SOMER VALLEY

STRATEGIC PLANNING OPTIONS

AECOM

FINAL
MARCH 2024

Quality information

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Revision	Revision date	Details	Authorised	Name	Position
Final Report	01/03/2024		MH	Mark Hughes	Director
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CONTENT PAGE

Figure 1. Seperator image

EXECUTIVE SUMMARY

01

1. EXECUTIVE SUMMARY

1.0.1 This report by AECOM, commissioned by Bath and North East Somerset (B&NES) Council, offers essential background data on the Strategic Planning Options (SPO) for Somer Valley. It outlines current baseline conditions, the process, integrated stakeholder engagement and refined development opportunities to guide future site strategic masterplanning, design and development decision making.

1.0.2 This report provides a compendium of information to substantiate the decision-making process to accompany priortised development areas within Somer Valley. It identifies opportunities and constraints within the study area and wider strategic setting that must be addressed in the delivery of development masterplans across this area.

1.1. Preparing the SPO

1.1.1 The SPO is prepared following an extensive baseline evidence analysis, including ecology, landscape, transport, planning, utilities and drainage, and a series of stakeholders and working group workshops. The outcome of these exercises was synthesised within the placemaking study summarising the key issues, ideas and aspirations and describing the potential for change within the area.

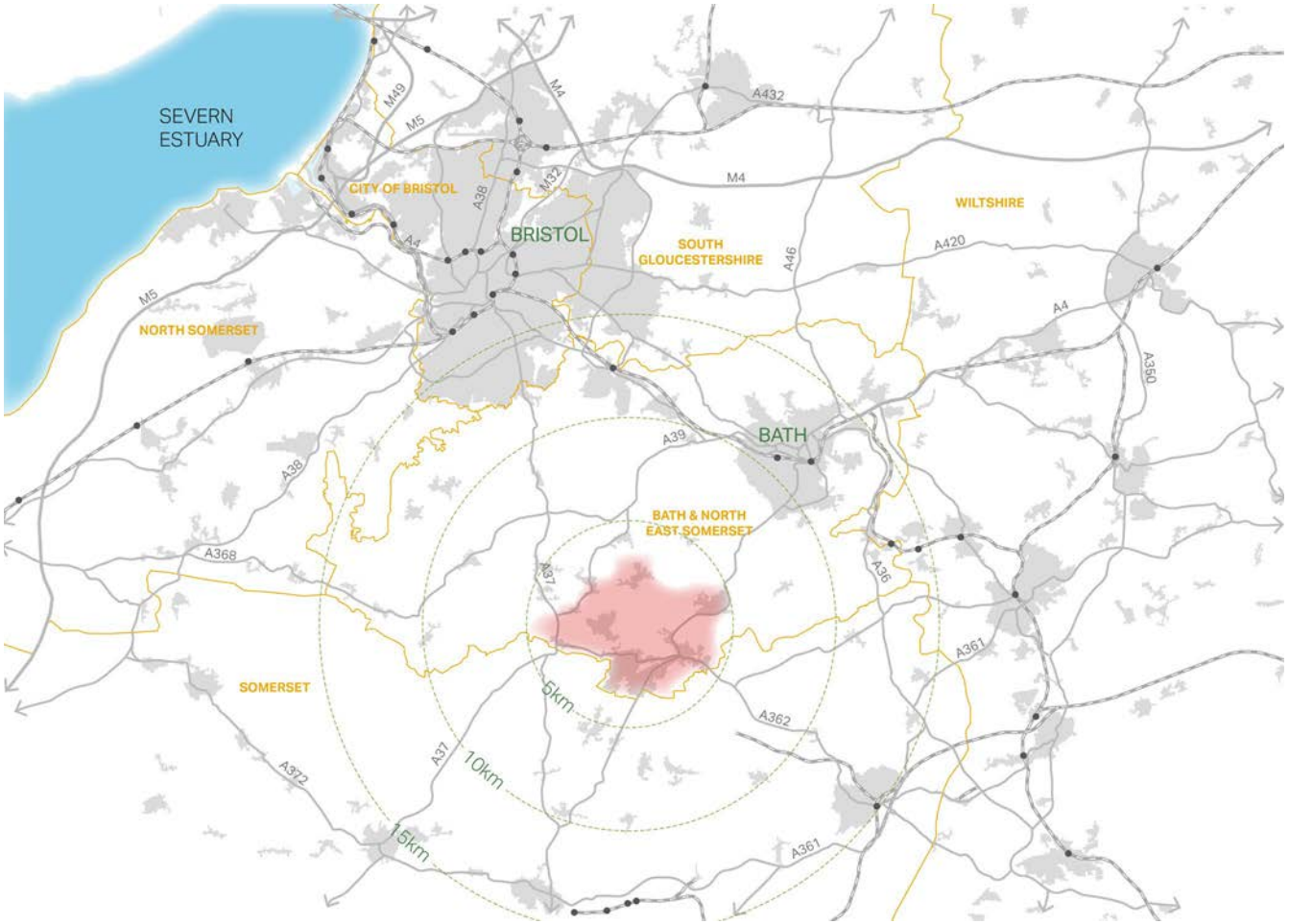

Figure 2. Strategic location map showing district boundaries and surrounding context

1.2. Placemaking Vision and Principles

1.2.1 The placemaking vision for Somer Valley has been formulated to serve as a guiding beacon to the potential changes within the area.

"Somer Valley will be a vibrant, connected community, with a rich and cherished industrial legacy, where residents can safely commute by foot, bike, or public transport. Nature preservation will be a cornerstone, with the countryside an accessible sanctuary. Any new development will deliver community infrastructure including healthcare, education, employment, and leisure facilities and it will be Net Zero Carbon, with integrated energy generation and growth will foster a diverse job market to support communities."

Components of the Vision

1.2.2 **A network of towns and villages:** The Somer Valley's network of towns and villages are bound by an industrial heritage but separated by unique identities. Development should respect and enrich each settlements intimate connection with the surrounding landscape, whilst supporting the delivery of a unified strategic vision for green infrastructure, public transport, and modal shift across the Somer Valley.

1.2.3 **Historic and characterful places:** Somer Valley's historic core will be preserved and enriched. Economic development will prosper and support new jobs, and sustainable regeneration will focus on historic buildings, repurposing sites and public realm, bolstering existing character.

1.2.4 **Sustainable use of resources:** Somer Valley's sustainable vision prioritises efficient land and resource use. New developments, for housing, mixed-use, or employment, target higher densities, better building performance, and a reduction of embodied carbon. Circular economy principles will guide processes to reduce waste and environmental impact. Identifying and prioritising energy production alternatives will reduce reliance on fossil fuels and drive lower energy costs.

1.2.5 **Protecting and enhancing the natural environment:** The Somer Valley's landscape is a vision cornerstone, providing the backdrop for all development, ensuring the preservation of sensitive setting areas and important settlement views. Settlements will benefit from high-quality architecture and integrated multifunctional landscape buffers, seamlessly integrating development with its surroundings, and being host to leisure, recreation, and active travel infrastructure.

Placemaking principles

1.2.6 The Somer Valley placemaking vision is supported by the following principles.

- Unite the delivery of green infrastructure, sustainable transport, and development opportunities.
- Establish an integrated transport hub network for smooth, convenient district-wide travel, enhancing public transport accessibility.
- Regenerate town centres and high streets to drive growth and vitality.
- Become climate resilient, carbon neutral and nature positive by 2030.
- Leverage identified habitat and Nature Recovery initiatives to achieve 20% biodiversity net gain.

- Create critical mass to deliver community infrastructure and sustainable transport initiatives.
- Promote modal shift and enhanced accessible connectivity to countryside and river assets.
- Support renewable energy generation.
- Provide affordable homes and market growth and jobs, and healthcare and school infrastructure.
- Promote community togetherness and funding for community hubs, food growing and for allotments, local charities and youth initiatives.

Development Concept Options

A number of potential areas for change have been prioritised through the area of search placemaking assessment to be explored further at the option development stage to test the placemaking potential and site capacity.

The document sets out and concludes the development option response for each area of potential for change, explained under the headings of placemaking, green and blue infrastructure and nature recovery, access and movement to provide evidence to assist the planning process to formulate a new Local Plan.

Figure 3. Seperator image

INTRODUCTION

02

2. INTRODUCTION

2.1. Introduction

2.1.1 Bath and North East Somerset (B&NES) Council is embarking on a new Local Plan. AECOM has been appointed to carry out the Strategic Planning Options commission for the Somer Valley area.

2.1.2 The study has been undertaken in two main parts. The first part comprises the Strategic Place Assessment (SPA) which is high level and covers a broad area of search; looking at character and capacity issues such as ecology, landscape, transport, historic environment, and the development potential of particular locations. This was informed by Evidence Reports and engagement with B&NES officers and local stakeholders.

2.1.3 The second part of the study identifies the Strategic Planning Options, a shortlist of 'prioritised' options for the Council to consider through the Local Plan process. This draws upon an assessment of Areas of Search against an agreed set of priorities, and further workshops with B&NES officers and stakeholders.

2.1.4 This Somer Valley area Strategic Planning Options report provides a high-level summary of the technical evidence analysis, our understanding of the place and the outcomes of the B&NES officers and stakeholder workshops. It lists the key issues, ideas and aspirations that were raised at the workshops and identifies the potential opportunities by illustrating areas of search to be explored at the later stage of the process.

Figure 4. Local plan 2022-2042. Strategic Place Assessment and Strategic Planning Framework studies will feed into the Place based issues / priorities stage.

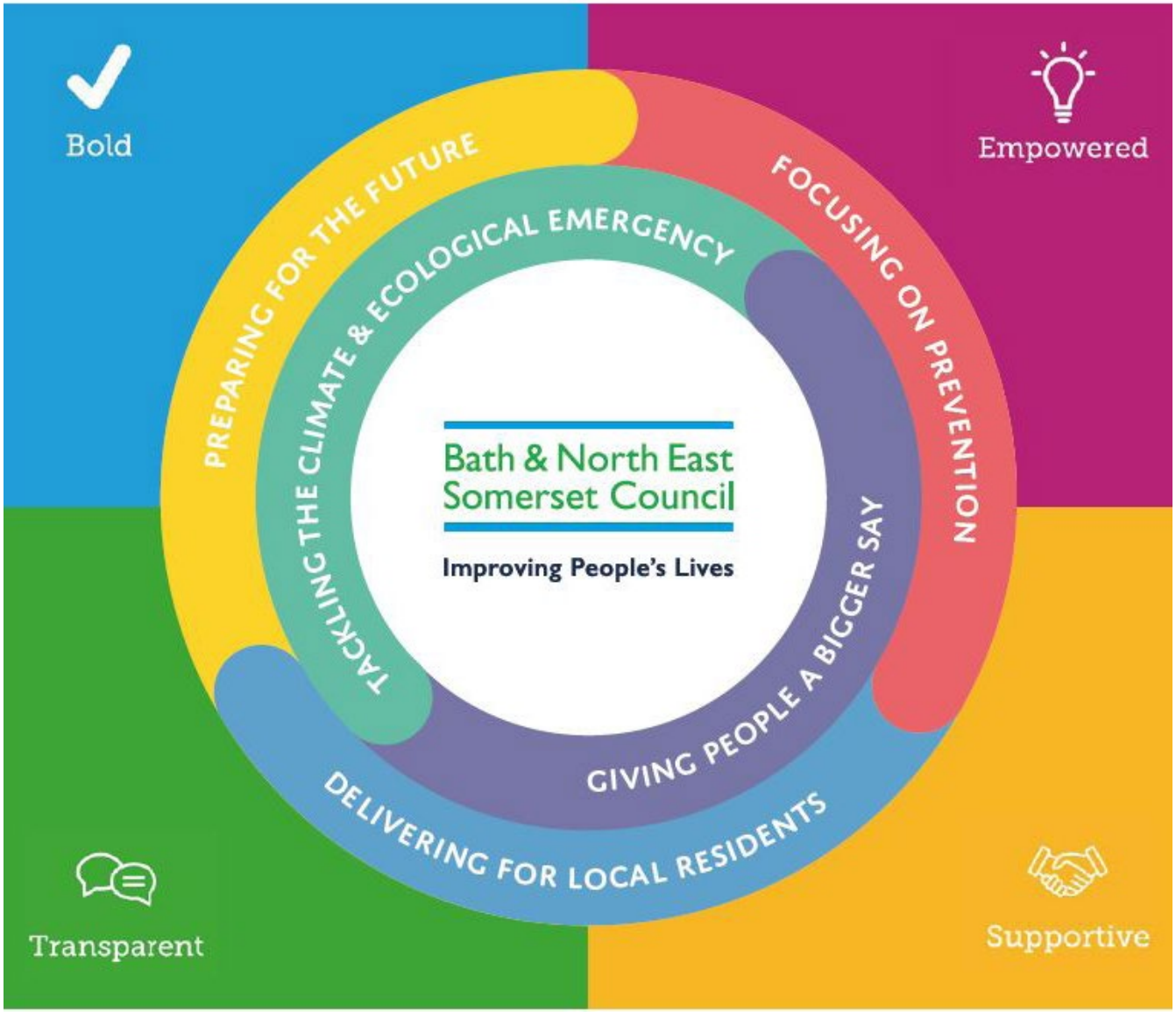

Figure 5. B&NES Corporate Strategy

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STRATEGIC CONTEXT

03

3. STRATEGIC CONTEXT

3.1. Overview

3.1.1 The Somer Valley study area is located within the southern part of B&NES, directly south of Keynsham and to the south-west of Bath. Somerset Council lies immediately to the south of the Somer Valley and this strategic context is an important consideration, with the duty to cooperate with neighbouring councils having implications for the future planning of Somer Valley.

