial Impact	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Employment potential	Minor Beneficial Impact	Neutral Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact
Utilities	Gas	Minor Adverse Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Adverse Impact	Minor Adverse Impact	Minor Adverse Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact	Minor Adverse Impact
	Electricity	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact

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2.6. Peasdown St John 3 - SV14, SV15

Area of search delivery potential

Area size SV14: Total 28.59ha - Solar farm

Area size SV15: Total 9.45ha - Solar farm / employment

Area of search description and Access

Location: South of Peasdown St John

Potentially achievable via: A367/Wellow Lane, Braysdown Lane, Wellow Lane.

The areas of search will have direct access to these roads depending on the proposed land use. The current thinking is that because the site is a south facing sloping hill, it is perfectly suitable to produce solar power energy and improve active travel routes to the countryside. It is a large area so the use can be combined with a new transport hub or additional employment land to the east, close to the existing industrial estate. The A367 disconnects the area from the existing village and facilities, and this makes the site less suitable for residential development.

Reason for selection

SV14 – SV15 are selected as an area of search to develop a solar farm / energy landscape and provide some additional developable land to the existing industrial site.

Constraints:

- This sloping south facing hill is visible from across the valley so any development should have an element of green infrastructure to make it blend in.
- For the Transport hub there need to be good connections to the village for accessibility.

Opportunities:

- This area is orientated south, and the sloping character makes it suitable for an energy landscape / solar power farm.
- There are currently several public footpaths running through the area and they should be improved and made accessible for all users and connect to the valley further south.
- The area has the potential to facilitate a new local transport hub. It has good connection to the A367 but the accessibility for the residents of Peasdown St John needs improving.
- A third opportunity is to expand the industrial site on Foxcote Avenue to the east of the area of search.

Key

	Indicative Area of Search boundary		2m contours
	Listed buildings		Rear of existing dwellings
	Scheduled monument		11KV Overhead line
	Green belt		Gas main medium pressure
	Woodland	Opportunities	
	Ancient woodland and 25m buffer		Pedestrian & cycle route
	SNCI		Potential primary access
	Parks/open spaces and local green spaces		GI Opportunity
	Leisure / playing field		New GI connection
	Play area		
	Cemetery		
	Allotment		
	Farm		
	School		
	Health		
	Business park		
	Retail		
	Community centre		
	Industrial area/ employment		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		
	Road		
	PRoW		
	National cycle route		
	Hedges		

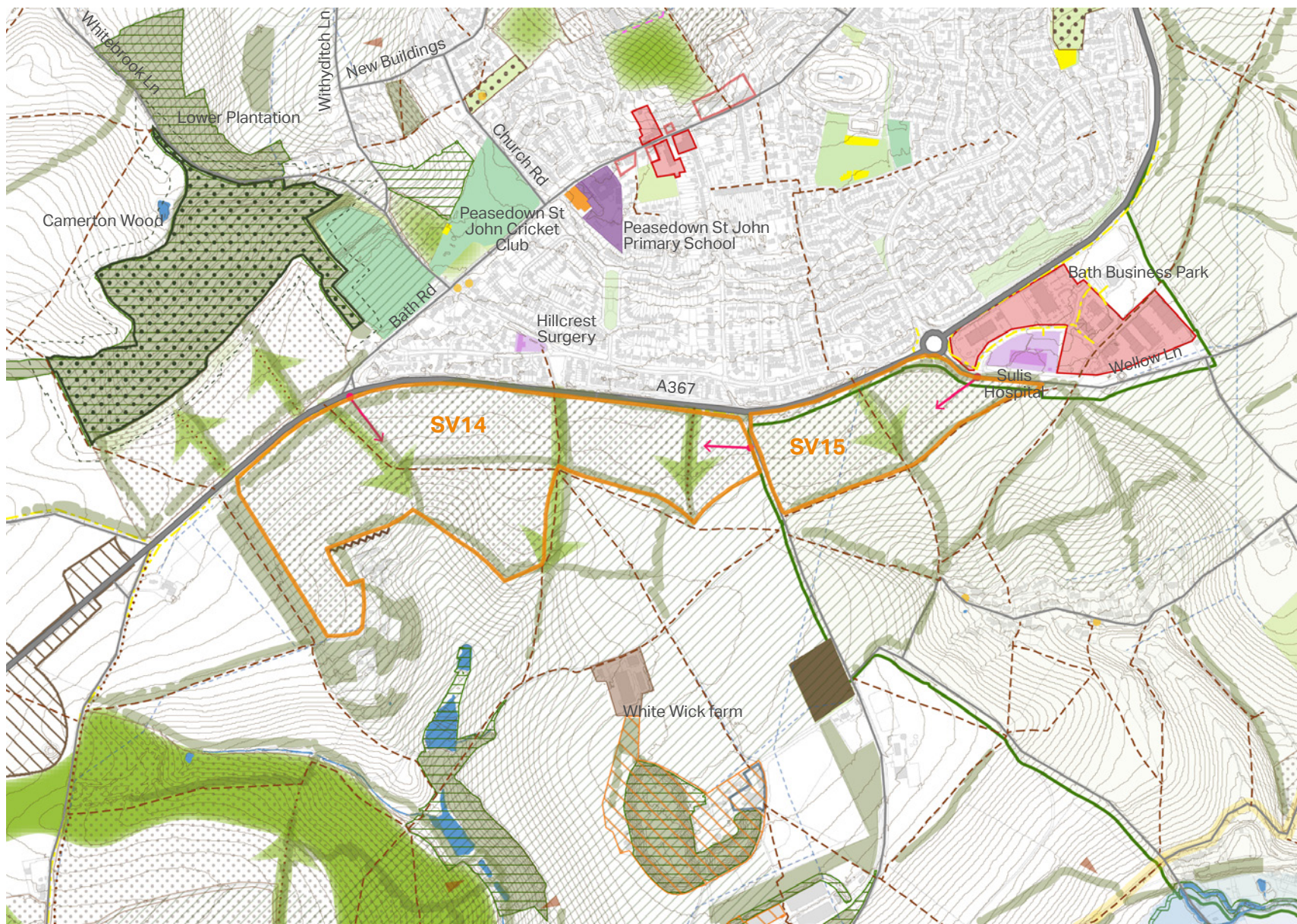


Figure 7. SV14 and SV15 constraints and opportunities

Area of search assessment - SV14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV14 is a large site along the southwestern edge of Peasedown St. John. It consists of several agricultural fields enclosed by clipped hedgerows and tree belts. To the north the site is bounded by the A367, Peasedown St. John bypass, a Public Right of Way (PRoW) to the west, Braysdown Lane to the east and farmland to the south. The site sits on the edge of a plateau with land gently falling north to south across the site. To the north is the built up area of the Peasedown St. John. There are several PRoWs crossing and through the site, which connect to the extensive network of PRoW to the south within the Somer Valley. The numerous PRoWs in the area may be relics of the old miner routes which connected the coal pits. Open extensive views to the south are available from within the site. The site is within the landscape setting of Peasedown St. John as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The Somer Valley to the south is within the Green Infrastructure Corridor as covered by policy NE1. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV14 displays the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site has been previously assessed as high landscape and visual sensitivity to residential development. The site is very visible within the wider landscape and any residential development would need to accept its visibility seeking to soften the massing and scale of the development to enhance integration of the new development within the landscape.	Minor Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	The PRoWs within the site connect into an extensive network of PRoWs within the wider countryside. Vegetation enclosing the agricultural fields could form the basis of a vegetated network within any development which could be strengthened to enhance habitat connectivity. New access routes could be created which could connect into the wider PRoW network.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact

Area of search assessment - SV14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	Bus routes 173/174 and 522 run along the A367 Bath New Road at the north west corner of the site, before diverting onto Bath Road. The nearest bus stop to the centre of the site is Red Post on Bath Road, approximately 600m to the north west. Site SV14 affronts the A367 which runs to Bath city centre to the north east and Midsomer Norton to the south west. There is a public right of way network running through the site, connecting from Wellow Lane to Braysdown Lane which is located on the eastern extent of the site. which mostly comprises of footpaths, predominately rural in nature and would not be accessible to all users at all times of the year (e.g. those with mobility impairments). Connectivity mapping data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking and cycling modes, and around the average score for public transport and car connectivity to services. The site scores slightly above the B&NES average for connectivity via all modes, although this is below the average when the car mode is excluded.	Neutral Impact
	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Proposed quiet lane links from Peasedown St John to NCN 24.	Minor Beneficial Impact
	Access feasibility	Site access options from the A367. Subject to assessment using appropriate traffic modelling software. No existing footway provision.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Potential Mobility Hub in proximity. No existing pedestrian or cycle connections along A367. Potential active modes link with PRow located through and to the east of the site.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Writhlington SSSI 1310m SSE, Camerton Batch Heritage Site Local Nature Reserve 1544m NW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 230m NW, Bengrove Wood 1702m NNW; Deciduous Woodland: 566m N, 924m SSE, 614m S, 555m S, 210m SSW, adjacent SW, 484m NW, 500m NW; Woodpasture and Parkland: adjacent S. Parcel is arable/pasture land. It has a border of mature hedgerow with clusters of mature trees and some in-field trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the N & S of the parcel and further to the S and SE. Recommend retention of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland and further network to the N, S & SE.	Minor Beneficial Impact

Area of search assessment - SV14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (70%, approx. 20ha, assumed as Grade 3a) or Grade 4 (30%). Therefore a moderate adverse impact on agricultural soils, classification of the Grade 3 land will require survey work. Not within a MSA, therefore neutral impact on mineral resources.	Moderate Adverse Impact
Housing, economy and communities	Housing demand and affordability	No residential (Solar farm).	Neutral Impact
	Employment potential	The site is proposed as a solar farm however it has good access to the A367 and no residential development immediately adjacent. The precedent has been set further north along the A367 for employment land to be constructed beyond the A367 (at Bath Business Park) however SV15 is better located as an expansion of this employment site.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	No community infrastructure proposed.	Neutral Impact