3.1.2 The road access network comprises the A37 to Bristol, A367 to Bath and the A362 to Frome. Smaller local settlements are connected to Midsomer Norton, Radstock and Westfield by country lanes and minor roads.

3.1.3 Somer Valley has a history in the mining industry and many settlements are directly related to the location of these mines. The settlements are dotted around the undulating countryside and still have their own identity rooted in history. The historic network of mines, villages, railway tracks and paths is still visible in the landscape.

3.1.4 Midsomer Norton, Radstock and Westfield, the largest towns in the area, are geographically close to each other and together form the heart of the Somer Valley. This centre is surrounded by a selection of larger and smaller villages and settlements like Peasedown St John, Paulton, Timsbury, High Littleton and Farrington Gurney.

3.1.5 Parts of Somer Valley benefit from a bus network, but coverage is not complete. Some villages such as Camerton and Timsbury have very limited access to public transport. The closest railway stations are in Bath, Keynsham and Frome which have connections to the wider network across the country.

3.1.6 In addition, the Somer Valley is connected to Frome via the Colliers Way, a 16km pedestrian and cycle route between Dundas Aqueduct, Radstock and Frome, making use of disused railway lines and quiet country lanes. The routes links with the Two Tunnels cycle route (NCN 244) close to Bath.

3.1.7 Somer Valley is resonably self-contained when it comes to employment with 55% of jobs filled by residents of Somer Valley. The primary location for in-commuting workers is North East Somerset. This highlights some of the issues relating to transport connectivity which affect Somer Valley, with a much more local market area centred functional economy. At present there is a substantial net outflow of workers from Somer Valley. In purely volume terms Bath, as the main employment centre within B&NES has the greatest numbers of in-commuters by some distance. Particularly notable are the significant flows of workers in from Wiltshire and Somer Valley. (Bath & North East Somerset Employment Growth and Employment Land Review, 2020)

3.1.8 In General manufacturing, Construction, and Transport & Storage are the most concentrated sectors for employment in Somer Valley relative to Bath and North East Somerset. Somer Valley's absolute employment numbers in Construction, Professional, Scientific & Technical, Administrative & Support Services, and Human Health and Social Work have increased notably, and there has been growth in other sectors as well. The town centres provide in a variety of other employment types. Additionally, the Somer Valley supports farming and related agri-industries.

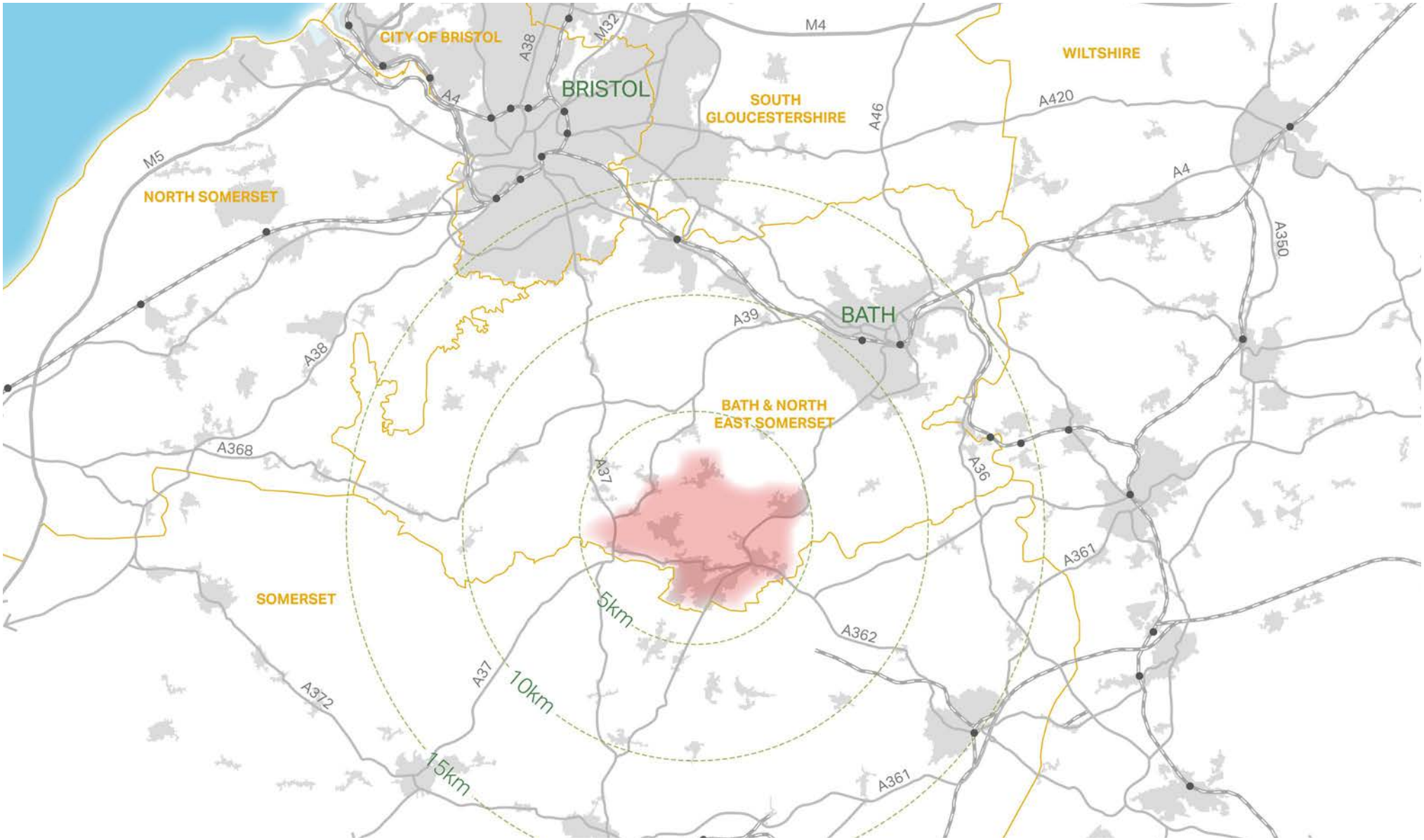


Figure 7. Strategic location map showing district boundaries and surrounding context

3.2. Historic background and development of the area

3.2.1 The study area has Medieval with potentially earlier Neolithic links, as Stoney Littleton Long Barrow (Neolithic Scheduled Monument) is located just 2km east of the study area, and there are several Bronze and Iron Age landscape features close to Radstock and Paulton. Further afield, just north of Radstock, the Camerton Romano-British town and associated Prehistoric and early Medieval monuments are located (Scheduled Monument).

3.2.2 The rivers and valleys of the Somer Valley supported early settlers and fostered historic connections between settlements through agriculture and trade. These influences, together with the later coal mining industry, helped to shape the settlements and carve their residual character.

3.2.3 The influence of mining was especially far reaching across the Somer Valley, indeed, the area was known as the 'powerhouse' for Bath due to its associations with coal production. Radstock, Peasedown St John and Paulton all flourished thanks to coal mining and industrial trades, with the Radstock developing in parallel as a strategic railway hub. The quantity of train/rail/ tramway infrastructure within the surrounding landscape is a tangible legacy of the area's industrial heritage.

3.2.4 The Somerset Coal Canal was constructed in the late 18th century to transport coal from the North Somerset coalfields to the markets in Bath and Wiltshire. The canal had two branches, one to the north from Paulton and Timsbury through to Midford to the east and the southern branch from Radstock through Wellow towards Midford. It closely followed the courses of the Wellow and Cam Brooks but the southern branch was quickly considered uneconomic and only the northern branch remains today.

3.2.5 The post-industrial landscape can still be seen today, and although the character has softened, settlement identity, landscape setting and community ties remain. Unifying characteristics across the study area include the use of vernacular materials. White lias stone and Pennant sandstone and clay double Roman roofing tiles are common throughout towns and villages. Surviving street/landscape furniture include metal gates, stiles and railings all produced at the local foundry during the booming coal industrial era.

Primary settlements

3.2.6 The study area's primary settlements are the towns of Midsomer Norton, Radstock and the villages of Peasedown St John, Paulton and Timsbury. Other smaller settlements include Farrington Gurney, Hallatrow, High Littleton, Westfield, Radford and Carlingcott.

3.2.7 Midsomer Norton and Radstock developed beside the River Somer, Wellow Brook and associated tributaries. The network of streets and watercourses are now intertwined, a product of steady development radiating outwards along blue/green corridors. The formation of the Urban District of Norton-Radstock in 1933 and subsequent growth, resulted in the practical coalescence of Midsomer Norton and Radstock with Westfield located centrally. However, despite this coalescence of the urban areas as they have grown, distinctive settlement characteristics and sense of community remains.

Midsomer Norton

3.2.8 Midsomer Norton is a Medieval market town, becoming a more significant local centre for commerce and trade following the granting of a Royal Charter for a Thursday market by Henry III in 1242. The market town later became an important coal mining

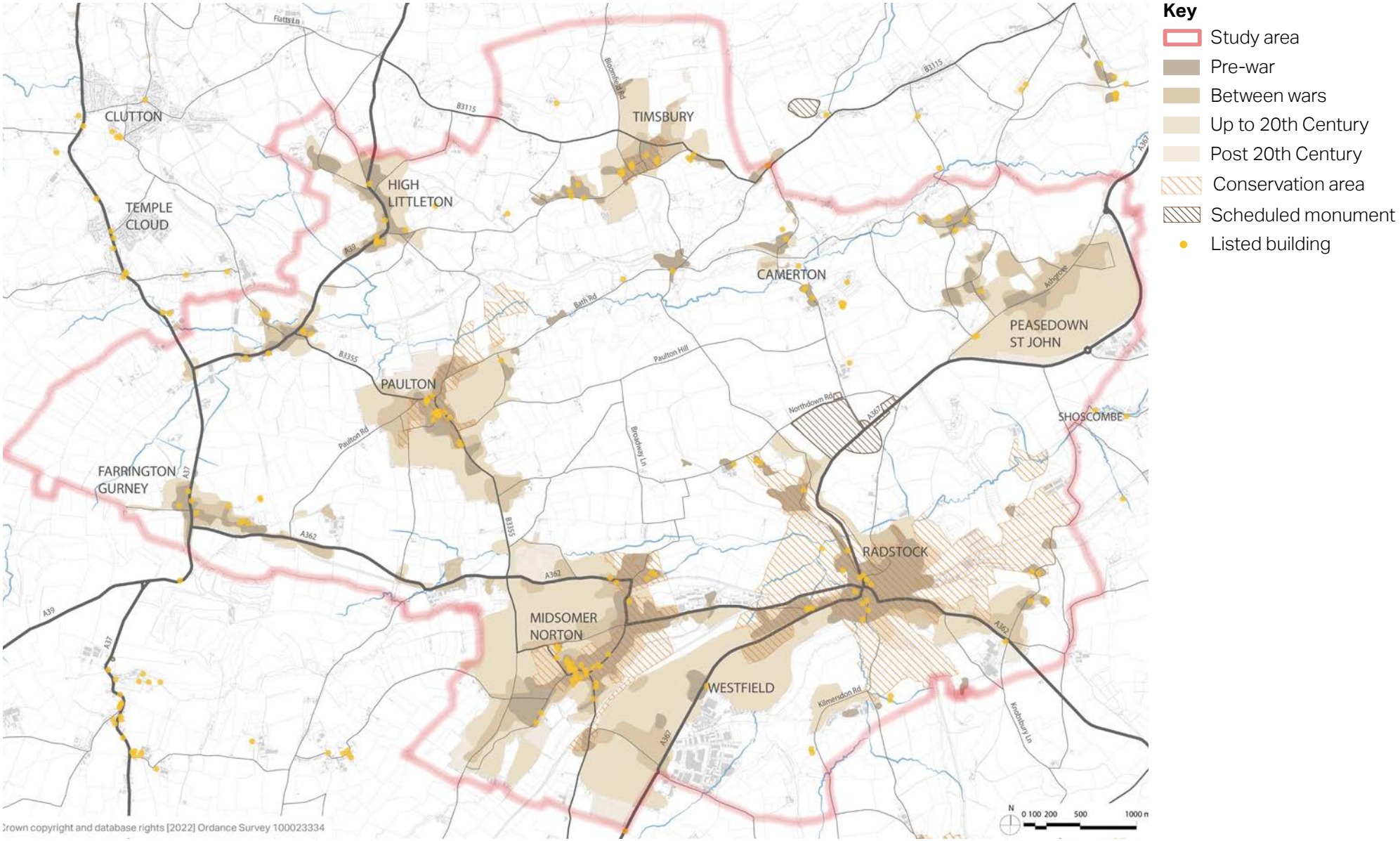


Figure 8. Historic evolution

settlement during the 18/19th centuries following the discovery of coal at Welton. The railway arrived in the 1870s, providing further impetus for development investment, supported by coal mining employment at Norton Hill Colliery.

3.2.9 The historic core of Midsomer Norton covers the southern and eastern side of the settlement, along the B3355 and incorporating the area of Welton. Formalised expansion during the 1920's along North Road, included development at Clevedon Road, Burlington Road and opposite the recreational ground at Elm View (which took the form of small terraces set back) as well as the area parallel to North Road. Westfield, located to the south of the Somerset & Dorset Railway, expanded during the late 19th and 20th centuries, with development focussed close to Norton Hill Colliery in an area characterised by short row terraces. Development continued at pace across the area through the post-war period.

3.2.10 The conservation area in Midsomer Norton is focused on the valley of the River Somer. The small settlement of Welton, located to the north-east of Midsomer Norton, forms part of the conservation area and can be characterised as being primarily an 18th century coal mining community. Listed buildings are principally focused within Midsomer Norton with only a few at Welton.

Radstock

3.2.11 Radstock lies within the sunken valley of Wellow Brook set within the surrounding topography and was heavily characterised by operational collieries. Radstock conservation area is extensive, stretching from Lower Writhlington to incorporate elements of Westfield, and Radstock itself has been described as one of England's best preserved coal mining towns, which is the principal reason for the conservation area designation. The Somerset Coal Canal opened early 1800 to support the coal industry and was then superseded by the tramway in 1814, and it was the role Radstock played as a railway logistics hub to the Somerset Coalfield which spurred expansion of the settlement in the 19th and early 20th centuries. By 1874, the town had two stations on separate lines, the first was the Great Western Railway (from Bristol to Frome via Radstock) and the second was the Somerset and Dorset Railway (from Bath to Poole via Radstock). These major pieces of infrastructure had implications on Radstock's morphology, which was characterised by pocket expansion focused on hillsides close to collieries and away from the historic core.

Figure 9. Town Hall, Midsomer Norton


Figure 10. Pitwheel Statue, Radstock

Small 'worker' terraces were built by colliery owners, inclusive of private services and allotment gardens. There was a notable hierarchy to development arrangement, with larger, better appointed housing stock located in places that were at some remove from the mines, but provided views over the colliery works for the management.

3.2.12 Radstock Conservation Area extends over most the settlement and its significance derives from its industrial past, encompassing the main coal-mining areas, buildings and associated features. The conservation area also incorporates areas of open landscape reflecting the character of Radstock, whereby countryside comes close to the heart of the town. There is a small number of listed buildings located within the conservation area. These are historic religious buildings, buildings from the mining area or historic farm buildings.

Westfield

3.2.13 Westfield is located between Midsomer Norton and Radstock. Initially part of Norton Radstock Town Council it was designated as a parish in 2011 when the council disbanded, with the boundary incorporating Westfield industrial estate and Norton Hill to the south and extending north-east to border the centre of Radstock. The main road serving the area is the A367 from which both residential and industrial development extends to the east and west sides of the road, predominantly in the form of cul-de-sacs.

3.2.14 The parish has a rich history with heritage from its Roman settlement and later mining industry. Coal mining was established in the area in 1763 and became a significant industry in Westfield until the closure of the mines in the mid-late 20th century. Up until the early 19th century Westfield remained a predominantly rural area.

3.2.15 Development and infrastructure grew in the parish alongside its coal industry during the 19th and 20th centuries and the terraced Miners' Cottages, built to accomodate local workers, defined the street scene. During the late 20th century, following the closure of the coal industry residential development utilised the brownfield sites with several residential cul-de-sac estates being built in this period. Other industries were also established, primarily at Westfield Industrial Estate to the southern end of the parish.

Peasedown St John

3.2.16 Peasedown St John bookends the easterly extent of a limestone ridge, accompanied by Paulton at the western end. Paulton developed during the Middle Ages through the 14th & 15th century and during that time the Holy Trinity Church was constructed. Open field system farming practices survived into the 16th century before the arrival of coal mining in the 17th century. Supporting infrastructure followed and, by 1805, coal could be delivered to Bath via canal boat, before this route was superseded in 1898 by the railway, with stations at Hallatrow and Goosard. Before the 19th century, Paulton was characterised by a mix of older cottages and a well-defined High Street with shops and public houses. During the 19th Century, following the intensification of mining activities, there was substantial growth of the settlement with new housing (often in terraced form) together with local amenities and the Memorial Hospital.

3.2.17 The expansion of Peasedown St John accelerated following the sinking of the Braysdown Colliery in 1845. The settlement grew further, after the decline in coal mining, as it became popular as a commuter village with access to Bath (7km) and Bristol (20km). Post-war development happened in broadly two phases and included the construction of affordable dwellings. The first period of development occurred during the 1950s and 1960s to the south-east of the settlement and comprised a mix of terraced and semi-detached dwellings. A second period of expansion occurred in the 1990s which brought more detached housing, as well as the construction of the A367 by-pass, located to the south of Peasedown St John. The Hillcrest development and Church Road area introduced single storey small unit typologies.

Farrington Gurney

3.2.18 Farrington Gurney is a small rural village and civil parish which lies at the foot of the Mendip Hills and was first recorded in the Domesday Book as a settlement called 'Ferentons'. The parish is part of the Hundred of Chewton which is a group of ancient parishes dating from before the Norman conquest.

3.2.19 The village consists of linear development along the main roads, the A37 and A362 and development along and between the smaller roads of Main Street, Church Lane, Pitway Lane. Historic buildings in the village mostly date to the 17th, 18th and early 19th century and include the Grade II* listed Old Parsonage from the late 17th century, Grade II listed Farrington Inn from the late 18th century and the 19th century parish church, St John the Baptist. There is a cluster of 17th century buildings to the east of the village on Manor Gardens and the parish church is set slightly apart from the residential area to the north east corner.

Paulton

3.2.20 Paulton Conservation Area is split into several parcels, with the original part of the conservation area focused on the core settlement located on a ridgeline. As with Radstock, the designation reflects the coal mining and industrial heritage of the area as represented by the buildings and landscape surrounding the village.

3.2.21 Four of these settlements have designated conservation areas (Midsomer Norton & Welton, Radstock, Timsbury and Paulton) and all with one exception (Timsbury), have associated conservation area appraisals, but only Midsomer Norton has an accompanying management plan.

Figure 11. Methodist Church, Radstock

Figure 12. Victoria Hall, Radstock

3.3. Natural environment

Landscape

3.3.1 The name 'Somer Valley' is drawn from the presence of the River Somer which is part of system of watercourses that originally shaped the distinct landform, before the influence of coal mining industry. These watercourses are:

- River Somer rises in Chilcompton to the south, outside the Somer Valley and joins the Wellow Brook at Midsomer Norton.
- Wellow Brook rises at Ston Easton to the west of the Somer Valley, and flows through Wellow to join the Cam Brook at Midford to the east.
- Cam Brook rises near Hinton Blewitt in the Mendip Hills, and flows through the northern part of the Somer Valley area to join the Wellow Brook at Midford, south of Bath.

3.3.2 Somer Valley is an undulating landscape of steep sided valleys and high plateaus. The landscape has been shaped by the former coal mining industry which has influenced development and created landmark coal spoil heaps, locally known as "batches". Beyond the study area are the Cotswold Hills to the northeast and the Mendip Hills to the south-west, both designated as Areas of Outstanding Natural Beauty (AONB), with Somer Valley as a conduit between.

3.3.3 The complexity of the landscape is demonstrated by the B&NES Landscape Character Assessment (2021), which identified eight different Landscape Character Areas (LCA) to the north of the urban area of Midsomer Norton, Radstock and Westfield. Although the detailed character varies, all the LCAs display aspects of an agricultural landscape with a mix of arable and pasture, influenced by the undulating landform. Hedgerows enclose small to medium sized fields, with densely wooded batches and linear tree and shrub belts along the remnants of the Somersetshire Coal Canal, the multiple railways and trackways from the former coal mining industry and natural watercourses, including the River Somer, Wellow Brook and Cam Brook.

3.3.4 Views vary between the open, long-distance views on the high plateaus and the more enclosed views within the valleys, along vegetated sunken lanes and within settlements. Even on the plateaus, vegetation and structures provide local enclosure.

3.3.5 In recent years, there has been both a high-level landscape sensitivity assessment of Landscape Character Areas and several high-level Landscape and Visual Impact Assessments of specific land parcels within the Somer Valley. All have been assessed for 2-storey residential development of medium-to-high-density. The assessments provide an insight into the landscape sensitivity of specific locations within the Somer Valley area to this type of development.

Green and blue infrastructure

3.3.6 Somer Valley includes several open spaces which provide ecological and recreational value. These include Midsomer Norton Town Park, Paulton Memorial Park, Silver Street Nature Reserve and Camerton Batch Nature Reserve. The popular Folly Farm Nature Reserve is in the northeast of the study area.

3.3.7 A local network of pedestrian and cycle routes also provides connectivity throughout, including several promoted routes:

- Limestone Link is a 58km pedestrian route connecting the Cotswolds National Landscape to the Mendip Hills AONB, which passes through the north of the area of search.
- Wellow Brook Walk pedestrian route through meadows in Midsomer Norton.
- Norton Radstock Greenway is an off-road 4km pedestrian and cycle route between Radstock and Midsomer Norton.
- Five Arches Scheme is an off-road 3km pedestrian and cycle route in Midsomer Norton.
- Wellow to Bath cycle path is a partially 16km off-road route.
- Colliers Way is a 16km pedestrian and cycle route between Dundas Aqueduct, Radstock and Frome, making use of disused railway lines and country lanes, with onward connectivity via the Two Tunnels cycle route (NCN 244) to Bath.

3.3.8 Somer Valley includes the three watercourses noted above. Some of these water courses (e.g., Cam and Midford Catchments) have water quality issues due to phosphates from agriculture and sewerage overflows.

3.3.9 Arising from the West of England Joint Green Infrastructure (GI) Strategy is a regional GI Programme to target funding and improvements. Of relevance are:

- Somer Valley Rediscovered – An area in the southern region of B&NES which includes the urban areas of Radstock, Midsomer Norton and Westfield, the large villages of Paulton and Peasedown St. John and is surrounded by countryside dotted with villages. The programme aims to provide better access to greenspace, restore habitats, enhance biodiversity, increase people's connections to nature and improve health and wellbeing.
- Limestone Landscape Link - A project to improve the connectivity of the landscape between the Mendip Hills AONB and the Cotswolds National Landscape. The project forms part of Big Chalk to connect calcareous landscape across Southern England.

3.3.10 The Green Infrastructure Planning and Design Guide (Natural England) provides principles and standards on how to plan, design, deliver and manage good quality green infrastructure that helps to create beautiful nature-rich places that support people's health and wellbeing. Any new development in this area must adopt these principles and standards to create climate resilient and attractive places.