Area of search assessment - SV14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	Presence of medium pressure gas mains.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Area of search assessment - SV15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV15 is an extension of SV14 along the southwestern edge of Peasedown St. John. It consists of an agricultural field enclosed by clipped hedgerows and a tree belt. To the north the site is bounded by the A367, Peasedown St. John bypass, Braysdown Lane to the west and Wellow Lane to the east and farmland to the south. The site sits on the edge of a plateau with land gently falling north to south across the site. To the north is the built up area of the Peasedown St. John. There are several PRoWs crossing and through the site, which connect to the extensive network of PRoW to the south within the Somer Valley. The numerous PRoWs in the area may be relics of the old miner routes which connected the coal pits. Open extensive views to the south are available from within the site. The site is within the landscape setting of Peasedown St. John as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The Somer Valley to the south is within the Green Infrastructure Corridor as covered by policy NE1. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV15 displays the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site has been previously assessed as high landscape and visual sensitivity to residential development. The site is very visible within the wider landscape and any residential development would need to accept its visibility seeking to soften the massing and scale of the development to enhance integration of the new development within the landscape.	Minor Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P65 from the WECA Strategic Green Belt Assessment (2021). P65 is identified as making significant contribution to two of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt. The A367 and associated tree cover is mentioned as boundary to the built up area of the Peasedown St. John. However, where the urban edge and the larger commercial and hospital buildings off Wellow Lane area visible, the contribution of Purpose 3 is less. Release of land from Green Belt would result in a weaker Green Belt boundary and an associated weakening of the contribution of adjacent Green Belt land.	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	The PRoWs within the site connect into an extensive network of PRoWs within the wider countryside. Vegetation enclosing the agricultural field could form the basis of a vegetated network within any development which could be strengthened to enhance habitat connectivity. New access routes could be created which could connect into the wider PRoW network.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact

Area of search assessment - SV15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The nearest bus stops to the site are Russet Way and Circle Bath Hospital (180 and 120m from the site). However bus services do not serve this location since the service changes in April 2023 and instead run along Bath Road. The A367 / Orchard Way / Wellow Lane roundabout is located at the north eastern corner of the site. The site is constrained by Wellow Lane to the east, which connects to NCN 24 on Wellow Road. A public right of way also runs through the centre of the site and connects to Rag Hill. TAF connectivity data from the Partial Update (2022) scores the site below the average for connectivity to services via walking and cycling modes, and around the average for connectivity via public transport and car modes.	Neutral Impact
	Potential future levels of connectivity	Russet Way bus stops are shown as WestLink stops and services could be extended following the WestLink DRT trial to serve the site. Proposed quiet lane links from Peasedown St John to NCN 24.	Minor Beneficial Impact
	Access feasibility	Site access options from the A367 or A367 / Orchard Way / Wellow Lane roundabout. Subject to assessment using appropriate traffic modelling software. No existing footway provision.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Limited potential for site to enhance sustainable connectivity - possible extension of existing bus services. No existing pedestrian or cycle connections along A367. Potential active modes link with PRoW located through and to the east of the site.	Minor Beneficial Impact
Environment	Presence of ecological designations	Writhlington SSSI 1360m SSW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Camerton Wood 895m WNW, Underdown Wood 1993m NW; Deciduous Woodland: 850m S, 679m SSW, 894m SW, 923m NW; Traditional Orchards 796m NNW; Woodpasture and Parkland: 596,8m SW. Parcel is arable/pasture land. It has a border of mature hedgerow with clusters of mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the S of the parcel and further to the S and SE. Recommend retention and buffering of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland and further network to the S & SE.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year).	Minor Adverse Impact

Area of search assessment - SV15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Flood risk	Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	No residential (Solar farm).	Neutral Impact
	Employment potential	The site is proposed as a solar farm however it has good access to the A367 and no residential development immediately adjacent. The precedent has been set further north along the A367 for employment land to be constructed beyond the A367 (at Bath Business Park) which is host to a mix of office and light industrial businesss.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	No community infrastructure proposed.	Neutral Impact
Utilities	Gas	Presence of medium pressure gas mains.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Summary - SV14, SV15

Potential for development of a solar farm and opportunities to expand the existing industrial zone.

Theme	Criteria Scoring Considerations	Scale of Impact	
		SV14	SV15
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact	Minor Adverse Impact
	Green Belt	Neutral Impact	Minor Adverse Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact	Neutral Impact
	Heritage	Neutral Impact	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact	Neutral Impact
	Potential future levels of connectivity	Minor Beneficial Impact	Minor Beneficial Impact
	Access feasibility	Minor Beneficial Impact	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Moderate Beneficial Impact	Minor Beneficial Impact
Environment	Presence of ecological designations	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact
	Geological constraints to development	Moderate Adverse Impact	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Neutral Impact	Neutral Impact
	Employment potential	Moderate Beneficial Impact	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Neutral Impact	Neutral Impact
Utilities	Gas	Minor Adverse Impact	Minor Adverse Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Adverse Impact	Minor Beneficial Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact
	Electricity	Minor Beneficial Impact	Minor Beneficial Impact

2.7. Radstock 1 - SV12, SV13

Area of search delivery potential

Area size SV12: Total 23.27ha. 13.96ha (60%) residential, 558 homes at 40dph. 6.98ha (30%) GBI+community infrastructure and 2.33ha (10%) other infrastructure.

Area size SV13: Total 30.96ha. 18.58ha (60%) residential, 743 homes at 40dph. 9.29ha (30%) GBI+community infrastructure and 3.09ha (10%) other infrastructure.

Area of search description and Access

Location: North of Radstock

Potentially achievable via: A367, Woodborough Lane and Bath Old Road.

The area of search is constrained by the local topology as there are steep sloping hills to the north, east and west. To the south it is adjacent to Radstock. Bath Old Road runs through the area but this steep narrow old road will not be suitable to support traffic generated by the new development. A new access should be created to the A367 and a secondary access can be created to Woodborough Lane. Bath Old Road will then be suitable for active travel like walking and cycling.

The area is close to Radstock Town Centre and its facilities, and the surrounding countryside will lend itself perfect for Green Infrastructure improvement and create good connections to Peasedown St John and Midsomer Norton.

Reason for selection

SV12 – SV13 are selected as an area of search to support development of Radstock. It is close to the town centre with good connections. The development will support the 15 min travel distance neighbourhood on active travel routes. It has got good connections to the countryside.

Constraints:

- New access to A367.

Opportunities:

- Relative natural expansion of Radstock residential area.
- Historic routes can transform to active travel connections.
- Connection with Public Rights of Way to the surrounding countryside and towns and villages.
- Huge potential for green infrastructure improvement and nature recovery.



Figure 8. SV12 and SV13 constraints and opportunities

Area of search assessment - SV12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV12 is to the northeast of Radstock and consists of agricultural fields and a sports field on a plateau above properties located on the Bristol Road. SV12 is enclosed by an embankment to the south, the A367 to the west, Bath Old Road to the east and agricultural fields to the north. A small area along the western boundary beside the A367 is on the embankment. The area is called Round Hill and rises from approximately 130m AOD in the southwest corner to over 145m AOD along its northern boundary. Clipped and overgrown hedgerows with some trees in mixed condition surround and cross the site. In some areas the hedgerows have been replaced by post and wire fencing. A PRoW, follows the northern boundary of the site. This connects to the numerous PRoWs around Clandown to the west and Tynning to the southeast. Open extensive views in all directions are available from within the site. The site is within the landscape setting of Radstock as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The sports field within the site is safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV12 displays the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed clipped hedges. The site has been previously assessed as high landscape and visual sensitivity to residential development. The site is very visible within the wider landscape and any residential development would need to accept its visibility seeking to soften the massing and scale of the development to enhance integration of the new development within the landscape.	Moderate Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site is on the edge of Radstock with a PRoW along its northern boundary which connects into a network of PRoW across the wider area. Although the fields are enclosed by hedgerows, there are opportunities in any future development to establish new areas of trees and shrubs and enhance habitat connectivity and provide areas of open space.	Minor Beneficial Impact
	Heritage	The site is adjacent to the Radstock Conservation Area with no listed structures adjacent to the site, although there may be views to and from more distant listed structures. Residential development should seek to preserve the setting of the conservation area and any listed structures in future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Bus routes 173/174 and 522 run along the A367 Bath New Road adjacent to the site with the nearest bus stops at Smallcombe Road on the A367. Walking and cycling connectivity is limited with a narrow footway present on one side of the A367 linking the site to Radstock in the south. A PRoW dissects the site, connecting the A367 Bath New Road with Bath Old Road. Convenient access onto the local road network (A367) as the site frontages onto the route. Connectivity mapping data from the Partial Update (2022) shows the site is well below the B&NES average for connectivity to services by walking mode, slightly below the average by public transport and slightly above the average by car and by all modes combined. However, this site scores lower than the average B&NES score for all modes excluding the car.	Neutral Impact

Area of search assessment - SV12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access options onto A367 Bath New Road where precedent set however strategic link and driveways on opposite side of carriageway. Bath Old Road narrow rural lane, although has good visibility and scope of widening the carriageway or provide a footway.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Site is within walking distance of bus stops providing access to Bristol, Bath and Radstock town centre. Development at SV12 provides new patronage for bus services and additional footfall which could benefit local facilities in Radstock. Potential active travel connection from development to the Norton Radstock Greenway, a shared use path between the centre of Radstock and Midsomer Norton.	Minor Beneficial Impact
Environment	Presence of ecological designations	Kilmersdon Road Quarry SSSI 1267m S, Bowlditch Quarry SSSI 1633m WNW, Huish Colliery SSSI 1312m SSE, Writhlington SSSI 1370m ESE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Radstock Grove 1620m SSW, Camerton Wood 797m NNE; Deciduous Woodland: 1168m N, 131m NE, 710m E, 1000m E, 585 SE, 800m SSE, 486m S, 275m S, 472m SSW, 956m WSW, 628m W, 395m NW; Woodpasture and Parkland 585m ENE. Parcel is arable/pasture land. It has a border of mature hedgerow with clusters of mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the W of the parcel and further to the W. Recommend retention of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland and further network to the W.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Note the presence of a potential farm on-site and an authorised landfill adjacent to the east ('Bath Old Road'). Agricultural land classified as Grade 3 (80%, <20 ha, assumed as Grade 3a), with the remaining designated Urban. Therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 558 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Moderate Beneficial Impact
	Employment potential	The site is located north of Radstock with access to the A367 Bath New Road. Given the lack of demand for office development in the Somer Valley it is considered that light industrial would be appropriate. The site is along a public transport corridor with plans for enhancement	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 558 homes and is of a sufficient scale to deliver community infrastructure and open space. There is the potential to expand the adjacent school and playing field.	Moderate Beneficial Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	There are no existing Bristol Water assets in the vicinity of the site to provide a supply, without crossing third-party land.	Minor Adverse Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection, without crossing third-party land.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Area of search assessment - SV13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV13 is to the northeast of Radstock and consists of agricultural fields mostly on the plateau above the town. SV13 is enclosed by the Bath Old Road to the west, Trinity Church School and Radstock to the south and agricultural fields to the north and east. The site forms the eastern half of Round Hill and rises from approximately 125m AOD in the east to over 140m AOD in the west. Clipped hedgerows in mixed condition surround and cross the site. In some areas the hedgerows have been replaced by post and wire fencing. A Public Right of Way (PRoW), follows the northern boundary of the site and there are further PRoWs to the west and east of the site. These connect into the numerous PRoWs around Clandown to the west and Tynning, within Radstock to the south. Others connect to Peasedown St. John. There are numerous PRoWs in the areas which may be relics of the old miner routes which connected the coal pits. Open extensive views in all directions are available from within the site. The southern part of the site is within the landscape setting of Radstock as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The school outside the site is safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 7c Peasedown St. John Ridge, SV13 displays the characteristics of the LCA of a narrow limestone plateau supporting arable farmland in regular large fields enclosed by clipped hedges. The site has been previously assessed as high landscape and visual sensitivity to residential development. The site is very visible within the wider landscape and any residential development would need to accept its visibility seeking to soften the massing and scale of the development to enhance integration of the new development within the landscape.	Minor Adverse Impact
	Green Belt	No Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Although limited recreational opportunities within the site, the PRoWs on its edges connect into an extensive network of PRoWs within the wider countryside. Vegetation enclosing the agricultural field is relatively sparse so any development has the potential to improve the vegetated network, so enhancing habitat connectivity. New access routes could be created which could connect into the wider PRoW network.	Minor Beneficial Impact
	Heritage	The site is adjacent to the Radstock Conservation Area with no listed structures adjacent to the site, although there may be views to and from more distant listed structures. Residential development should seek to preserve the setting of the conservation area and any listed structures in future proposals.	Neutral Impact
Transport	Existing levels of connectivity	No bus routes in the vicinity of the site, bus stops available within Radstock town centre. Limited walking and cycling connectivity. Bath Old Road has no footways or provision for active modes. PRoWs located in the vicinity of the site. No direct access to local road network, would have to travel south to Radstock or north to the A367 via Bath Old Road. Connectivity mapping data from the Partial Update (2022) shows the site is below the B&NES average for connectivity to services by walking and public transport modes and slightly above the average by car and by all modes combined. However, this site scores lower than the average B&NES score for all modes excluding the car.	Neutral Impact