Figure 13. View across Somer Valley

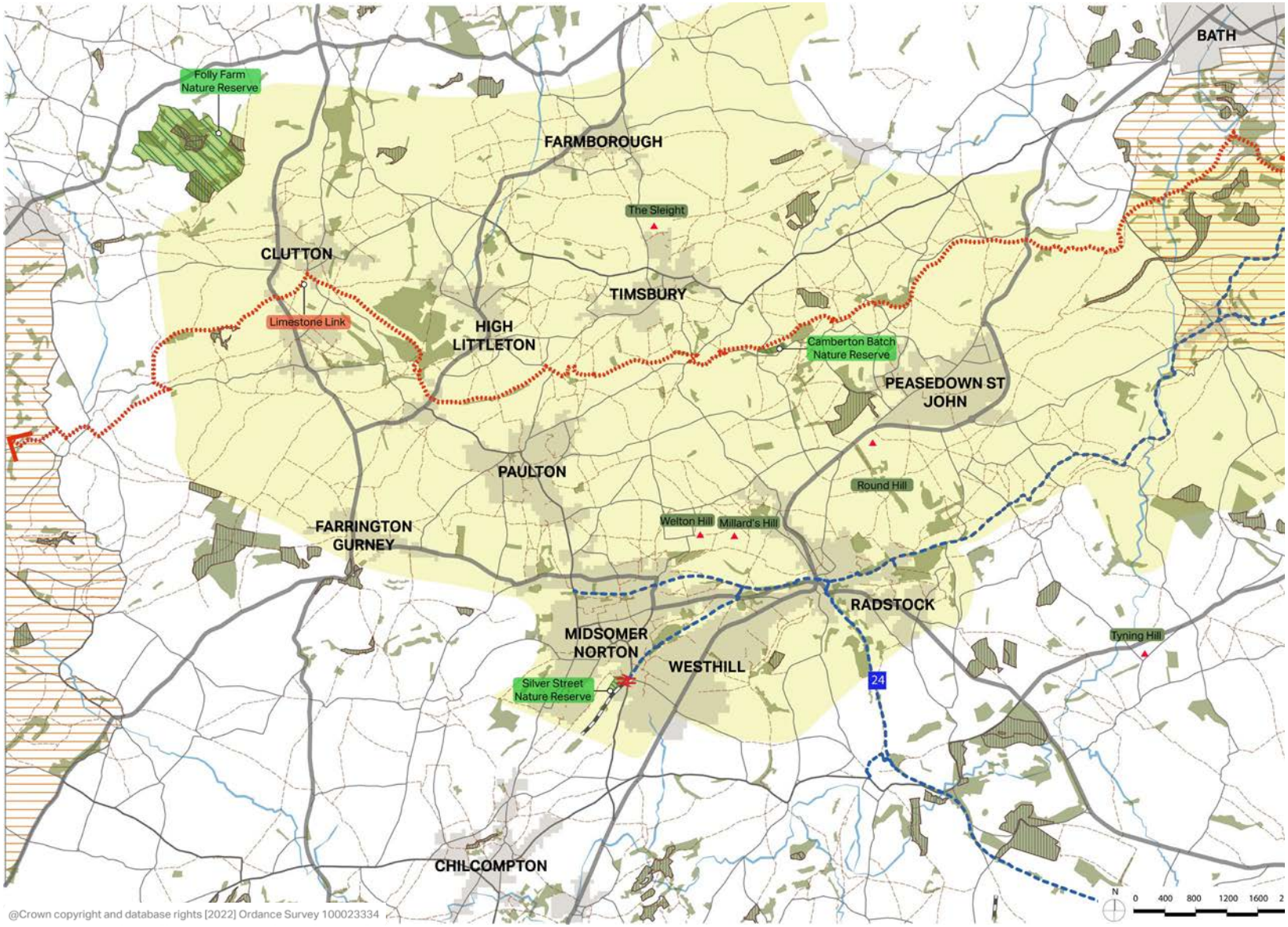


Figure 14. Natural environment including green and blue infrastructure

Ecology

3.3.11 Several habitats within the area are likely to be of high value. There is a large network of hedgerows and scrub, Ancient Woodland, priority habitat, deciduous woodland and other woodland of note, and priority habitat grassland, including calcareous, lowland dry acid and lowland meadows. Numerous watercourses form an extensive network of rivers, streams and brooks.

3.3.12 Habitats of high ecological value should be enhanced and retained. In summary:

- The habitats within the study area are likely to support several protected and/or notable species including dormice, badgers, bats, grassland reptiles and breeding and wintering birds. They also provide connectivity between Mendip Woodlands Special Area of Conservation (SAC), Mells Valley (SAC), Chew Valley Special Protection Area (SPA) to the west. There area specific SACs for bats, the North Somerset and Mendip Bats and the Bath and Bradford upon Avon Bats. There are also several Sites of Special Scientific Interest (SSSIs) and Local Nature Reserves (LNRs) at Silver Street Lane and Camerton Batch Heritage Site. Numerous Sites of Nature Conservation Interest (SNCI) are scattered throughout the study area, with many located along the valleys of the Wellow Brook and Cam Brook, to the south and north of the area.
- The network of watercourses may provide suitable habitat for commuting otters and water voles.
- The study area is also likely to be used by breeding and wintering birds. Hedgerows and woodlands provide suitable habitats for hazel dormice as well as foraging and sett-building habitats for badgers. A good number of bat species were recorded in the area. There are buildings and trees within and adjacent to the study area which may support roosting bats, and the habitats within the study area provide suitable foraging and commuting opportunities for bats.
- Ecological buffer zones should be maintained on hedgerows, woodlands, the River Avon and tributaries and other water bodies to avoid negative impacts on their ecological function.

3.3.13 The West of England Nature Partnership has identified a regional Nature Recovery Network which runs through the study area. It is a joined-up network of marine, water and terrestrial habitats which identifies opportunities to deliver nature's recovery. Opportunities identified in the area include:

- Wetland Opportunities in Flood Zone 2 along Wellow Brook and its tributaries, including River Somer and along Cam Brook with potential for creating wetland habitats to build resilience to flood risk and deliver wider benefits for nature and people.
- Grassland connectivity gaps south-east of Timbury, south-west of High Littleton and south-west of Clutton.
- Woodland connectivity gaps northeast of Clutton, west of A37 on the Cam Brook, east of Timsbury and northwest of Radstock.

Figure 15. View across Somer Valley

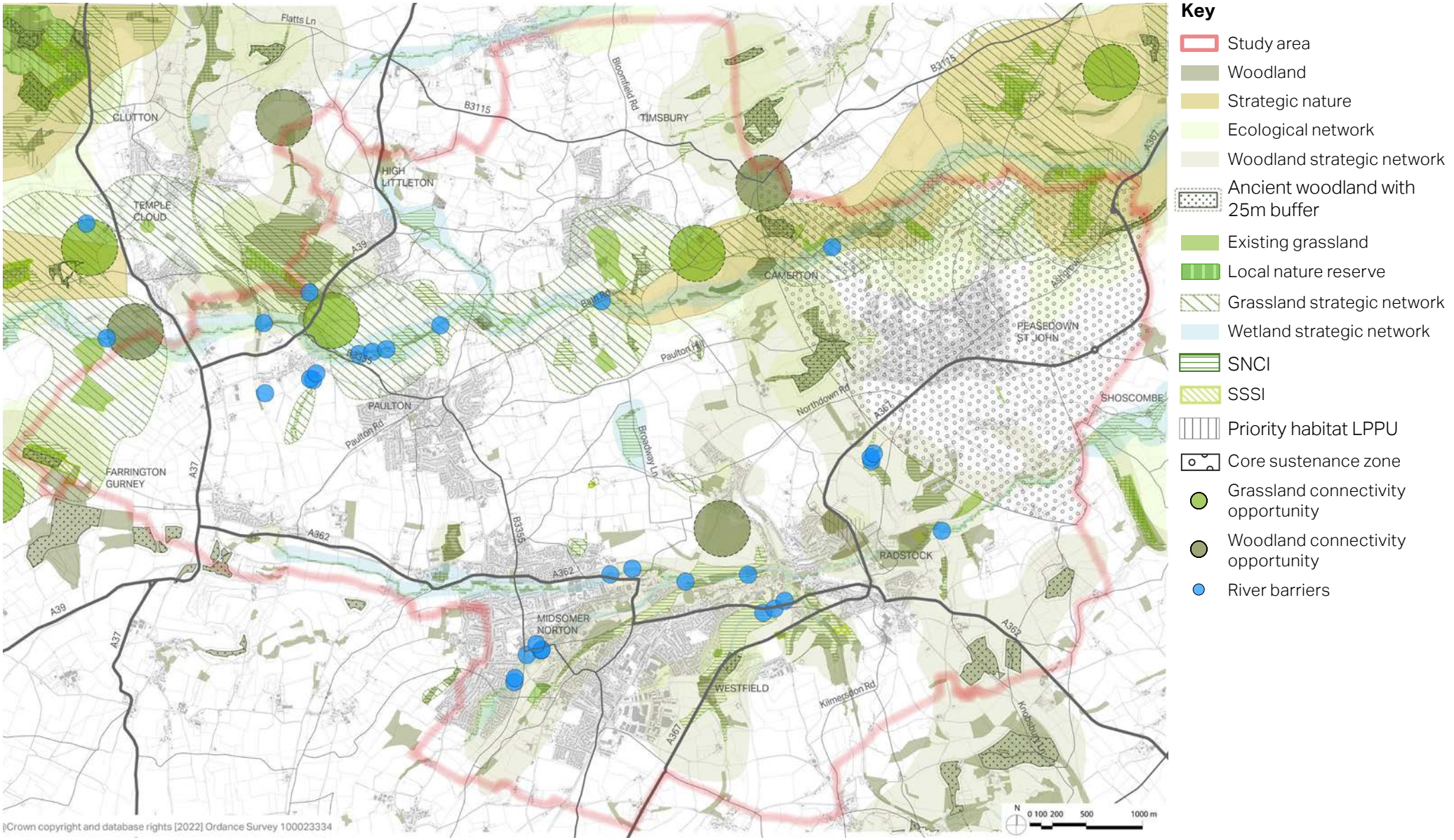


Figure 16. Ecology

3.4. Settlement analysis

Development and character of urban areas in Somer Valley

3.4.1 The urban hierarchy of the study area suggests an interesting mutual support dynamic, with hub towns providing more in the way of commercial and service provision and villages containing some of the amenities they require, while also being reliant on the facilities in other villages and the hub settlements.

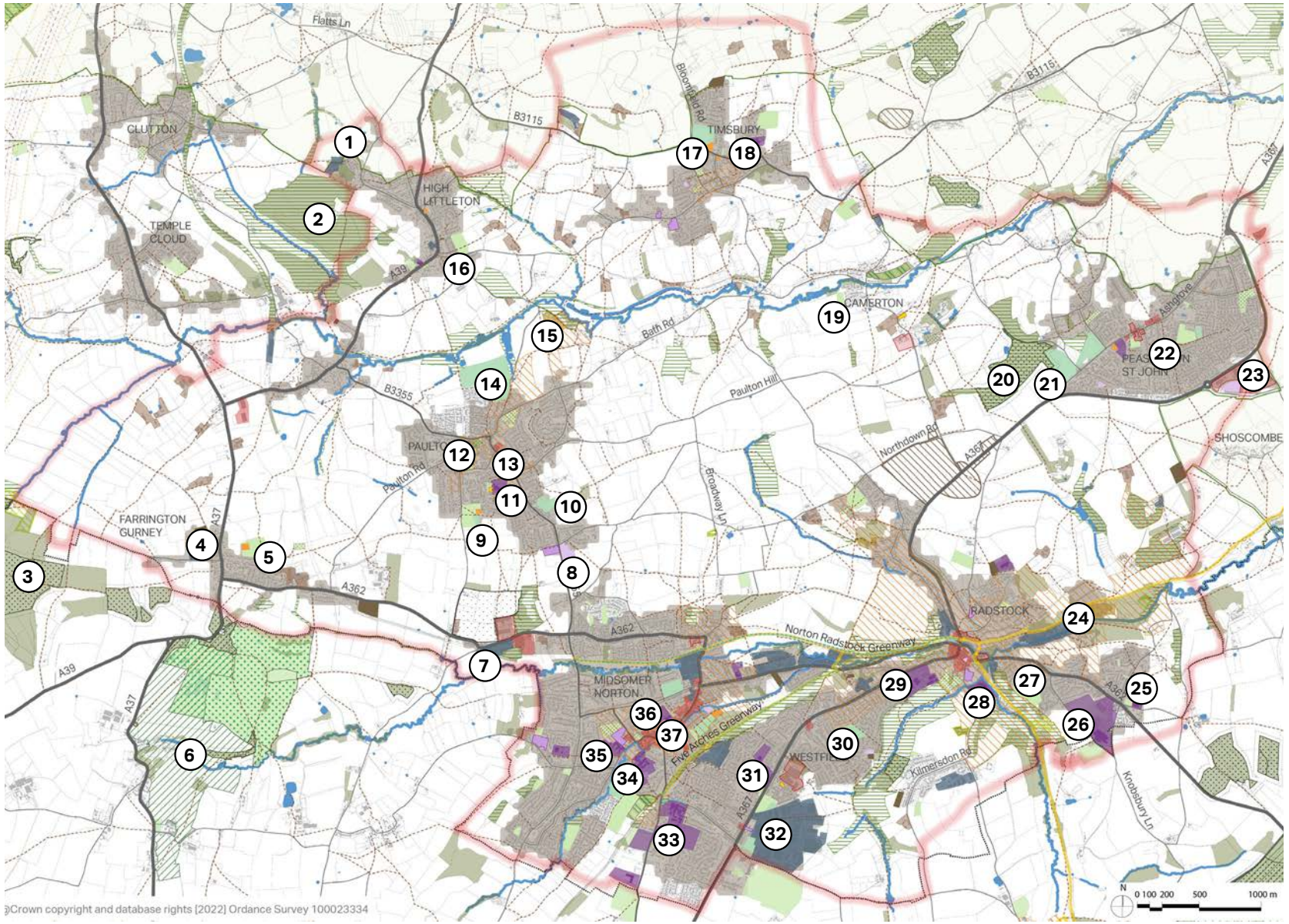
3.4.2 A recent focus on the provision of small-scale housing-only developments, together witha more general move to centralise/relocate services to nearby cities or larger towns, has led to increased service pressure and a lack of local services. Another contributing factor is the road network, which often requires traffic to pass through nearby settlements without bypass options. This no doubt contributes to congestion, but it is also a factor which supports a more scattered provision of amenities and services and provides a direction to growth corridors, such as the one that linksMidsomer Norton and Radstock.

Key

1. Study area
2. Greyfield Wood
3. Chewton Wood
4. Allotments
5. Recreation Ground
6. Registered Park & Garden
7. Old Mills Industrial Estate
8. Paulton Memorial Hospital
9. Paulton Bowls Club
10. Paulton Rovers Football Club
11. Paulton Junior School
12. Paulton Fire Station
13. Cemetery
14. Purnell Sports Club
15. Paulton Sewage Treatment Works
16. High Littleton Recreation Ground
17. Timsbury Cricket Club
18. St Mary's CofE Primary School
19. Camerton recreation ground
20. Camerton Wood
21. Peasedown St John Cricket Club
22. Peasedown St John Recreation Ground
23. Wessex Water Radstock Sewage Treatment Works
24. Bath Business Park
25. St Mary's Church of England Primary School
26. Writhlington School
27. Southfields Recreation Ground
28. St Nicholas Church School
29. Bath College Somer Valley
30. Westhill Recreation Ground
31. Westfield Primary School
32. Westfield Industrial Estate
33. Norton Hill School
34. Somervale School
35. St John's CofE Primary School
36. Midsomer Norton Primary School
37. Midsomer Norton High Street

Key

- Study area
- A Road
- B Road
- Minor roads
- District boundary
- Woodland
- Watercourse
- Retail
- Industrial
- Gas main
- 40m HSE Consultation zone
- 80m HSE Consultation zone
- 150m HSE Consultation zone



Key

- Business park
- Waste water treatment works
- Allotment
- Farm
- Cemetery
- Nursing home
- Health
- Community
- Schools
- Nurseries
- Fire station
- Golf course
- Parks, open spaces and Local Green spaces
- Leisure / playing field
- Ancient woodland with 25m buffer
- Conservation area
- Local nature reserve
- Registered parks and gardens
- Scheduled monument
- SSSI
- SNCI
- Built up area
- Enterprise zone
- National cycle way
- PROW

Figure 17. Urban context

Land use

Midsomer Norton

3.4.3 Midsomer Norton originally developed around the High Street, but has seen wider sustained residential growth to the north while commercial areas are mainly concentrated along Station Road and Radstock Road. The Somerset and Dorset Joint Railway line placed limitations on settlement development to the south, thus the area of Westfield was developed to provide residences for mineworkers. Westfield is predominantly residential up to the A367 (Fosse Way) with large commercial areas opposite (east). Both Midsomer Norton and Westfield are well served by schools (four primary and 2 large secondary schools).

Radstock

3.4.4 At Radstock, wider residential areas are accompanied by a limited High Street offer, with commercial areas placed to the east in lowland areas beside Wellow Brook, and the town's sewerage facility is located further east. Coombe End, running parallel to the A367 in the west, is an area that lacks formal structure and comprises small commercial enterprises and residential housing. The Radstock and Somerset Coalfield Museum is located centrally within Radstock, and Radstock Town Football Club and Dragonfly Leisure are located towards the southern extent of the settlement, to the south of Frome Road. Radstock has two primary schools and two secondary schools.

Westfield

3.4.5 In Westfield residential development extends from the A367, concentrated to the western side of this road in the south of the parish and the eastern side to the north. Industrial units are located within Westfield's Industrial estate as well as a smaller area along Old Pit Road. There is a primary school, Fosse Way School, in the centre of Westfield and Bath College Somer Valley Campus which abuts the parish's border with Radstock.

3.4.6 There are two important green corridors within Westfield comprised of Waterside Valley and the green land which borders the cycleway in the north which provide valuable recreational space and long distance views into surrounding rural landscape.

Peasedown St John

3.4.7 Peasedown St John development expands mainly south of the Bath Road up to the Green Belt boundary. There seems to be little structure to the townscape in the north, beyond areas fronting Bath Road/ Ashgrove. In the far south, below the A367, a well-defined commercial area exists, which is accessed via the Wellow Lane roundabout. There is a notional centre to the settlement on Bath Road, as evidenced by the location of several village retail amenities, footways and a bus route. Elsewhere, there is a doctor's surgery, post office, preschool/ nurseries and one primary school.

Timsbury

3.4.8 At Timsbury, the human scale of the High Street is impinged by car dominance and restrictive pedestrian access. Implications of road access on the B3115 (North Road) combines with an increased quantity of amenities including Rono Place mixed used development (residential with retail at ground floor), YMCA, Seven Stars public house and the co-operative convenience store, plus other interventions, to suggest a shift in the perceived village centre away from the High Street. Also located further out, amongst residential areas, there are business premises and two churches, St Mary's and Timsbury Methodist Church. The Parish House, a notable regency property, sits within 22 acres of private grounds and operates as a wedding venue within the southeastern village extents.

Paulton

3.4.9 In Paulton, a shift with the decline in coal mining brought opportunities in manufacturing and, notably, printing, with the print works on the lower slopes of the Cam Valley being a major employer for the settlement before it finally closed in 2005. Following the demise of Purnell's printworks, house building has expanded north and, in the northeast, there is a concentration of recreational/sport facilities including Paulton Sports Club, Purnells Bowls Club and the Cam Valley Sports Club. Paulton High Street is narrow and despite the 20mph speed limit, narrow footways mean the area is car dominant. A 1970s shopping parade with accommodation above defines the settlement centre, which includes a library and retail . The Paulton Memorial Hospital is positioned to the south along the B3355. Paulton is served by one primary school and a pre-school.

Green and public spaces

3.4.10 The Somer Valley is a renowned gateway to the Mendip Hills and known for small mining settlements set amongst bucolic scenery close to meandering rivers and waterways. The Bristol-Bath Green Belt encloses the Somer Valley study area boundary to the north. Crossing through the study area, the River Somer, Cam Brook, Wellow Brook and Somerset Coal Canal introduce important lateral locally designated (non-statutory) strategic green & blue infrastructure assets. The Somer Valley landscape and history can be enjoyed via an accessible Public Right of Way (PRoW) network.

3.4.11 Midsomer Norton lies below Welton Hill (142m) and east of Folly Hill (156m). The settlement is separated from Westfield by the Somerset and Dorset Railway route which now forms part of the National Cycle Network (Colliers Way) connecting Bath to the South Coast. This route also provides a ribbon of accessible green infrastructure between settlements, connecting Frome with Bath, via Radstock. Midsomer Norton is well served with recreational playing fields with the largest,Midsomer Norton Cricket Club, on Withes Lane. Staddlestones Park is another important green space for residents and is bisected north/south by the River Somer, offering publicly accessible river frontage. The River Somer and Wellow Brook play important roles as both green and blue infrastructure corridors, and contribute also to placemaking across the wider settlement, as evidenced by the High Street and the general morphology and character of Midsomer Norton.

3.4.12 Westfield occupies an elevated position on the hillside south of Midsomer Norton. Some sections of the A367, the settlement's main road, align with the Fosse Way, which was a Roman Road linking Exeter to Lincoln and built during the first phase of Roman occupation. There is good provision of accessible greenspace with playing fields on Silver Street, a recreation ground close to St Peter's Church with bowling green (on Fosse Way), two other bowling greens at Fosseway South, a golf course off Charlton Lane and the Westfield Recreation Ground in the north. Below Haydon Hill (135m) Grove Wood and watercourse meanders, with community allotments in Haydon and Waterford Park in Westfield.

3.4.13 Radstock sits within a lowland area along Wellow Brook and surrounded by ridgelines to either side. St Nicholas's Church is located beside a weir on Wellow Brook and the cemetery occupies the hillside to the west. Surrounding Radstock Town Football Club, there is a playing field and skate park/ play area and there are further small scale play areas in other parts of the town and allotments north of Springfield Crescent and south of Manor Road.

3.4.14 At Peasedown St John, areas of Green Belt contain the settlement beyond the

study area. Camerton Park and Wood, the lower plantation on Whitebrook Lane and agricultural land fronting the A367 provide a green setting to the south western approach, which continues into the settlement with the cricket club and Miners Welfare Recreation Ground, which has a skate park and play area. Beacon Field in the north east is an important community asset, adjacent to Beacon Hall community events venue. The Church of St John Joseph also provides associated green space.

3.4.15 To the north of Paulton, Cam Brook and branch tributaries spread out across lowland areas, and the Goosard Batch Nature Reserve is located to the northeast. Paulton Memorial Park is placed centrally, and the Arnhem Memorial is located at Double Hills in the south west. The village has two bowls clubs, a football club and two sports clubs. At the junction of Park Road and the High Street, a Grade II listed war memorial stands within a railing enclosure with a public house and short retail parade providing a central focus to the settlement.

3.4.16 Timsbury's only recreational green space is at the junction of Bloomfield Road and North Road, beside Conygre Hall. The Parish House makes a significant contribution, albeit private, to green space (22 acres), and influences the spatial arrangement of the settlement.

3.4.17 Additional elements of green and blue infrastructure include sections of the Somerset Coal Canal which align in parallel through the study area, tracing the route of the Cam Brook in the north, and Wellow Brook in the south.

3.5. Socioeconomics

3.5.1 B&NES are in the process of drafting their Health and Wellbeing Strategy Priorities. This document sets out four key priorities, which are:

- Ensure that children and young people are healthy and ready for learning and education;
- Improve skills, good work and employment;
- Strengthen compassionate and healthy communities; and
- Create health promoting places.

Households

3.5.2 The population in the area is significant at the B&NES scale but is spread across a wide area and numerous settlements, and so there is no single centre or focus. There has been significant population growth in the Somer Valley between the 2011 and 2021 Censuses with 36,546 people recorded in the 2011 Census, which increased to 52,264 usual residents in 2021 living in 20,991 households. Single family households with a married or civil partnership couple make up most of these households.

3.5.3 Semi-detached properties are the most popular accommodation type in the study area accounting for 36%, closely followed by detached properties making up 31%. There is limited provision of smaller property typologies such as flats, making up only 7% of the housing stock in the Somer Valley.

3.5.4 73% of households in the Somer Valley are owned, while social and private renting accounts for 26% of the study area. Only 1% of properties are shared ownership, highlighting the limited options for those on lower incomes.

Age profile

3.5.5 The age profile in the study area broadly aligns with the wider B&NES area and the country, as a whole. The 0 - 24 age group accounts for 30% of the population in Somer Valley, which is just slightly lower than the under 25 categories in B&NES (32.6%) and slightly

higher than England (29%). As in most places, the 25-69 age group makes up the majority of the population totalling 61%, compared to 53% in B&NES and 57% across the country. The percentage of over 70's is slightly higher in Somer Valley (15%) than this category in both B&NES (14.6%) and England (13.5%).

Health

3.5.6 The residents of the Somer Valley are considered to be in reasonably good health -, with 83% of the population stating that they had 'very good' or 'good' health in the 2021 Census and a small amount, around 4%, commenting that they had bad or very bad health. These figures are broadly in line with the general health of the wider B&NES area and England. According to the 2021 Census, 17% of the residents in Somer Valley are recorded as disabled under the Equality Act, a figure which is similar to that of the wider district and England, with 62% of the cases in Somer Valley recorded as having disabilities which limit day-to-day activities 'a little' rather than 'a lot'.

Multiple deprivation

3.5.7 Pockets of relative deprivation exist within west Peasedown St John (30% most deprived nationally), north-west Radstock and Clandown (40%), East Radstock/ Writhlington (40%), West Midsomer Norton (40%) and Westfield (40%). The rest of the area is relatively less deprived, with some areas amongst the least deprived nationally (north west and south west Midsomer Norton, Timsbury and High Littleton).

Economic activity and education

3.5.8 According to the 2011 Census, around 74% of the population in the study area was economically active. In the 2021 census, this had decreased significantly to 60%. There is a lot of commuting for work in the Somer Valley, with 36% of people travelling 5km or more to work travelling to Bristol and Bath. 20% work within 5km, and around 27% of people work mainly from home, although the 2021 Census was undertaken at a time when home working was skewed by Covid restrictions in place. 81% of the population in Somer Valley have some form of qualifications, according to the 2021 Census.