Area of search assessment - SV13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact
	Access feasibility	Site access options from Bath Old Road, narrow rural lane, although it has wide verges and a straight alignment giving it good visibility and potential for widening. Subject to assessment using appropriate traffic modelling software. No existing footway provision.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Development at SV13 provides new patronage for bus services and additional footfall which could benefit local facilities in Radstock. Potential for an active travel link to connect to NCN 24 which runs along Waterloo Road and from Bath through Radstock, Frome, Warminster and Salisbury to join Route 23 at Eastleigh in Hampshire. Also potential connection from development to the Norton Radstock Greenway, a shared use path between the centre of Radstock and Midsomer Norton. Connectivity mapping data from the Partial Update (2022) shows the site is below the B&NES average for connectivity to services by walking and cycling modes, and slightly above the average by car mode. The site scores lower than the average B&NES score for connectivity to all modes by all services.	Minor Adverse Impact
Environment	Presence of ecological designations	Kilmersdon Road Quarry SSSI 1155m SSW, Huish Colliery SSSI 1193m S, Writhlington SSSI 743m SE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Radstock Grove 1534m SSW, Camerton Wood 858m N, Peaks Wood 1969m SE; Deciduous Woodland: 1009m N, 473m N, 331m NE, 663m NE, 857m E, 1000m E, 775m ESE, 666m SE, 420m SSE, adjacent S, 525m S, 750m S, 720m SSW, 676m SW, 293m W, 763m W, 100m NW; Woodpasture and Parkland 1265m N, 193m NE. Parcel is arable/pasture land. It has a border of mature hedgerow with clusters of mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the S of the parcel and further to the S. Recommend retention of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland and further network to the S & SE.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact

Area of search assessment - SV13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Geological constraints to development	A small historic landfill is present within SV13, within the eastern portion, occupying roughly 15% of the site area. Landfill name - 'Bath Old Road Landfill Site', description: A06: Landfill taking other wastes. Medium potential for contamination from on-site sources. Agricultural land classified as Grade 3 (50% <20 ha, assumed as Grade 3a) or Grade 4 (50%). Therefore a minor adverse impact on agricultural soils, although classification of the Grade 3 land will require survey work. Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 743 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Moderate Beneficial Impact
	Employment potential	The site is located east of the narrow Bath Old Road without direct access to the A367 and north east of a school. The access and location next to the school means there is likely limited demand for employment in this location and employment may lead to amenity issues for the school.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 743 homes and is of a sufficient scale to deliver community infrastructure and open space. There is the potential to expand the adjacent school and playing field. School and playing field expansion?	Moderate Beneficial Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Summary - SV12, SV13

Potential for a new residential neighbourhood north of Radstock with good accessibility and availability of surrounding farmland for nature recovery and green and open space. The new development can connect well to the historic pattern of the settlement.

Theme	Criteria Scoring Considerations	Scale of Impact	
		SV12	SV13
Placemaking and landscape	Landscape / townscape	Moderate Adverse Impact	Minor Adverse Impact
	Green Belt	Neutral Impact	Neutral Impact
	Green & Blue Infrastructure (GBI)	Minor Beneficial Impact	Minor Beneficial Impact
	Heritage	Neutral Impact	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact	Minor Adverse Impact
	Potential future levels of connectivity	Neutral Impact	Minor Adverse Impact
	Access feasibility	Minor Beneficial Impact	Neutral Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact	Neutral Impact
Environment	Presence of ecological designations	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact
	Geological constraints to development	Minor Adverse Impact	Neutral Impact
Housing, economy and communities	Housing demand and affordability	Moderate Beneficial Impact	Moderate Beneficial Impact
	Employment potential	Moderate Beneficial Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact	Moderate Beneficial Impact
Utilities	Gas	Minor Adverse Impact	Minor Adverse Impact
	Water	Minor Adverse Impact	Minor Beneficial Impact
	Sewage	Minor Adverse Impact	Minor Beneficial Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact
	Electricity	Minor Beneficial Impact	Minor Beneficial Impact

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2.8. Radstock 2 - SV10

Area of search delivery potential

Area size SV10: Total 9.77 ha. 5.86 ha (60%) residential, 234 homes at 40dph. 2.93ha (30%) GI+community infrastructure and 0.98ha (10%) other infrastructure.

Area of search description and Access

Location: potentially achievable via: Manor Road, Old Road, and The Combe.

The area of search is an agricultural field constraint by country lanes. A new vehicular road could get access to Manor Road and secondary access could link up with Old Road and The Combe

Reason for selection

SV10 is selected as an area of search as it has a rather flat topography and does not have many other constraints. Its proximity to the A362 connects it to Radstock.

Constraints:

- Far away from the Town Centre and other amenities.

Opportunities:

- Relative flat agricultural field.
- Easy access available.
- Links to the countryside for recreational use.



Figure 9. SV10 constraints and opportunities

Area of search assessment - SV10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV10 is to the east of Writhlington and consists of an arable field, beside St. Mary's Primary School. The site is enclosed by residential development along Manor Road and Church Hill to the west and north, Old Road to the south and open space along The Combe to the east. Clipped hedgerows, mature trees, areas of scrub and a small copse enclose the field. There is a Public Right of Way (PRoW) along the northern boundary of the site which meets another PRoW to the northeast within The Combe. The landform falls gently towards the Combe to the north and more steeply to the east. Open views are available from the site towards distant ridgelines. The site is outside the landscape setting of Writhlington and Radstock as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Beyond the site boundary to the north Somer Valley forms part of a Green Infrastructure corridor covered by policy NE1. An area to the east within The Combe is part of safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 3b: Wellow Brook Valley, the Combe and Somer Valley but not SV10 display characteristics of the LCA of a steep narrow river valley with undulating valley sides and evidence of former coal workings. The site has previously been assessed as high landscape and visual sensitivity to residential development. Residential development would extend the settlement boundary to the east and would need to consider mitigation to integrate it into the wider countryside to the east. The location however, already experiences urban influence from the adjacent residential area to the west and south.	Minor Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site is located on the edge of the countryside with two PRoWs along the northern boundary which link up to a network of PRoWs in the wider area, plus the footpaths and routes along the Somer Valley/Wellow Brook Valley to the north. The Combe to the north east is an area of safeguarded for recreation and appears to be used as informal open space. Residential development should seek to retain the existing PRoWs and open space at the Combe, improving access through the development and enhancing biodiversity with planting linked to existing vegetation around the site.	Neutral Impact
	Heritage	The Grade II listed Combe Farmhouse and Manor Farmhouse are to the north of the site. Residential development should seek to preserve the setting of the listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Bus route 424 currently runs along the A362 Frome Road (Frome to Midsomer Norton) however this is being withdrawn from June 2023. The nearest available bus routes will subsequently be from within Radstock, not in walking distance of the site. Limited walking and cycling connectivity, Old Road has no footways and is a narrow, rural road. A PRoW crosses the site from The Combe to Church Hill. TAF connectivity data from the Partial Update (2022) scores the site below average for connectivity to services by walking, cycling and public transport modes, and close to the average score for connectivity via car mode.	Neutral Impact

Area of search assessment - SV10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access options from Old Road, narrow rural lane. Widening using land from the site frontage bordering Old Road may be required and the speed limit would likely need to be lowered to achieve acceptable visibility splays. Subject to assessment using appropriate traffic modelling software.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Limited potential for site to enhance sustainable connectivity. No access to bus services, no existing pedestrian or cycle connections along Old Road in order to access services in Writhlington may result in increased car driver trips. Potential active modes link with PRoW located to the north of the site.	Neutral Impact
Environment	Presence of ecological designations	Writhlington SSSI 558m N, Huish Colliery Quarry SSSI 755m WSW, Kilmersdon Road Quarry SSSI 1393m WSW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Gagman Coppice 1484m S, Haywood Wood 718m SE, Nap Wood 1441m SSE, Longley Wood 1028m E, Peaks Wood 323m SSE, Radstock Grove 1943m WSW; Deciduous Woodland: 482m N, 116m NE, adjacent NE, 377m E, 639m S, 683m SW, 984m SW, 1000m W, 1086m WNW, 373m NW ; Woodpasture and Parkland: 1500m S, 1325m NNW. Parcel is predominantly arable land, with mature hedgerow borders.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified immediately adjacent to the W, N & NE of the parcel. Recommend retention of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland and further network to the N/NE.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (80%, assumed as Grade 3a), with the remaining designated Urban. Total area <20 ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 234 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Moderate Beneficial Impact
	Employment potential	The site is located in close proximity to the A362 east of Radstock however access is narrow and past a Primary School. Employment is unlikely to be appropriate in this location.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 234 homes and is of a sufficient scale to deliver community infrastructure and open space. There is the potential to expand the adjacent school.	Moderate Beneficial Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water foul water water sewers available in proximity to the site, subject to confirmation of capacity	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	No HV assets appear to be located in the vicinity of the site to provide potential supply connection, without crossing third-party land	Minor Adverse Impact

Summary - SV10

not ideally located because it is further out of the town centre but potential for a new residential neighbourhood.