3.6. Access and movement

3.6.1 Although the results of the 2021 Census are complicated by Covid-19, it is possible to draw some general trends from the dataset. Headline results indicate that car ownership within the Somer Valley is high when compared to the average for B&NES, the South West and the UK national average. A high proportion of residents in the Somer Valley travel 5km or less to work (26%), although this is slightly less compared to B&NES, the South West or UK. Fewer residents were also recorded working from home compared to the regional and national averages.

3.6.2 The Somer Valley has a high proportion of residents travelling between 10-20km (25%) compared to B&NES (13.8%), the South West (11.7%) or GB (12.3%), representing a significant proportion of residents travelling to Bath and Bristol. Most of the journeys to work are made by car (highest Paulton 60.2%, lowest Peasedown St John 51.4%), which is significantly higher than for B&NES (+20.7% for Paulton and +12.0% for Peasedown St John). Car ownership also varies across the Somer Valley, with the more rural areas of High Littleton and Paulton having higher levels of car ownership (1.61 cars per household) compared to Radstock which has the lowest level of car ownership (1.43 cars per household). 54.1% of residents in High Littleton and Paulton own two or more cars, compared to the B&NES average of 38.2%. The number of residents owning two or more cars in Radstock is also still higher than the B&NES average, at 44.2%, highlighting the high level of car ownership within the Somer Valley.

3.6.3 Bus use is highest in Peasedown St John (5.2%) which is above the B&NES average (3.6%), but all the other areas fall well below. Westfield has the highest number of journeys to work by walking (9.1%) and cycling is highest within Midsomer Norton, Westfield and Radstock, however this also falls below the B&NES average.

3.6.4 The Census data presents a mixed picture in terms of the Somer Valley. It suggests that there is the potential to achieve mode shift, with a high proportion of the population working within what is accepted to be a reasonable cycling distance for most people. However, there is a strong dependence on the car for journeys to work and also high levels of access to a car that would need to be overcome. A likely explanation for the low level of cycling is the nature of the topography, the quality of the routes and the location/types of jobs people do.

3.6.5 That will all factor in their decision-making about whether they ride a bike to work.

3.6.6 There is a reasonable network of footpaths within the Somer Valley, which provide alternative routes between the main settlements (see plan). An investigation of the quality of the footpaths / bridleways would need to be considered, to determine the quality and suitability for year round usage, and also whether there is the potential for upgrades.

3.6.7 Whilst there is a strong core network for cyclists that connects the main urban areas of Midsomer Norton and Radstock as well as Norton Hill School, there isn't a comprehensive cycle network for the Somer Valley. The main cycle routes are the Midsomer Norton to Radstock Greenway and the National Cycle Network Route 24 (Colliers Way) from Bath via Radstock to Frome. Within Midsomer Norton there is a bridleway which connects Somervale / Radstock Road with Silver Street (adjacent to the Midsomer Norton South Heritage rail line). Other short sections of bridleway are in Radstock (A362 to Mill Road) and Church Will to Tyning and Peasedown St John (connecting Dunkerton Hill with Eckweek Lane) and Whitebrook Lane to New Buildings. These bridleways would need to be upgraded with more appropriate surfacing provided to be used for cycling. The existing cycle routes

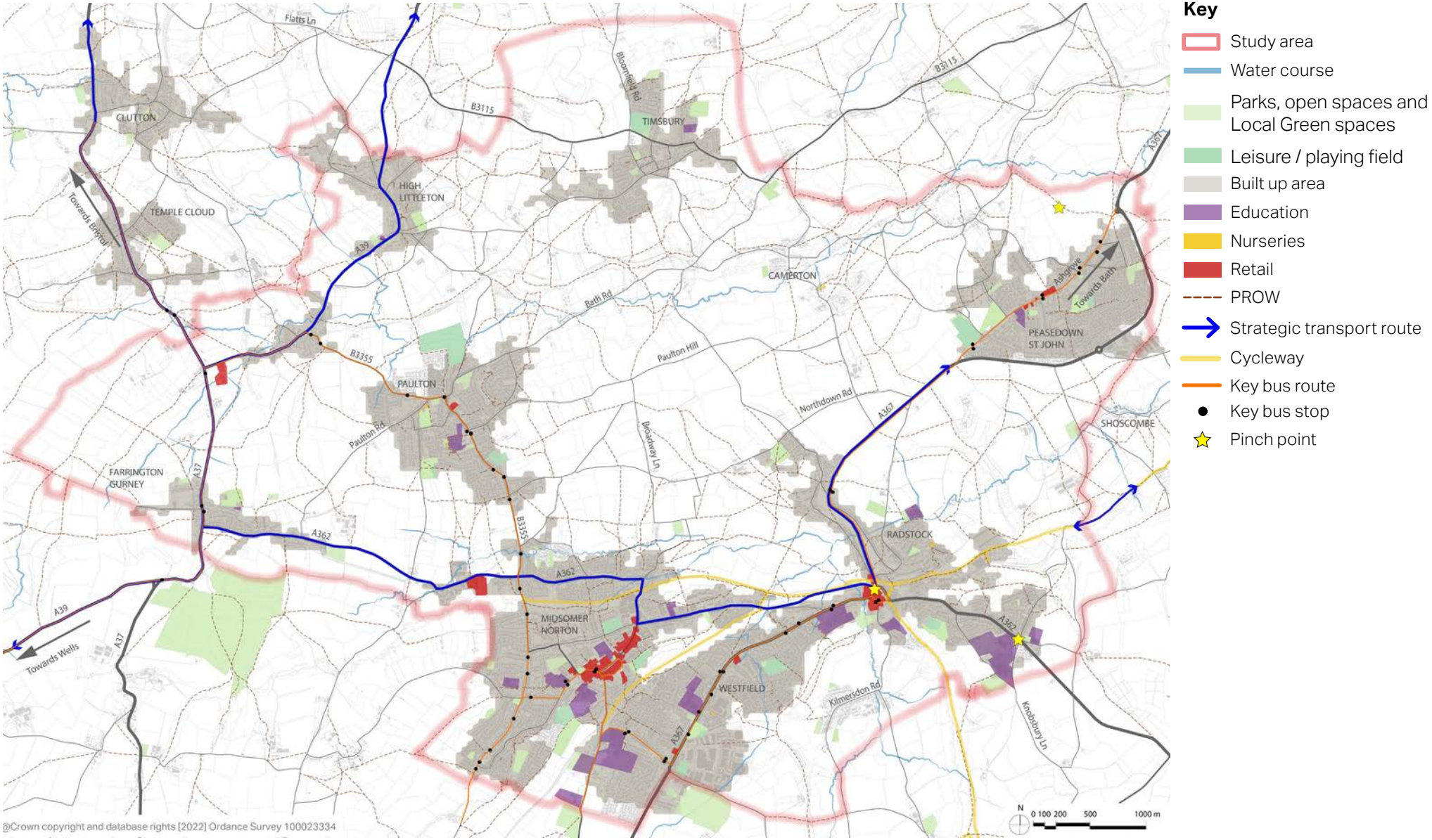


Figure 18. Access and movement

are likely to be more heavily used for leisure purposes rather than commuting due to distances involved, and/or surfacing.

3.6.8 The main bus services operate along the strategic corridors, the A37 and the A367. On the A37, the 376 service operates every 15 minutes between Bristol and Wells, and benefits from bus priority measures on the route into Central Bristol. Four services operate on the A367 (172, 173, 174 and 522). The 172 (Bath-Midsomer Norton-Bristol) and 173/174 (Wells-Midsomer Norton- Bath) provide a half hourly service which connects Midsomer Norton, Radstock, Peasedown St John with Bath/Bristol. The 522 also provides an hourly connection between Bath, the Somer Valley and Bristol. Within an hourly period these four services provide a bus approximately every 15 minutes along the A367.

3.6.9 The services above provide good public transport access to Bristol for those living on the A37, however, there is poor access to Bath. Those living in Radstock/ Midsomer Norton have good access to Bath with services every 15 minutes and services approximately every 30 minutes to Bristol. There is currently a lack of east/west public transport services linking the A37 and A367 services along the A362, therefore, those living near the A37, e.g., Farrington Gurney, have no access to the frequent services to Bath or any public transport into the centre of Midsomer Norton.

3.6.10 Due to the rural nature of the Somer Valley, access to local facilities can be limited in places. The towns of Midsomer Norton and Radstock provide the majority of the retail and leisure facilities in the area as well as the secondary schools. Larger villages such as Peasedown St John and Paulton provide some retail and community facilities for local residents as well as health services, however the smaller villages such as Timsbury, High Littleton and Farrington Gurney offer very little retail facilities and services, often with only one convenience store for residents, although there is a mix of sporting and other leisure and community uses spread across the smaller settlements. All of the towns and villages mentioned have primary schools. There are currently no shared micro mobility schemes operating in the Somer Valley (e.g., E-bikes, scooters). Car parking within the Somer Valley is currently free of charge in all the major car parks and parking surveys show that there is significant spare capacity across the car parks in Radstock and Midsomer Norton.

3.6.11 Within the Somer Valley the main east west road is the A362, which connects Farrington Gurney via the proposed Somer Valley Enterprise Zone (SVEZ), Midsomer Norton, to Radstock and eventually on to Frome and the A361.

3.6.12 The B3355 connects Hallatrow, Paulton and Midsomer Norton. The B3115 joins to the A367 to the north east of Peasedown St John, and provides a route between Tunley, Meadgate, Timsbury and joins with the A39 to the south of Farmborough. In addition, there are a number of lanes, cut-throughs and narrow routes linking the villages which are used by drivers seeking the most convenient routes.

3.7. Current and emerging planning policy

3.7.1 The current Development Plan for Bath and North East Somerset (B&NES) consists of the Core Strategy 2014, Placemaking Plan 2017 and Local Plan Partial Update 2023 (LPPU). The plan guides development in the district until 2029.

3.7.2 The Council is currently preparing a new Local Plan, which will establish the planning framework for B&NES from 2022 to 2042. It will contain a vision, strategy and policies to guide and manage how the district grows and changes over the next 20 years and provide the framework for how planning applications for new development are decided. A 'Local Plan launch document' was consulted on in October 2022.

3.7.3 There are two adopted neighbourhood plans within the Somer Valley, these are Clutton Neighbourhood Plan (adopted 2015) and Westfield Neighbourhood Plan (adopted 2018). There are five other proposed neighbourhood plans in Somer Valley covering the areas of High Littleton and Hallatrow, Midsomer Norton, Paulton, Radstock and Timsbury.

3.7.4 The West of England Combined Authority (WECA) was preparing high level plans for the region, known as the Spatial Development Strategy (SDS). The SDS was intended to provide the strategic planning framework for the New Local Plan. However, the WECA Mayor decided in May 2022 to stop all work on the West of England Combined Authority Spatial Development Strategy. Therefore, the Local Plans for B&NES, Bristol and South Gloucestershire will now provide the strategic planning framework for the West of England Combined Authority area. Although work on the SDS has been halted and is not being progressed by the West of England Combined Authority, the evidence base is due to be published and will inform the new Local Plan. It is worth noting that the SDS evidence base has yet to be tested at examination and will need to be fully reviewed.

Figure 19. Planning documents

3.7.5 The WECA Placemaking Charter provides a framework for developers, communities and public sector partners to create better places that are: future-ready; connected; biodiverse; characterful; healthy and inclusive.

3.7.6 In recent years, residential development in the Somer Valley has taken place at a higher rate than was planned for in the adopted development plan. Development was permitted on appeal due to B&NES not having a five-year housing land supply at the time, and also because the area is not within the Green Belt or an Area of Outstanding Natural Beauty. Unplanned piecemeal development has not delivered a commensurate increase in infrastructure that a plan-led approach would have delivered. Additionally, piecemeal development in Somerset District, which borders with Midsomer Norton and Radstock, has added further pressure on infrastructure within B&NES.

3.7.7 Policy SV1 of the development plan allows for approximately 2,470 new homes to be built at Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John, by amending the housing development boundary, as necessary, and to reflect development planned on non-allocated sites. Criteria-based Policies RA1 and RA2 are applicable to the other settlements in Somer Valley; and in combination with SV1 these policies enable the delivery of around 900 net additional jobs between 2011 and 2029 and facilitates further jobs, if economic circumstances allow. The plan encourages the retention and expansion of local companies and the growth of new businesses by making provision for the changes in employment floorspace.

3.7.8 The recently adopted LPPU makes additional strategic allocations at Former Paulton Printworks (SSV9) and Silver Street, Midsomer Norton (SSV21). In addition, there is significant housing proposed outside of B&NES but adjacent to Midsomer Norton in the Somerset Council administrative area. Three Mendip Local Plan Part II allocations for 250 dwellings, 60 dwellings and 145 dwellings (455 dwellings) at White Post (now consented for 270 dwellings), Underhill Lane and Land East of the A367 have recently been deleted following a judicial review, but planning applications have been submitted and are pending determination at all three sites.