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Minor Adverse Impact
	Potential for the site to enhance sustainability	Neutral Impact
Environment	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Neutral Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
Utilities	Gas	Minor Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Adverse Impact

Radstock 3 - SV11

Area of search delivery potential

Area size SV11: Total 3.15 ha. 1.89 ha (60%) residential, 76 homes at 40dph. 0.95ha (30%) GI+community infrastructure and 0.31ha (10%) other infrastructure.

Area of search description and Access

Location: West of Radstock

Potentially achievable via Coomb End.

This area of search is on the towns edge tucked in between fringe uses. There is a selection of houses on this road and some small businesses. The area of search is a sloped hill where there is potentially some infill development possible.

Reason for selection

SV11 is selected as an area of search to explore the opportunity for this site as a small infill development along existing infrastructure.

Constraints:

- Site is a steep sloped hill difficult to develop.
- Fringe development

Opportunities:

- Small scale infill development
- Existing infrastructure can be used

Key

	Development parcel		Steep topography
	Listed buildings		11KV Overhead line
	Conservation area		Gas main medium pressure
	Woodland	Opportunities	
	SNCI		Pedestrian & cycle route
	Parks/open spaces and local green spaces		Potential primary access
	Leisure / playing field		Potential secondary access
	Play area		GI Opportunity
	Allotment		New GI connection
	Cemetery		
	Farm		
	School		
	Business park		
	Retail		
	Retail cluster		
	Sewage works		
	Industrial area/employment		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		
	Road		
	PROW		
	National cycle route		
	Greenway		
	Hedges		
	2m contours		

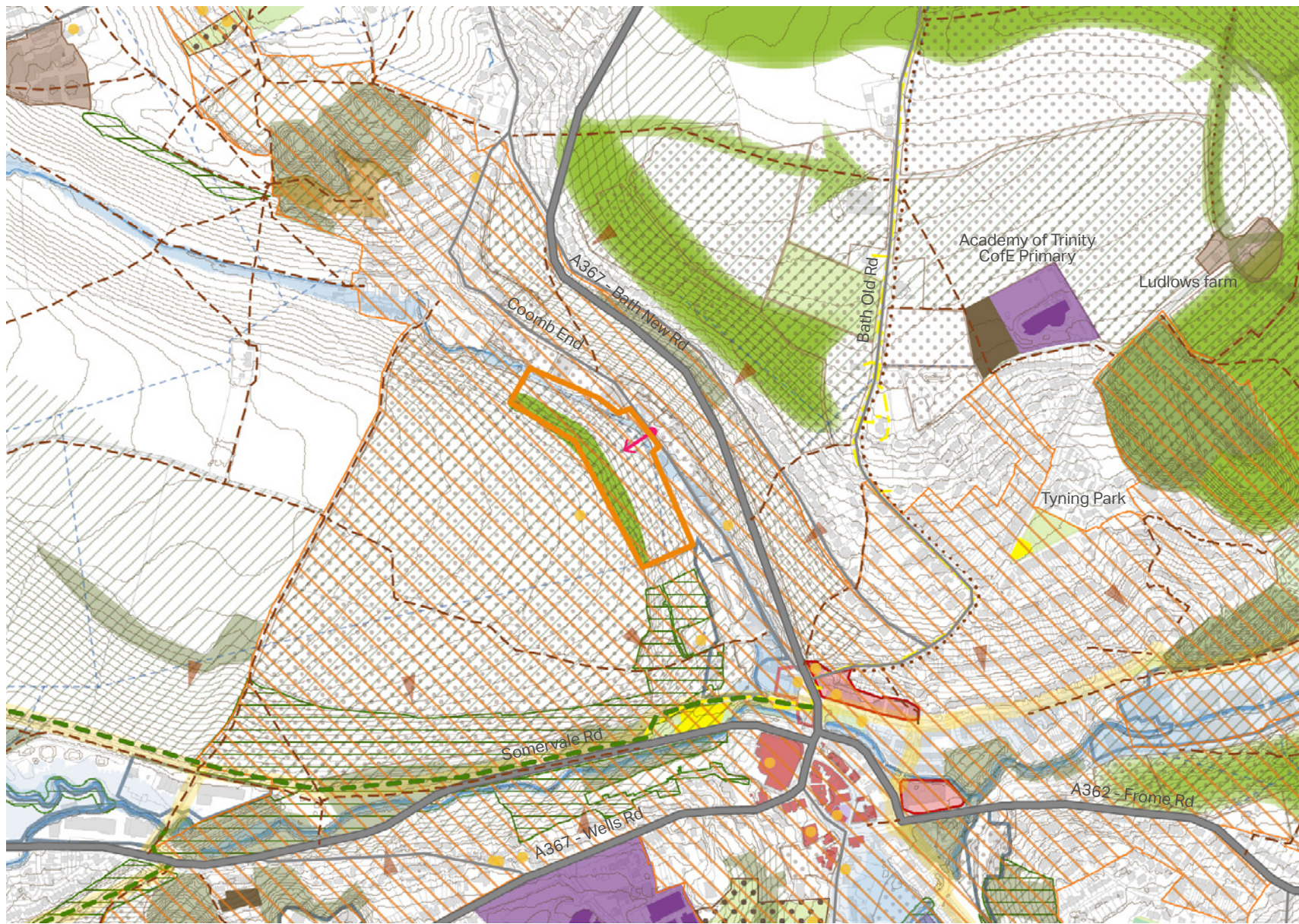


Figure 10. SV11 constraints and opportunities

Area of search assessment - SV11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV11 is to the northwest of Radstock and consists of a long agricultural field which curves round the back of properties along Coomb End. The site is on an embankment which rises sharply from the back of the existing properties at approximately 75m AOD to 100m AOD along its western boundary. SV11 is enclosed by residential development to the west, south and north. To the west is a plateau landscape of large agricultural fields. Mature hedgerows with some trees in a mixed condition surround the site and form vegetated areas on the embankment. A Public Right of Way (PRoW), part of the Fosse Way forms the northern extent of the site. This connects across the plateau towards Radstock. Open views are available from the site as the landform rises to the ridgeline. The site is within the landscape setting of Radstock as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Beyond the site boundary to the south, Wellow Brook Valley forms part of a Green Infrastructure corridor covered by policy NE1 and part of safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 3b: Wellow Brook Valley, SV11 displays characteristics of the LCA of a steep narrow river valley with undulating valley sides and evidence of former coal minings. Residential development would extend up the sides of the valley. To minimise visual intrusion in the wider landscape, concentrate development within the valley, safeguarding the ridgeline. The location already experiences urban influence from the adjacent residential area along Coomb End.	Minor Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site contains areas of scrub and mature trees and enclosed by mature hedgerows which link into a wider vegetated network across the landscape. The area appears to be used for informal recreation and there is a PRoW along its northwestern boundary. Residential development should seek to retain the areas of scrub and mature trees and improve access to the PRoW and the wider PRoW network.	Neutral Impact
	Heritage	The site is located with Radstock Conservation Area. The Grade II listed 8 Coomb End, Ham Buildings and Powderhouse are adjacent to the site. Residential development should seek to preserve the setting of the conservation area and the listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Bus routes 173/174 and 522 run along the A367 adjacent to the site however the nearest bus stops are within Radstock town centre with bus stops on The Street approximately 750m from the site. Coomb End is a narrow two-way road with a pedestrian lane on the road, which links to the A367 and Radstock town centre to the south, where there is access to the Norton-Radstock Greenway and NCN 24. TAF connectivity data from the Partial Update (2022) scores the site below the average score for connectivity via walking and cycling mode, and slightly above the average for connectivity via public transport and car modes. The site therefore scores slightly above the average in total for connectivity to services via all modes.	Neutral Impact

Area of search assessment - SV11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access onto Coomb End which connects to the A367. Subject to assessment using appropriate traffic modelling software. Access is likely to be adequate for the scale of the site.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Site is within walking distance of Radstock town centre and bus stops, providing new patronage for bus services and benefitting from the local facilities.	Minor Beneficial Impact
Environment	Presence of ecological designations	Kilmersdon Road Quarry SSSI 963m SSE, Bowlditch Quarry SSSI 1553m WNW, Huish Colliery SSSI 1200m SE, Writhlington SSSI 1634m E.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Radstock Grove 1200m SSW, Camerton Wood 1492m NNE; Deciduous Woodland: 1168m N, 131m NE, 710m E, 1000m E, 585 SE, 800m SSE, 486m S, 275m S, 472m SSW, 956m WSW, 628m W, 395m NW. Parcel is pasture land with patches of scrub. It has a border of mature hedgerow with thicker clusters of mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified immediately adjacent to the SE, S & NW of the parcel. Recommend retention of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Woodland and further network to the S/SE and SW.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is primarily within flood zone 1 (<0.1% each year) with minor areas of flood zone 2 (0.1%-1% each year) and flood zone 3 (1%-3.33% each year).	Minor Adverse Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as Grade 3a). Total area <20 ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 76 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Minor Beneficial Impact
	Employment potential	The site is located adjacent to existing industrial land at Radstock and is therefore a suitable location in principle for further industrial land; however the steep topography of the site would be challenging to viably deliver large buildings that would be attractive to prospective businesses.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 76 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjascent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water foul water sewers available in proximity to the site, subject to confirmation of capacity	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capcity assessment.	Minor Beneficial Impact

Summary - SV11

Not ideally located because it is further out of the town centre and the sloping site will be difficult to develop confirm building regulations.

This area of search is on the edge of the town, tucked in between fringe uses. There is a selection of houses on this road and some small businesses. The area of search is a sloped hill where there is potentially some infill development possible. But because of this small scale and minimal potential to contribute to a wider regeneration, this area is not proposed for the options development stage.

Constraints:

- Fringe development.
- Sloping terrain.

Opportunities:

- Small-scale development, not strategic.

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
Environment	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Minor Adverse Impact
	Geological constraints to development	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Minor Beneficial Impact
	Employment potential	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact
Utilities	Gas	Minor Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Beneficial Impact
	Electric	Minor Beneficial Impact

2.9. Westfield 1 - SV9

Area of search delivery potential

Area size SV9: Total 3.8 ha. 2.28 ha (60%) residential, 91 homes at 40dph. 1.14ha (30%) GI+community infrastructure and 0.38ha (10%) other infrastructure.

Area of search description and Access

Location: East of Westfield / Haydon

Potentially achievable via Kilmersdon Road.

This area of search is on the settlements edge. The land is currently used as a small-scale agricultural field. The proposed development area could potentially be larger but to the north there is a green buffer separating Westfield from Haydon. It is beneficial if this green space will be improved and expanded as it sits right in the centre of the build up area. When this area becomes part of a nature recovery program and will be accessible for all users it will be of great benefit to all residents. But equally the development opportunity can be slightly larger and provide green infrastructure in another way.

Reason for selection

SV9 is selected as an area of search to support small scale residential development and create new green links to Radstock and provide green infrastructure for the wider area.

Constraints:

- Site is a steep sloped hill difficult to develop.
- Fringe development

Opportunities:

- Small scale infill development following the existing pattern of the settlement
- Great opportunity for nature recovery and improvement of the existing green buffer between Haydon and Westfield.
- Existing infrastructure can be used

Key





































	Development parcel		Hedges
	Listed buildings		2m contours
	Conservation area		11KV Overhead line
	Woodland		33KV Overhead line
	Ancient woodland and 25m buffer	Opportunities	
	SNCI		Pedestrian & cycle route
	SSSI		Potential primary access
	Parks/open spaces and local green spaces		GI Opportunity
	Leisure / playing field		
	Play area		
	Allotment		
	Cemetery		
	Farm		
	School		
	Health		
	Business park		
	Retail cluster		
	Fire station		
	Industrial area/ employment		
	Enterprise zone		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		
	Road		
	PROW		
	National cycle route		
	Greenway		



Figure 11. SV9 constraints and opportunities

Area of search assessment - SV9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV9 is to the north of Haydon and consists of a relatively small part of an arable field. The site is enclosed by residential development along Grovewood Road to the west, Kimmersdon Road to the south and east and the rest of the agricultural field to the north. No Public Rights of Way (PRoW) are in the vicinity of the site. The landform is flat. To the north, the land along the northern edge of the larger part of the field falls into the Somer Valley, which forms the settlement edge to Radstock. Open views are available from the site towards distant ridgelines. The site forms part of the landscape setting of Haydon and Radstock as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. Beyond the site boundary to the north Somer Valley forms part of a Green Infrastructure corridor covered by policy NE1 and is part of safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9d: Norton Radstock Southern Farmlands, SV9 and immediate landscape displays the steep river valleys and plateau with the rectilinear arable fields on the plateau and open views across the plateau, characteristic of the LCA. The site is potentially an infill development, and has previously been assessed as medium landscape and visual sensitivity to residential development. Residential development would need to consider mitigation to intergrate it into the wider landscape and the existing Haydon settlement. The location however, already experiences urban influence from the adjacent residential area to the west and south.	Neutral Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site currently has limited Green Infrastructure including no public access. Residential development could seek to introduce planting and active routes to improve the Green Infrastructure network and deliver multi-functional benefits.	Moderate Beneficial Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Site located in the village of Haydon adjacent to bus stops served by route 424 (Frome to Midsomer Norton), however it is noted this service is being withdrawn from June 2023 and after this there will be no bus service within the village. Site frontage onto Kilmersdon Road which links to Radstock to the north. No PRoW in the immediate vicinity of the site and limited walking and cycling connectivity to other settlements however there is a footway on one side of Kilmersdon Road linking Haydon with Radstock (approximately 950m) where further bus stops are available. TAF connectivity data from the Partial Update (2022) scores the site below the average for connectivity to services via walking mode. The site is around the average score for connectivity via public transport and car modes, whilst above the average via cycling mode. The site therefore scores above the average for the B&NES district for connectivity to services by all modes (although this will be impacted by the withdrawal of the bus service).	Neutral Impact

Area of search assessment - SV9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access options onto Kilmersdon Road, subject to existing accesses on south side of carriageway and testing access options and vehicle flows with appropriate traffic modelling software.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Haydon has no local facilities and therefore there is limited opportunity to increase internalisation of trips. Potential for enhancements to the footway linking Haydon with Radstock via Kilmersdon Road however the limited facilities and services and lack of a bus service serving Haydon may result in an increase of car driver trips to Radstock and Midsomer Norton.	Neutral Impact
Environment	Presence of ecological designations	Kilmersdon Road Quarry SSSI adjacent, Huish Colliery Quarry SSSI 544m ENE. Minor adverse given geological SSSI adjacent	Minor Adverse Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Radstock Grove 238m W, Peaks Wood 1920m E; Deciduous Woodland 477m N, 876m NW, 822m NW, 900m NW, 415m WSW, 704m SW, 896m SE, 928m SE, 323m E, 90m E, 414m ENE, 470m NE. Parcel is arable/pasture land bordered by mature hedgerow and is adjacent to SSSI in N and Deciduous Woodland to the NE. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified immediately adjacent to the NE of the parcel. Recommend retention of hedgerows and trees around the parcel which connect to existing woodland. Woodland planting and buffering of hedgerows around the parcel could link to existing Grassland, Ancient Woodland and further network to the W.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as Grade 3a). Total area <20 ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 91 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Minor Beneficial Impact
	Employment potential	The site is located near Haydon Industrial Estate however there are residential properties between the site and the existing Industrial Estate and there is no direct access to an A road. The site appears more suitable for residential development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 91 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water foul water sewers available in proximity to the site, subject to confirmation of capacity	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land	Minor Adverse Impact
	Electricity	Existing LV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Summary - SV9

Potential for a small-scale infill development with good accessibility and opportunity for nature recovery and additional recreational space. The new development can connect well to the historic pattern of Radstock.

This site is selected as an area of search to support small-scale residential development, create new green links to Radstock, and provide green infrastructure for the wider area. This development is potentially possible but not contributing enough to the wider vision and regeneration strategy and, therefore, is not proposed for the options development stage.

Constraints:

- Small-scale development.
- No public transport.

Opportunities:

- Infill development following the contours of the existing settlement.
- Great opportunity for nature recovery.
- Existing infrastructure can be used.

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Neutral Impact
	Green Belt	Neutral Impact
	Green & Blue Infrastructure (GBI)	Moderate Beneficial Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Minor Adverse Impact
	Potential for the site to enhance sustainability	Neutral Impact
Environment	Presence of ecological designations	Minor Adverse Impact
	Priority habitats and significant linear features for protected species movement	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Minor Beneficial Impact
	Employment potential	Neutral Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact
Utilities	Gas	Minor Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Adverse Impact
	Electric	Minor Beneficial Impact

2.10. Westfield 2 - SV7, SV8

Area of search delivery potential

Area size SV7: Total 23.05ha. 13.83ha (60%) residential, 553 homes at 40dph. 6.92ha (30%) GBI+community infrastructure and 2.3ha (10%) other infrastructure.

Area size SV8: Total 3.44ha of employment.

Area of search description and Access

Location: South of Westfield

Potentially achievable via First Avenue and Charlton Lane.

This area of search is on the settlements edge tucked away behind an industrial estate. It is currently in use as agricultural land and has some patches of woodland. The site is quite large and could facilitate a decent number of homes. There is a direct access possible via Charlton Lane. As a strategic site it should be beneficial to the nature recovery program and green infrastructure improvement. The existing green barrier between Westfield and Haydon should be extended adjacent to this site. This will split the site up in 2 so it becomes separate from the existing industrial estate. Part of the site can be an extension of the industrial estate. It further needs new connections to the countryside and an attractive link for walking and cycling to the local centres. One of these, towards Radstock can now go through the extended green link.

The land is currently used as a small-scale agricultural field. The proposed development area could potentially be larger but to the north there is

a green buffer separating Westfield from Haydon. It is beneficial if this green space will be improved and expanded as it sits right in the centre of the build up area. When this area becomes part of a nature recovery program and will be accessible for all users it will be of great benefit to all residents. But equally the development opportunity can be slightly larger and provide green infrastructure in another way.

Reason for selection

SV7 and SV8 are selected as an area of search to look for growth in the Westfield area. SV7 has the potential to become a new residential neighbourhood were SV8 can be an extension to the existing industrial area. The development of both should support with nature recovery and improve green and active travel links to Radstock.

Constraints:






- Site is far from existing town centres

Opportunities:





- Large scale development for a new neighbourhood in the countryside
- Great opportunity for nature recovery and extension of the existing green buffer between Haydon and Westfield.
- Great potential for active travel if the links are well designed
- Existing infrastructure can be used

Key

	Development parcel
	Listed buildings
	Conservation area
	Woodland
	Ancient woodland and 25m buffer
	SNCI
	Parks/open spaces and local green spaces
	Leisure / playing field
	Play area
	Allotment
	Nursery
	Farm
	School
	Health
	Business park
	Retail area
	Golf course
	Industrial area/ employment
	HELAA sites
	Landscape setting
	Watercourse
	Flood zone 2
	Flood zone 3
	Road
	PROW
	Hedges
	2m contours

	Steep topography
	Rear of existing dwellings
	11KV Overhead line
	33KV Overhead line
	Gas main medium pressure

Opportunities

	Pedestrian & cycle route
	Potential primary access
	GI Opportunity
	New GI connection