3.7.9 The Somer Valley Enterprise Zone (SVEZ) is located at Old Mills, a greenfield site extending to 13.5 hectares situated on the western edge of Midsomer Norton. SVEZ will provide a sustainable and appealing business location that contributes to a balanced mix of commercial development and other land uses within the area. Once developed, it will be home to a vibrant mix of viable and sustainably delivered land uses, including high-quality offices, industrial and commercial spaces, as well as a hospitality offering. A masterplan is currently being prepared to bring forward the development of SVEZ. The development will be delivered by way of a Local Development Order (LDO), which will accelerate delivery and provide the flexibility needed to respond to market demand. Consultation took place on the proposed Local Development Order (reference 23/00076/LDO) in early 2023. Adoption of the LDO is currently under consideration as of Summer 2023.

Figure 20. Seperator image

ENGAGEMENT SUMMARY

04

4. ENGAGEMENT SUMMARY

4.1. B&NES officers workshop

4.1.1 B&NES officers' workshop was held on the 13th January 2023 to cover the areas in Somer Valley. A number of officers from B&NES attended representing a variety of technical expertise including planning, transport, ecology and landscape. The participants were asked two key questions including 'what is this place?' and 'how could this place change?' to be discussed in groups to focus on the five key themes listed below that were derived from West of England Placemaking Charter.

- Zero Carbon and Climate Resilience;
- Moving Around;
- Natural Spaces and Biodiversity;
- Identity and Belonging; and
- Thriving, Healthy and Inclusive Homes and Communities.

4.1.2 Summary of the discussions as follows.

- There is a population of approximately 40,000 people in the Somer Valley which is dispersed across the towns and villages. There are **good schools and good health facilities in the area, however there are a lack of employment opportunities,** with most people commuting out of the area for work.
- There is a need for **family housing and affordable housing,** arguably more so than in other parts of the district.
- Although the each individual settlements within Somer Valley have their own **identity and role** in the area, Somer Valley has been **redefining its identity.** The affordability of the area has led to a substantial migration from more expensive areas. Younger people are moving into the area without the cultural 'baggage' of historic competition between settlements or the mining communities.
- The **Coal mining history** including landmark 'batches' (spoil tips) could be utilised to provide a unique identity and focus for open space and unique biodiversity in the area.
- The centres of Midsomer Norton and Radstock could specialise and have **their own niche uses**. A 'dumbbell design' to transport and connectivity could **ensure that services are shared between the settlements**, so it could be conductive to think of them

Figure 21. Discussions at workshop

as a group or mini city within the Local Plan, designing for the area as a whole not individual spaces.

- There are some good examples of employment areas in the Somer Valley such as Westfield, but in general there is a reputation that businesses aren't interested in the Somer Valley. While existing employment sites are growing and expanding slowly, the Council has intervened with **Local Development Order (LDO) and the Enterprise Zone** to assist with this.
- Accelerator hubs needs to stimulate demand for **green jobs** before the Council begin to invest in upskilling the area.
- **Digitalisation** is an important opportunity to link together a relatively disconnected area, however the **needs of the aging population** needs to be addressed and included as part of a conversation about future resilience.
- The **sensitive landscape setting makes development in this area difficult**.
- **The Limestone Link could be enhanced to create a wider corridor within the Somer Valley between the AONBs**, to deliver a range of green infrastructure benefits including improved recreation and biodiversity.
- A **Nature Recovery Network** has been developed for the West of England which links into the Nature Recovery Networks being developed by neighbouring Districts. To encourage local biodiversity improvements, Local Nature Action Plans are being developed with Parish Councils and local groups.
- The **"Somer Valley Rediscovered"** policy paper includes research focussing on the fact that there is a higher proportion of the population that suffer from poor mental and physical health in Somer Valley than in B&NES as a whole. As a result of this, Wessex Water are now focussing on cleaning the water as it is polluted by unprecedented level of pharmaceuticals. In response to this, the conversation has led to the provision of and encouragement of preventative healthcare, including increasing physical activity through provision of more active travel resources and open spaces.
- **Infrastructure must be delivered alongside development** to make sustainable travel modes habitual from the outset.
- There is **limited bus and train options** within the area therefore residents drive to the neighbouring towns and cities including Frome, Bath and Bristol to access services.
- B&NES should consider the potential to convert strategic **Public Rights of Way (PRoW)** to fully segregated walking and cycling routes.
- The area is constrained on sustainable travel links are **topography.** There are opportunities for bus and cycle integration to overcome these constraints.

4.2. First stakeholder engagement

4.2.1 A stakeholder workshop was held on the 6th of February 2023 to cover the areas within Somer Valley with local stakeholders, including representatives from local third sector groups, town and parish councils and local ward councillors. The participants were asked to discuss the following questions: "what do you value about the area?", and "what are the key priorities for your area?".

4.2.2 The key priorities which emerged from the workshops included:

- Transport networks desperately need improvement in the area. This includes public transport links like buses and train, as well as active travel routes.
- Traffic needs to be taken away from the settlement areas.
- Development should be delivered with sustainability and character of the area in mind.
- Development should also deliver affordable homes and should not be constructed until the adequate infrastructure has been provided to support it.
- Enhancement and promotion of the local heritage and accessibility within the countryside.
- The improvement and provision of employment opportunities within the area, as well as the improvement and provision of better essential infrastructure such as healthcare facilities.
- A regeneration strategy for the town centres to attract employment, footfall and possibly tourism.
- Promotion and preservation of the community aspect, whether this be funding for community hubs or support for local charities and youth activities.

4.3. Second stakeholder engagement

4.3.1 A stakeholder workshop was held on the 26 of July 2023 to cover the areas within Somer Valley with various stakeholders including representatives from local third sector groups, town and parish councils, and local ward councillors. The purpose of this workshop was to gain feedback on the emerging placemaking principles; and identify opportunities for the future.

4.3.2 The workshop participants engaged in two sets of open discussion sessions to provide feedback on the emerging placemaking principles and to identify future opportunities related to the climate and ecological emergency, health and wellbeing, local economy, sustainable transport and housing need, in alignment with the B&NES Corporate Strategy.

4.3.3 Generally the stakeholders felt that some of the principles would not work on a parish-by-parish basis and that some were seen to conflict with each other, for example around transport. The principles are instead to be considered on a wider scale across the Somer Valley area as a whole, rather than at each Parish.

4.3.4 Summary of the stakeholders' feedback:

- Surface water run-off was raised as a concern. Capturing and reusing grey water was suggested.
- New development should deliver new greenspaces (including community orchards) and improve accessibility to existing greenspaces.
- A barrier to accessing the countryside is busy roads which can often make access for people, especially children, unsafe. An agreed possible solution included pedestrian crossing and bridges.
- There should be greater priority for active travel modes, enabling walking and wheeling in a safe environment. Liveable neighbourhood principles should be implemented in rural areas to mitigate fast moving traffic that deters active travel and makes people feel unsafe.
- The sense of community or place can be lost when developments are built causing coalescence. However, it was noted that coalescence can lead to the appropriate infrastructure being introduced. New development sites need to go hand in hand with infrastructure planning.

Figure 22. Discussions at workshop

- A mix of affordable housing is required, and the right type of housing in the right place. It was acknowledged that there is a need for additional housing that benefits existing residents (such as smaller houses that enable people to downsize, or smaller houses that are more affordable) so that new residents can utilise existing housing. It was suggested that homes are typically built to be 'in character' (3-4 bedrooms houses which are actually bigger than needed).
- Healthcare and schools should be provided along with new housing. There is a desire to ensure economic growth is encouraged without encouraging private car use. Services and jobs need to be the right type in the right place. Encouraging employment that is skilled but not low density and encouraging significant amounts of car use is important. There was a desire that new developments provide employment opportunities but there was resistance to large factories and warehouses that would need motorway access and to be served by HGVs. It was preferred to provide hot desking facilities for smaller businesses.
- There should be opportunities for young adults to have an outlet that isn't antisocial. Providing for children is crucial, ensuring there are green spaces for people to play. This is an issue in rural areas - where there aren't pavements routing to the play areas, so people need to drive. They are often far from where people live and not accessible. New development should provide facilities for young people (teenagers).
- The greenway is a major attraction but it is difficult to access via active travel. Stakeholders recognised the opportunity to improve the current cycle network. Improving access to and length of the greenway would promote cycling and make this mode of travel safer for users.
- Cyclists and pedestrians should be segregated.
- It was suggested to create bus hubs and encourage active travel to these hubs which would provide bus routes to key locations such as Bristol and Bath. The A39 is underutilised as a public transport corridor, and that B&NES Council should make more use of this route as a transport corridor, including improving public transport. This would improve connectivity for the smaller villages that the A39 routes through.
- There should be a range of travel opportunities for those who are less mobile and may not want/be able to actively travel.
- There is a potential for renewable sites for various forms of energy generation where land use was unsuited for housing.

Summary feedback on potential development sites

4.3.5 There was discussion about the development capacity within existing villages and whether or not development would be proportional to the size of the village, alongside consideration of the appropriate infrastructure be provided.

4.3.6 Stakeholders discussed a number of potential development sites drawing upon (but not limited to) the HELAA sites submitted. These are summarised on a settlement-by-settlement basis:

Midsomer Norton:

- Some surrounding areas are not accessible, either due to the greenway, watercourse or topography.
- Providing better access from the A362 could enable some additional residential development.
- There is better walking and wheeling access from Radstock.
- Development sites should be located between Midsomer Norton and Radstock with additional transport infrastructure benefit current and future residents as well as connecting the towns together.
- Create an orbital cycle route increasing active transport between settlements. A 'land train' would run parallel to the greenway further improve sustainable modes of transport and connecting the towns.
- Provide a town bus service connecting the four towns together. This should be a local service to improve economic growth within the Somer Valley area: Midsomer Norton, Radstock, Westfield.

Radstock:

- The access to Trinity Church School is difficult, particularly from Clandown. It was suggested that a new access route be explored, potentially as part of a potential new development.
- Stakeholders asked if there is the potential for a Strategic Green Infrastructure Opportunity, noting the opportunity for an existing green space.
- Farming land to the south of Radstock is also a social/meeting point area. Preserving access to the river valley is important but also providing a gateway to employment.
- The HELAA site located southeast of Radstock along the A362 has demand for allotments and would be inappropriate for development due to the badger habitats.
- A Roman burial site is located north of Radstock which may limit the possibility to develop – this will need to be looked into.
- North Radstock Ridgeline would be a suitable location for wind turbines. While representatives spoke of the expected disapproval of the view, they were more favourable for this HELAA site to be used for renewable generation than for housing.
- West Radstock is contentious location for housing.
- Representatives are concerned about losing farming land west of Radstock to renewable generation. They want to keep their local food supply.
- A location suggested for development was near the industrial estate. Representatives want to enhance the area, improve site access and promote employment for the local economy.
- It was suggested to build a bypass between Peasdown and Midsomer Norton along the Fosseway. This would avoid the pinch point and congestion going through Radstock with the road going around Radstock joining the A367 along a HELAA site. This road adjustment could also address the rat run along the Old Bristol Road.

Peasedown St John:

- There was concern that this area shouldn't be increased much further

across the link road as this could cause severance issues but there is an increased requirement for employment in this area. It was suggested that there could be a possible opportunity for solar farms south of Peasedown St John as well as more residential buildings.

- The scale of any development south of the bypass would essentially create a new bypass. The site to the north could enable some better access to the town centre.
- A 'Hub and Spoke' model could be introduced providing for services across a wider rural hinterland.
- South: the HELAA sites located south of Peasedown along the A367 provides a suitable location for development due to the existing transport infrastructure. The A367 provides good access to Bath. However, representatives feel development here would feel like a new settlement and not be an extension of PSJ.
- Southwest: Development at this site would blend into the existing settlement, in keeping with the town. Residents would benefit from existing transport infrastructure with bus service along the A367.
- Church Road: new housing development at this site would blend into existing settlement.
- To accommodate housing developments the doctors' surgery and pedestrian access will need to be improved.
- A popular development idea amongst the representatives was the provision of a transport hub. Located west of Peasedown (near junction A367-Bath Road), the transport hub would connect Peasedown and nearby settlements to accessible by active modes of travel but also a car park to accommodate for the older residents acting as a P&R.
- To access this transport hub, the level of safety needs to be addressed on the A367. West of Peasedown requires better integrated traffic.
- There needs to be improved footpaths/ pavements connecting neighbouring settlements: Tunley, Timsbury to Peasedown.

4.3.7 Farrington Gurney was felt to be less constrained compared to other areas. The A362 could be improved to encourage pedestrian and cycle facilities, and would enable Farrington Gurney to expand and have more residential areas.

4.3.8 Haydon has the potential for a small development but noted high land value.

4.3.9 At **Westfield** the areas were not considered appropriate for development other than for employment or open areas/ green space.