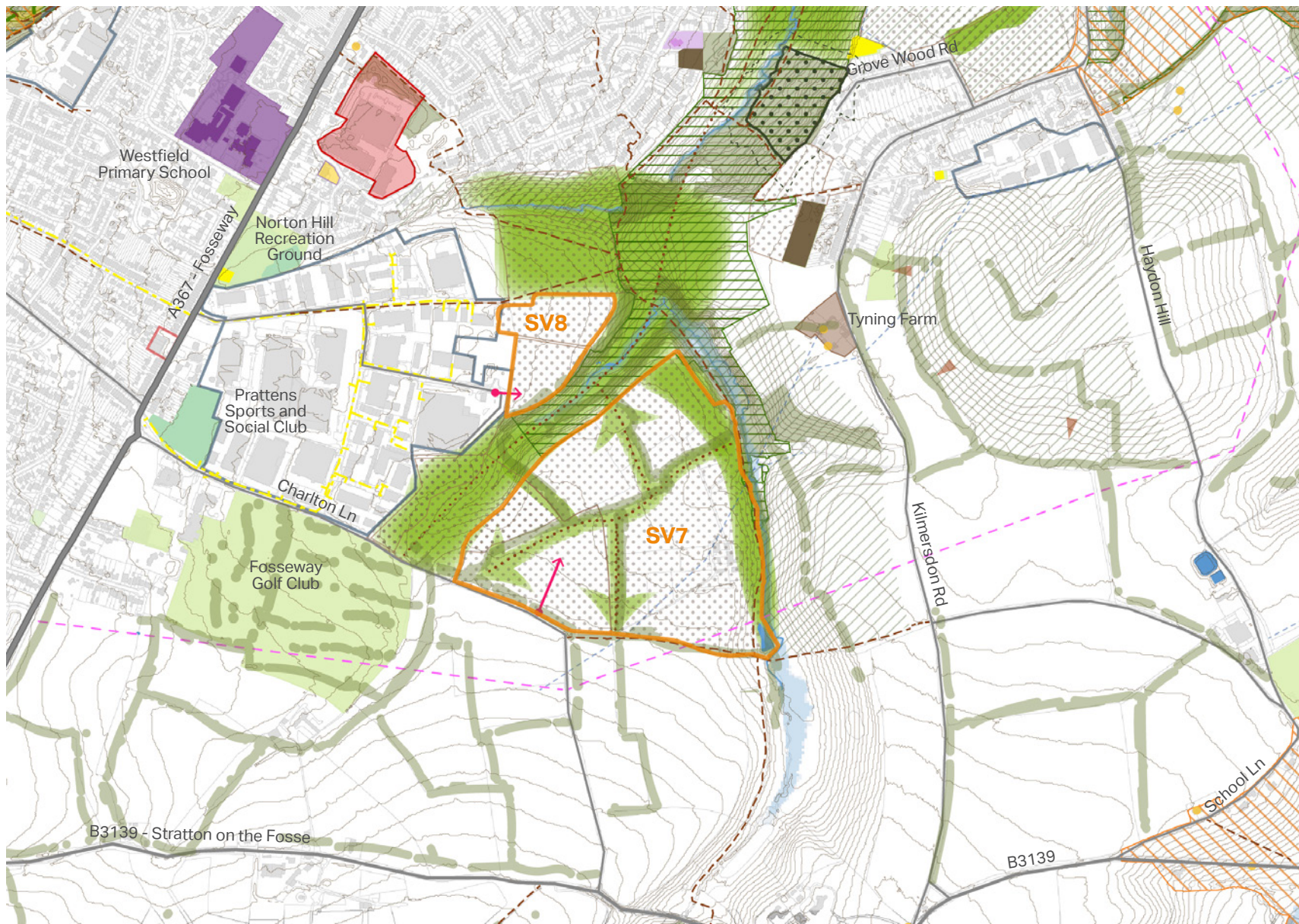


Figure 12. SV7 and SV8 constraints and opportunities

Area of search assessment- SV7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV7 is to the southeast of Westfield and consists of regular, agricultural fields enclosed by clipped hedgerows and only a few hedgerow trees. It is enclosed to the south by Charlton Lane and a Public Right of Way (PRoW), valleys with water courses to the east and northwest. These both form part of the Somer Valley. There are two Public Rights of Way (PRoW): one following the eastern boundary and one partially along the southern boundary connected to Charlton Lane. The landform is generally flat with open views to distant ridgelines to the north and east. The landform drops into the two valleys of the Somer Valley along the northwestern and eastern boundaries. The valleys on the edge of the site form part of the landscape setting of Westfield as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The eastern half of the site also forms part of a Green Infrastructure corridor covered by policy NE1. The valleys to the north are part of safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9d: Norton Radstock Southern Farmlands, SV7 and immediate landscape displays the steep river valleys and plateau with the rectilinear arable fields on the plateau with few hedgerow trees and open views across the plateau, characteristic of the LCA. The site was assessed as high landscape and visual sensitivity to residential development on several occasions due to its visual prominence and landscape character. Residential development would need to consider mitigation to integrate it into the wider landscape and preserve the setting of the Somer Valleys.	Minor Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	Although the site already supports a network of clipped hedgerows, there is potential to improve the green infrastructure including connectivity throughout the site. The Somer Valley is identified as part of the Green Infrastructure network and residential development could seek to integrate any new development into the Valley. Linking the existing two PRoWs with enhanced links through the settlement.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Closest bus stops located on Charlton Road approximately 1km to the west from the centre of the site. Access to service 172 which links Bristol, Wells, Midsomer Norton and Bath and 522 service linking Bristol and Bath via Midsomer Norton. Charlton Lane, the only vehicular access to the site, is a narrow, rural road with a national speed limit and no footways. Options for walking and cycling are limited. A PRoW exists to the east of the site, which links with other footpaths towards Westfield. TAF connectivity data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to all services by walking and public transport modes, although the site scores slightly above the average for cycling and car modes. The site therefore scores above the average for connectivity to services by all modes.	Minor Adverse Impact

Area of search assessment- SV7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Proposed cycle improvements (Somer Valley Route 1 and 2) along residential streets in the south of Midsomer Norton to connect to the Norton-Radstock Greenway and link Norton Hill High School and the Westfield Industrial Estate. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access options onto Charlton Lane, narrow single lane rural road with national speed limit. Land within the site bordering Charlton Lane would not to be provided to widen Charlton Lane to provide two lanes. Active mode link would be required with provision of new footway in highway verge.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Location of development is not central to existing Westfield and unlikely to increase internalisation of trips. Significant enhancements required to Charlton Lane to make suitable for active mode trips and enable access to bus services on Charlton Road.	Neutral Impact
Environment	Presence of ecological designations	Kilmersdon Road Quarry SSSI 1066m NNE, Huish Colliery Quarry SSSI 1543m NE, Silver Street Local Nature Reserve 1356m NW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Radstock Grove 488m N, Loocombe Wood 1483m S; Woodland and Wood Pasture 1844m ESE; Deciduous Woodland: Adjacent NE, 300m N, 678m NW, 365m S. Parcel is arable/pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. Several infield mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified immediately adjacent to the NE of the parcel. Woodland planting and buffering of hedgerows in the parcel could link to existing Ancient Woodland and further network.	Moderate Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as Grade 3a). Total area >20 ha, therefore a moderate adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Moderate Adverse Impact

Area of search assessment- SV7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 553 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Moderate Beneficial Impact
	Employment potential	The site is located in close proximity to the existing Westfield Industrial Estate which is designated as a Primary Industrial Estate in the development plan. The site has potential to act as an extension to this alongside other development, however access along Charlton Lane would need upgrading.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 553 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Area of search assessment - SV8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV8 is to the east Westfield Industrial Estate and consists of two agricultural fields enclosed by clipped hedgerows. The Somer Valley is to the southeast. To the north are three fields used as public open space which is connected to a linear area of open space that separates the Industrial Estate from the residential area of Westfield. To the northeast is more open space and together this forms a network of publically accessible land along the Somer Valley. Two Public Rights of Way (PRoW) cross the open space to the north of the site. The landform is gently falling towards the Somer Valley in the southeast of the site. Open views are available from the site towards ridgelines to the south and west and the built up area of Westfield to the west. The landform drops into the valley of the Somer Valley to the south. The valley on the edge of the site forms part of the landscape setting of Westfield as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the settlement. The eastern half of the site also forms part of a Green Infrastructure corridor covered by policy NE1. The valley to the south and east is part of safeguarded land for sport and recreational facilities as covered by policy LVR5. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9d: Norton Radstock Southern Farmlands, SV8 and immediate landscape displays the steep river valleys and plateau with the rectilinear arable fields on the plateau and open views across the plateau, characteristic of the LCA. The site was assessed as high landscape and visual sensitivity to residential development. Residential development would need to consider mitigation to intergrate it into the wider landscape and preserve the setting of the Somer Valleys. The location however, already experiences urban influence from the adjacent industrial estate and residential area to the north.	Neutral Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	The site sits adjacent to areas used as public open space with two PRoWs just north of the site. The Somer Valley supports scrub and trees, providing good quality GBI on the doorstep of the site. Residential development would seek to preserve the setting of the Somer Valley and provide access links into the public open space.	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	Vehicular access to Westfield Industrial Estate via First and Third Avenue. Nearest bus stops located approximately 800m from the site on the A367 Fosseway. Access to service 172 which links Bristol, Wells, Midsomer Norton and Bath and 522 service linking Bristol and Bath via Midsomer Norton. PRoW from First Avenue which links to other footpaths towards Westfield and south of Radstock. TAF connectivity data from the Partial Update (2022) scores the site above the B&NES average for connectivity to services via walking and cycling modes, and around the average score for via public transport and car modes. The site therefore scores above the average score in total for connectivity to services by all modes.	Neutral Impact

Area of search assessment - SV8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Proposed cycle improvements (Somer Valley Route 1 and 2) along residential streets in the south of Midsomer Norton to connect to the Norton-Radstock Greenway and link Norton Hill High School and the Westfield Industrial Estate. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact
	Access feasibility	Vehicular access via First and/or Third Avenue within the Westfield Industrial Estate. Existing wide access available from Third Avenue, First Avenue there is a car park and the existing footpath which would need to be considered. Access options are likely to be adequate relative to the size of the site.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Location of development within existing established industrial estate. Further employment opportunities could increase internalisation of trips and support an increase in active mode trips. Potential improvements to active mode links to the PRoW as part of the access arrangements.	Neutral Impact
Environment	Presence of ecological designations	Kilmersdon Road Quarry SSSI 1065m NE, Huish Colliery Quarry SSSI 1624m NE, Silver Street Local Nature Reserve 1384m W.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Loocombe Wood 1989m S; Woodland and Wood Pasture 1844m ESE; Deciduous Woodland: 103m E, 156m N, 396m NW, 934m SSE. Parcel is arable/pasture land bordered by mature hedgerow. Further hedgerows cross the parcel. Several infield mature trees. Recommend bat roost potential survey of any trees to be removed. Recommend border and in-field hedgerows are retained.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified immediately adjacent around the parcel. Woodland planting and buffering of hedgerows in the parcel could link to existing Ancient Woodland and further network.	Moderate Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3, although not surveyed to determine whether 3a (BMV) or 3b. Total area <20 ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

Area of search assessment - SV8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	No residential	Neutral Impact
	Employment potential	The site is located in close proximity to the existing Westfield Industrial Estate which is designated as a Primary Industrial Estate in the development plan. The site has potential to act as an extension to this.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	No community infrastructure proposed	Neutral Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water foul water sewers available in proximity to the site, subject to confirmation of capacity	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

Summary - SV7, SV8

Potential for a new residential neighbourhood but accessibility needs improvement.

This area of search is on the settlement's edge, tucked away behind an industrial estate. It is currently in use as agricultural land and has some patches of woodland. The site is quite large and could facilitate a decent number of homes. But there are some aspects to the site that make it less favourable as a strategic development site. It is far from existing centres, and the proximity to, and access through an industrial site, does not contribute to positive placemaking. For this reason, the area will not be proposed for the options development stage.

Constraints:

- Remote from the existing centre.
- Tucked away behind the industrial estate.

Opportunities:

- Opportunity for nature recovery.
- Reasonable size development opportunity.
- Potential links for active travel.

Theme	Criteria Scoring Considerations	Scale of Impact	
		SV7	SV8
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact	Neutral Impact
	Green Belt	Neutral Impact	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact	Neutral Impact
	Heritage	Neutral Impact	Neutral Impact
Transport	Existing levels of connectivity	Minor Adverse Impact	Neutral Impact
	Potential future levels of connectivity	Neutral Impact	Minor Beneficial Impact
	Access feasibility	Minor Adverse Impact	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Neutral Impact	Neutral Impact
Environment	Presence of ecological designations	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Moderate Beneficial Impact	Moderate Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact
	Geological constraints to development	Moderate Adverse Impact	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Moderate Beneficial Impact	Neutral Impact
	Employment potential	Moderate Beneficial Impact	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact	Neutral Impact
Utilities	Gas	Minor Beneficial Impact	Minor Adverse Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Adverse Impact	Minor Beneficial Impact
	Drainage	Minor Beneficial Impact	Minor Beneficial Impact
	Electricity	Minor Beneficial Impact	Minor Beneficial Impact

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2.11. Midsomer Norton 1 - SV22

Area of search delivery potential

Area size SV22: Total 6.38ha. 3.83ha (60%) residential, 153 homes at 40dph. 1.91ha (30%) GBI+community infrastructure and 0.64ha (10%) other infrastructure.

Area of search description and Access

Location: South of Midsomer Norton

Potentially achievable via Chillcompton Road and Folly Close.

This area of search is on the settlements edge and council boundary adjacent to recent residential development. It is far from all amenities but there are no other constraints apart from an additional junction on Chilcompton Road.

Reason for selection

SV22 is selected as an area of search because it sits on the edge of a recent residential development and could be a small extension to this, just withing the B&NES boundary.

Constraints:

- Needs new access to main road

Opportunities:

- Small scale infill development at the edge of town

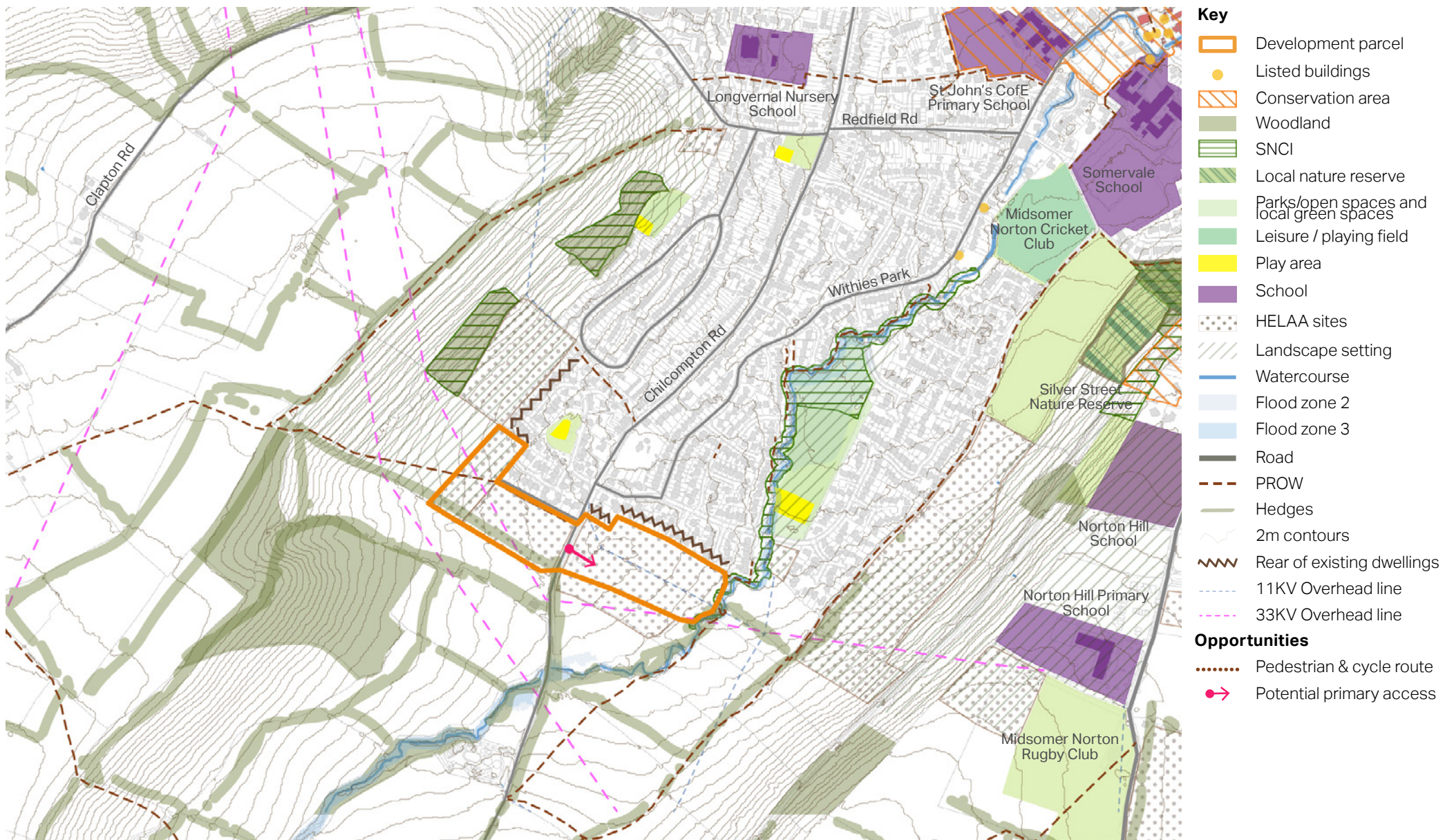


Figure 13. SV22 constraints and opportunities

Area of search assessment - SV22

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	SV22 is to the south of Midsomer Norton, east of Chilcompton Road. It consists of two fields to the west of the River Somer. The fields are enclosed by clipped hedges mature trees and scrub along the river. The site is relatively flat, gently falling to the river before the ground rises towards the Somerset and Dorset Railway, which is set on an embankment. There are no Public Rights of Way (PRoW) within the site but the Riverside Walk follows the River Somer to the southeast with a bridleway beyond. Open views are available from the site towards distant ridgelines. The site is located within the landscape setting of Midsomer Norton as covered by policy NE24 and is within the Green Infrastructure corridor as covered by policy NE1. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9d: Norton Radstock Southern Farmlands, SV22 and immediate landscape displays the steep river valleys and plateau with the rectilinear arable fields on the plateau and open views across the plateau, characteristic of the LCA. The site would extend the settlement boundary and has previously been assessed as high landscape and visual sensitivity to residential development. Residential development would need to consider mitigation to intergrate it into the wider landscape and the existing Nidsomer Norton settlement. The location however, already experiences urban influence from the adjacent residential area to the northeast.	Minor Adverse Impact
	Green Belt	No Green Belt designation	Neutral Impact
	Green and Blue Infrastructure (GBI)	Although there are no PRoWs within the site, there are several in the vicinity, which provide access to the wider network. The vegetated framework of the site could be retained and enhanced to maximise opportunities for habitat diversity, linked to the riparian habitat along the River Somer	Neutral Impact
	Heritage	No listed structures are adjacent to the site, although there may be views towards listed structures. Residential development should seek to preserve the setting of any listed structures in any future proposals.	Neutral Impact
Transport	Existing levels of connectivity	The site is located to the west and east of Chilcompton Road, to the south of Folly Close and Riverside Gardens. Chilcompton Road provides access to the B3355 which runs through the west of Midsomer Norton and connects to Paulton town centre. The site is bound by the River Somer to the eastern extent. Public rights of way are present in the eastern parcel of the site, connecting Chilcompton Road to Riverside Gardens along the River Somer. A public right of way also runs alongside the railway line to Midsomer Norton South, where it connects to the Five Arches Greenway, connecting Midsomer Norton and Radstock by active modes. The nearest bus stop is Riverside Gardens, located on Chilcompton Road. This is approximately 100m from the site. Bus service 173/174 serves Chilcompton Road and runs to Midsomer Norton, Peasedown St John and Bath city centre with approximately an hourly frequency at peak times. There are very few services within 500m walking distance of the site. Straddlestones Park, a space for leisure is approximately 600m to the north east of the site. TAF connectivity data from the Partial Update (2022) scores the site below the average for the B&NES district for connectivity to services via walking mode and above the average for cycling mode. The site scores around the average score for the B&NES district for connectivity to services by public transport and car mode.	Neutral Impact

Area of search assessment - SV22

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Potential to improve public rights of way / active travel connections from the site to the Five Arches Greenway.	Neutral Impact
	Access feasibility	Site access via Chilcompton Road to west and east parcels of the site. Subject to assessment using appropriate traffic modelling software. Limited potential to link with Folly Close and Riverside Gardens due to existing housing. Potential for active travel access via existing public rights of way.	Neutral Impact
	Potential for the site to enhance sustainability	Potential to improve access to Five Arches Greenway, however this is around 1.2km to the north east of the site. There are very few bus services in the vicinity of the site so development is unlikely to increase the internalisation of trips and may result in additional car trips along Chilcompton Road.	Minor Adverse Impact
Environment	Presence of ecological designations	Silver Street Local Nature Reserve 706m NE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Ancient & Semi-Natural Woodland 1324m NW, 1555m SW; Deciduous Woodland: 88m NW, 792m N, 598m NNE, 310m NNE, 527m E, 280m SW, 975m SW; Traditional Orchards 976m SW. Parcel is arable and pasture land. It has a border of mature hedgerow and further hedgerows cross the parcel. River Somer borders the SE of the parcel; also some woodland in the SE corner. Recommend bat roost potential survey of any trees to be removed and retention of hedgerows.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified to the E and SE of the parcel. Retention of trees in the E of the parcel could connect to woodland network to the E and SE.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed as 3a). Total area <20ha, therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. The western portion of the site (20%) does fall within a MSA for coal. Following conditions set out in the footote will results in a neutral impact on the MSA.	Minor Adverse Impact

Area of search assessment - SV22

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Housing, economy and communities	Housing demand and affordability	The site is in a relatively (for B&NES) low value area, however there is the potential to deliver a greater proportion of family housing in this location and at 153 homes would make a beneficial contribution towards market and affordable housing delivery. The site is within the Midsomer Norton/Radstock/Westfield area which is where the highest order settlements in the Somer Valley with existing services and employment opportunities are located, translating into relatively greater demand for housing in the area.	Minor Beneficial Impact
	Employment potential	The site is located south west of Midsomer Norton some distance from an A road. There are residential properties adjacent to the site. The site appears more suitable for residential development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 153 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
Utilities	Gas	No Wales&West assets appear to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible	Moderate Adverse Impact

Summary - SV22

Not ideally located because it is further out of the town centre and creating access will be challenging for a development site this small.

This site is selected as an area of search because it sits on the edge of recent residential development and could be a small extension of this, just within the B&NES boundary. Creating access to the potential site will probably be expensive, and there will be no contribution to the wider development strategy, so it will not be proposed for the options development stage.

Constraints:

- Needs new access to the main road.

Opportunities:

- Small-scale development at the edge of town.

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Neutral Impact
	Potential for the site to enhance sustainability	Minor Adverse Impact
Environment	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	Minor Beneficial Impact
	Employment potential	Neutral Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact
Utilities	Gas	Minor Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Moderate Adverse Impact

2.12. Overview

Theme	Criteria Scoring Considerations	Scale of Impact												
		SV1	SV2	SV2A	SV3	SV3A	SV4	SV5	SV6	SV7	SV8	SV9	SV10	SV11
Placemaking and landscape	Landscape / townscape													
	Green Belt													
	Green and Blue Infrastructure (GBI)													
	Heritage													
Transport	Existing levels of connectivity													
	Potential future levels of connectivity													
	Access feasibility													
	Potential for the site to enhance sustainability													
Environment	Presence of ecological designations													
	Priority habitats and significant linear features for protected species movement													
	Nature Recovery and Biodiversity Net Gain													
	Flood risk													
	Geological constraints to development													
Housing, economy and communities	Housing demand and affordability													
	Employment potential													
	Site size and ability to deliver community infrastructure													
Utilities	Gas													
	Water													
	Sewage													
	Drainage													
	Electricity													

Key

Scale of impact				
Moderate Adverse Impact	Minor Adverse Impact	Neutral Impact	Minor Beneficial Impact	Moderate Beneficial Impact

Theme	Criteria Scoring Considerations	Scale of Impact										
		SV12	SV13	SV14	SV15	SV16	SV17	SV18	SV19	SV20	SV21	SV22
Placemaking and landscape	Landscape / townscape											
	Green Belt											
	Green and Blue Infrastructure (GBI)											
	Heritage											
Transport	Existing levels of connectivity											
	Potential future levels of connectivity											
	Access feasibility											
	Potential for the site to enhance sustainability											
Environment	Presence of ecological designations											
	Priority habitats and significant linear features for protected species movement											
	Nature Recovery and Biodiversity Net Gain											
	Flood risk											
	Geological constraints to development											
Housing, economy and communities	Housing demand and affordability											
	Employment potential											
	Site size and ability to deliver community infrastructure											
Utilities	Gas											
	Water											
	Sewage											
	Drainage											
	Electricity											

Key

Scale of impact				
Moderate Adverse Impact	Minor Adverse Impact	Neutral Impact	Minor Beneficial Impact	Moderate Beneficial Impact

2.13. Conclusion

Prioritised areas

East and West of Peasedown St John (SV14, SV15, SV16)

The area south of Peasedown St John has few constraints, but it is severed from the village and local centre by the A367. The area is divided again by the same road northwest of the A367 and south of the A367. Both sides have different characteristics and can provide various types of development. The north-western area has potentially better accessibility to the local centre, whereas the severance to the southern area is harder to mitigate. For this reason, the north-western area would be better suited to develop as a residential and nature recovery area, and the southern area could be more transport, employment and energy landscape focussed.

The north-western area is a rectangular-shaped site adjacent to the A367 to the east and Camerton Wood to the west. The ancient woodland requires a buffer zone to protect it, and the tree-lined edge of the A367 needs to be enhanced. This will wrap the development site in a green buffer creating biodiversity and nature development options. This green character should be expanded throughout the potential development area, creating new and improved routes to the surrounding countryside and woodland for recreational purposes and active travel. New access points can be created from the A367.

The Southern area is a large site along the edge of Peasedown St. John. It consists of several agricultural fields enclosed by clipped hedgerows and tree belts. The site sits on the edge of a plateau, with land gently

falling north to south across the site. The landscape setting is considered to make a significant contribution to the distinct form and character of Peasedown St John. It is possible to improve this setting when development can be screened by trees and hedgerows and improve local routes to the countryside. There is the opportunity to expand the existing employment zone and develop land for energy production by solar panels. To connect to the wider area, a mobility hub can be created to improve and connect to the public transport network. Creating several safe cycles and pedestrian crossings over the A367 is important to connect to the existing local centre.

North Radstock (SV12, SV13)

The area north of Radstock is locally known as Round Hill and consists of agricultural fields, mostly on the plateau above the town. The area is enclosed by Trinity Church School and Radstock to the south and agricultural fields to the north and east, and the A367 to the west. The old Bath Road runs through the middle of the area and is the historic connection between Radstock and Peasedown St John.

The area is selected for its proximity to Radstock and the potential to create new access to the A367 and transform the Old Bath Road into an active travel route between the development and historic centres. The main constraints are the sensitive landscape setting and the sloping land to the north and east. There is a great opportunity for a landscape focussed residential development and to create new connections to the surrounding countryside.

There is the opportunity to create a large country park for the new and existing residents in Radstock.

This park should create direct active travel links to and from the Greenway connecting to Radstock and Midsomer Norton. Screening with large trees and other landscape elements should enhance habitat connectivity and integrate the potential development with the landscape.

East of Radstock (SV10)

The land east of Radstock can promote a reasonably sized development for housing development, open space, social infrastructure, nature recovery and improve local facilities over the coming Local Plan period. The existing junction will need improvement to provide better access, and a new junction will give direct access from the A362 (Frome Road). The development will be on both B&NES and Mendip District Council land. There are not many known constraints apart from land ownership.

The area is surrounded by countryside, easily accessible by existing lanes and new and improved connections. The natural landscape character could inform the new development. Nearby ancient woodlands will be a natural edge to the development, which can be expanded to create a protective zone and improve biodiversity.

The development will need provision for a new school and can support the growth of the local town centre. The new development will support other existing local facilities and can be expanded where needed.

West of Enterprise Zone (SV21)

The land west of the allocated Enterprise Zone is on both sides of the A362 and consists of agricultural fields. It is not very accessible, and quite a few overhead power lines run over the area. The remote

location and other constraints make the area less appropriate for residential development. The opportunity for this area is for potential renewable electricity generation as it is close to an existing transformer.

In combination with the energy landscape, the area can improve local active travel connections and recreational routes. There is an opportunity for biology and ecology improvement surrounding the identified site.

Farrington Gurney (SV2, SV3, SV4, SV5)

The area around Farrington Gurney has been selected to be explored further at the option development stage for its great location, accessibility, historic character, and landowner position.

The settlement sits on the junction of the A37 and A362 and has good access to the surrounding towns and cities. The landscape setting is rural on relatively flat agricultural land. To the south, a ridge could form the natural edge to potential development. There are quite a few facilities already in the village. Historically the village has moved away from the church, which now stands on its own as a listed building in the fields.

This context, as most of the land is controlled by one landowner, could make this a good location for residential development. Development can be phased or divided into parts on all sides of the existing roads. To create permeability throughout the village, the existing roads need to be downgraded, and speed needs to be reduced for safety. The landscape, historical setting, and existing social infrastructure should inform the potential development. New active transport routes should link the new settlement to

Midsomer Norton, and green links throughout the new development connect to the countryside and surrounding parks.

Other areas

From the initial 22 sites identified for potential development, 11 have been proposed to be developed further. These 11 sites have been amalgamated into 5 specific areas. This leaves 11 sites that have not been proposed for further development. The general reason sites have not been put forward is that they do not contribute to the strategic approach of the Local Plan. This could be because they are too small, are located too far from existing town centres or have previous planning history and have been refused planning permission. These sites have not been proposed for further development in the Local Plan process, which does not mean they can follow their planning procedure. Below is a summary explaining why the sites have not been put forward.

High Littleton (SV1)

The area of search is close to the village centre and can use existing links to its surrounding. On further investigation, creating access to the area proves difficult, so it is not proposed for the options development stage.

Constraints:

- Difficult to access.
- Sloping terrain.
- Landscape sensitivity.

Opportunities:

- Decent size development potential.
- Proximity to existing settlement (High Littleton).
- Great potential to connect with the countryside for recreational use and active travel.

Westfield (SV7, SV8)

This area of search is on the settlement's edge, tucked away behind an industrial estate. It is currently in use as agricultural land and has some patches of woodland. The site is quite large and could facilitate a decent number of homes. But there are some aspects to the site that make it less favourable as a strategic development site. It is far from existing centres, and the proximity to, and access through an industrial site, does not contribute to positive placemaking. For this reason, the area will not be proposed for the options development stage.

Constraints:

- Remote from the existing centre.
- Tucked away behind the industrial estate.

Opportunities:

- Opportunity for nature recovery.
- Reasonable size development opportunity.
- Potential links for active travel.

Westfield (SV9)

This site is selected as an area of search to support small-scale residential development, create new green links to Radstock, and provide green infrastructure for the wider area. This development is potentially possible but not contributing enough to the wider vision and regeneration strategy and, therefore, is not proposed for the options development stage.

Constraints:

- Small-scale development.
- No public transport.

Opportunities:

- Infill development following the contours of the existing settlement.
- Great opportunity for nature recovery.
- Existing infrastructure can be used.

Radstock West (SV11)

This area of search is on the edge of the town, tucked in between fringe uses. There is a selection of houses on this road and some small businesses. The area of search is a sloped hill where there is potentially some infill development possible. But because of this small scale and minimal potential to contribute to a wider regeneration, this area is not proposed for the options development stage.

Constraints:

- Fringe development.
- Sloping terrain.

Opportunities:

- Small-scale development, not strategic.

Peasdown St John (SV17, SV18)

These sites were included in the area of search selection with the vision to create a larger potential development site to the west of Peasdown St John, including SV14 & SV16. On closer inspection, these 2 sites are well used as a cricket field, sports pitches, and playground. It is unlikely that moving these facilities to another place will create benefit to the wider community and therefore will not be proposed for the options development stage.

Constraints:

- Repositioning the current well-used sports and recreational facilities.
- Create safe and direct active travel routes across Bath Road.

Opportunities:

- Improve sports facilities.
- Develop a new neighbourhood with good cycling and walking links to the village centre.
- Create access to the countryside and improve the green infrastructure.

Peasedown St John (SV19, SV20)

These 2 sites were included in the initial area of search as they are within the existing settlement and could be potential infill site development. On closer inspection, there have been previous planning applications, and they were refused. The land is in use by the residents for recreational use. As the sites are small, they are unable to deliver development on a strategic Local Plan scale and will not be proposed for the options development stage.

Constraints:

- In use by residents as local park/leisure facilities.
- Difficult to access.
- Previous planning history, an application refused.

Opportunities:

- Infill sites near local centres.
- Active travel opportunities.
- Great views and countryside setting.

Midsomer Norton (SV22)

This site is selected as an area of search because it sits on the edge of recent residential development and could be a small extension of this, just within the B&NES boundary. Creating access to the potential site will probably be expensive, and there will be no contribution to the wider development strategy, so it will not be proposed for the options development stage.

Constraints:

- Needs new access to the main road.

Opportunities:

- Small-scale development at the edge of town.

Farrington Gurney (SV2A, SV4)

The area of search numbered SV2A and SV4 were initially part of the larger area of search around Farrington Gurney. On further investigation, we discovered these two sites are severed from the main area of search by constraints related to the high-pressure gas mains underground. This severance and other constraints related to the gas pipe will result in a less favourable position for these sites and will therefore not be proposed for the options development stage.

Constraints:

- Gas mains constraints

Farrington Gurney (SV6)

The site numbered SV6 will not be part of the larger area around Farrington Gurney proposed for the options development stage. Together with the southern tip of SV3a, the potential development of these sites will impact too much on the setting of St. John's Church. After further investigation these sites need to stay open space and improve the heritage setting of the church within the settlement and protect local important views.

Constraints:

- Heritage aspects around St. Johns Church

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