4.3.10 At **Temple Cloud** it was suggested that more residential areas could be unlocked if development was providing better public transport connections.

4.3.11 At **Clutton** the areas to the west of the A37 were identified as needing better employment.

4.3.12 At **Poulton** stakeholders said that the centre is already struggling with congestion. Investment in current infrastructure would need to be considered for any possible development in Poulton. The South Poulton sewage system was a raised concern as it currently operates at maximum capacity.

4.3.13 At **Littleton and Hallatrow** bottlenecks occur on the A39, and stakeholders felt that a better bus service that connected all the villages would be greatly beneficial and encourage people to mode shift and mitigate congestion.

Figure 23. Some of the ideas that were shared at the second stakeholder workshop

Figure 24. Seperator image

PLACEMAKING STUDY

05

5. PLACEMAKING STUDY

5.1. Composite site analysis

5.1.1 The composite analysis plan draws on the assessment above and summarises the high-level technical evidence base prepared to inform decision making regarding potential future opportunities within the study area.

5.1.2 The Somer Valley study area covers a largely rural landscape which envlopes a number of built-up areas comprising a mix of smaller towns andvillages. The larger settlements of Midsomer Norton, Radstock and Westfield are geographically to the south of Somer Valley. Other smaller settlements include Peasedown St John, Paulton and Farrington Gurney. The Somer Valley area also has good links contextual larger settlements including Bath, Bristol and Frome.

5.1.3 The study area contains historic designations including, building and structures of Grade I to Grade II* status (within the settlement centres), Scheduled Monuments north of Radstock and Conservation Areas within settlement boundaries, often related to the mining industry.

5.1.4 Generally, the study area is undulating countryside with occasionally steep slopes and difficult to access woodland. Two main watercourses (River Somer and Cam Brook) floweast to west through the study area, fed by a number of tributaries. Flood risk across the area is generally low, albeit isolated areas close to the Cam Brook and Wellow Brook have elevated flood risk.

5.1.5 Surrounding the study area there are environmental policy areas, and ecological and landscape assets, which merit consideration when looking at the potential for development opportunities. Policy areas include the Green Belt to the north, the designated landscape of the Mendip Hills AONB and designated ecological assets (SAC, SSSI, SNCI, LNR) which provide rich habitat for diverse species. The study area also has a network of pedestrian and cycle routes, including long-distance trails and high points popular for recreation, which link internal and external areas.

5.1.6 The Agricultural Land Classification for most of the area is Grade 3. The area north of Farrington Gurney is Grade 1 and there are small pockets of Grade 2 and Grade 4. Grade 1 to 3a are referred to as 'Best and Most Versatile' land, and enjoy significant protection from development.

Figure 25. High Street, Midsomer Norton

Key

- Study area
- District boundary
- Listed buildings
- Green belt
- Woodland
- SNCI
- SSSI
- AONB
- Local nature reserve
- Parks, open spaces and local green spaces
- Leisure / playing field
- Scheduled monument
- Conservation area
- Public rising main sewer

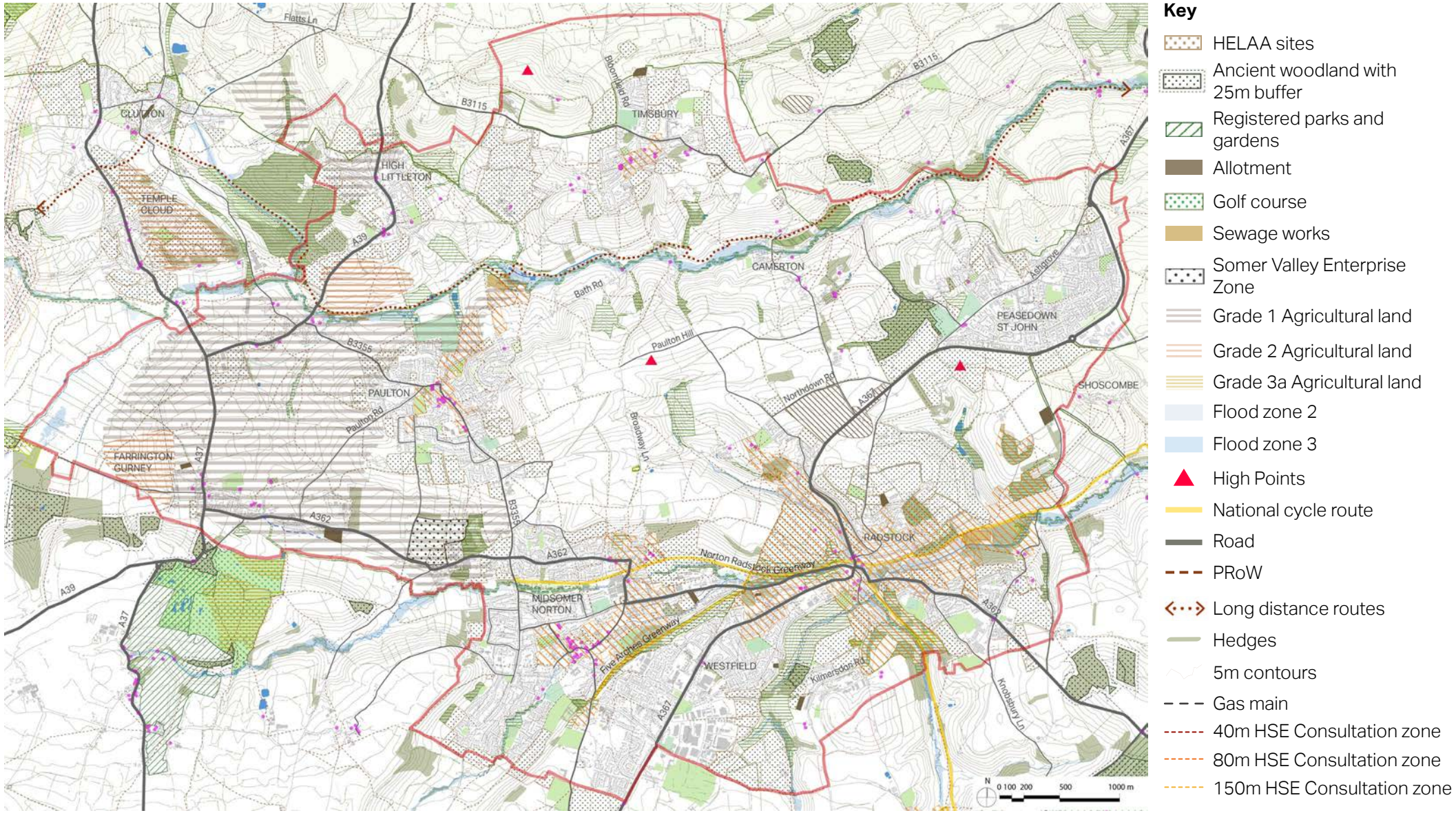


Figure 26. Composite site analysis

5.2. Key issues

5.2.1 The following key issues reflect the findings of the technical research as well as the outcomes of the stakeholder workshops:

- The Somer Valley has a rich mining heritage, but it is not promoted well enough nor is it curated properly.
- Midsomer Norton and Radstock town centres have limited footfall due to the lack of diversity in retail offer, as well as a lack of an attractive food and beverage offer.
- There is a lack of sustainable travel links in the area, and steep topography creates a constraint to active travel.
- Access to public transport is patchy, and within some areas access is very limited.
- There is a lack of wayfinding which impacts residents and visitors ability to access the countryside.
- The pedestrian and cycle movement within Radstock town centre is severed due to the busy A367 which cuts through the centre and the highways layout is overly complex
- The A37 is a major road that runs through several towns and villages and creates a severance barrier in these communities.
- Access to the waterfronts is limited within Radstock town centre.
- Currently the water quality is defined as poor in the area and the nature recovery target is to get half of the water bodies to a 'good' condition by 2030.

5.3. Ideas and aspirations

5.3.1 The following list summarises the ideas and aspirations derived from the stakeholder workshops (Section 4, above) and provides some direction as to how the study area could change and improve:

- Enhance connections between open spaces by using and reconnecting existing links, valley walks, cycle and walkways and improve legibility.
- Seek opportunities to reuse existing infrastructure such as the old railway station as a new bus station and railway lines as non-vehicular corridors.
- Emphasise the importance of access to the countryside and small parcels of open space within the settlements as a must-have.
- Daisy chain developments to create alternative non-vehicular access and enhanced access to the countryside. These should be accessible for all.
- Aspire to a Biodiversity Net Gain (BNG) of 20%. BNG should be delivered within the development areas, or if this is not achieveable, as part of nature recovery projects related to the development.
- Build-on the recent population growth in the area that has created a more diverse, educated, skilled and vibrant population, and provide the support networks and industries to maximise local opportunities for new ways of living and working in the area.
- Develop a regeneration strategy for the town centres which emphasises the protection and enhancement of the study area's industrial heritage, and identifies opportunities to attract employment, footfall and tourism.

- Promote and preserve the community aspect, by funding provision for community hubs, local charities and youth activities.
- Achieve carbon neutral developments in the study area and combine this with solar farms and other local renewable energy generation projects.
- Protect and enhance waterbodies as a valuable resource for recreation, including the placemaking contribution to the area and as important wildlife habitat.
- Be cognisant of lighting impacts, and the potential need for dark corridors through and/or around areas of development to improve the habitat network.

5.4. Areas of Potential Change

5.4.1 Within Somer Valley, there is considerable potential for a series of interventions which would support B&NES's aim of delivering sustainable development that supports the future resilience of its communities and the well-being of residents.

Recognising new development as a catalyst for positive change

5.4.2 Development should not be seen simply as the delivery of more housing, although residential provision is a key part of the story. In addition to housing, energy generation, employment opportunities, community infrastructure (including education), improved connectivity across all modes (with a focus on active travel and public transport) and nature recovery, encompassing protection and enhancement of existing landscape and habitat, as well as the creation of new, are the components of placemaking which the new local plan seeks to deliver for the people of Somer Valley.

Balancing benefits and mitigating impacts

5.4.3 It should be borne in mind that there will be instances where there is a decision to be made in respect of the benefits versus the impacts of development in Somer Valley. The loss of open land and the intrusion of new built form in middle- and long-distance views across the countryside are clear examples of the type of impact that new development might have on the character of Somer Valley.

5.4.4 Increases in population and the potential impact that might have on services, utilities infrastructure or the transport network are also matters which need to be addressed when considering the potential for change in Somer Valley. In each case, and at the appropriate stage of the planning process, development proposals will have to include an assessment of the potential impacts and proposals for the mitigation of such impacts.

5.4.5 Even at this early stage of the planning process, however, consideration of development potential in any part of Somer Valley is accompanied by high-level analysis of potential impacts and the interventions which might not only mitigate those impacts, but bring wider benefits to the community.

5.4.6 For instance, where new development for housing is proposed, supporting infrastructure, whether it be in terms of social, transport or utilities provision is factored into the discussion of the opportunity. The types of interventions proposed in support of the

development, for example, a new primary school, new open space and sports facilities or a local centre providing commercial and community space, have the potential to bring benefit to existing, as well as new, residents.

A place based approach to change

5.4.7 Principles of placemaking have been applied to the process of identifying potential areas for change in Somer Valley, the aim being for the process to be comprehensive in both its assessment of the potential for change and the proposals made in respect of that change (this assessment process is explored in more detail in Section 6, below).

5.4.8 When assessing Somer Valley, those areas which are currently or have the potential to become better connected to primary routes (for public transport) and existing local centres providing services and amenity are seen as having greater potential for change.

5.4.9 Those areas with existing landscape or habitat assets are considered to be sensitive to change, however, this does not necessarily mean that there is no scope for change in such locations. Where change is proposed, then those existing assets are protected and, where possible, enhanced or extended to make new connections to the wider network of open space and, importantly, create new opportunities for people to access and enjoy the countryside that is an important part of the character of Somer Valley and one of the reasons people choose to live there.

5.4.10 As noted, below, B&NES has declared a Climate Emergency and an Ecological Emergency and prepared Action Plans in respect of both. The focus of the Action Plans is to achieve development which is both more sustainable and delivers positive outcomes in terms of the extent and quality of the natural systems within B&NES generally and, in this case, in Somer Valley specifically. The potential for change in respect of natural systems and the wider landscape setting of Somer Valley is explored in more detail in the section on Green and Blue Infrastructure, below.

Creating better connections

5.4.11 Movement infrastructure is key to any consideration of the potential for change in Somer Valley. The consequences of development, both negative and positive, derive in large part from the quality of the movement infrastructure that is provided, especially active travel modes, such as walking and cycling, and public transport provision. It is clear that there are currently issues relating to connectivity within and beyond Somer Valley (for example, the quality of the connections ot Bath and Bristol via the A39 and A37, respectively). Any development proposed for Somer Valley must seek to improve upon the quality of existing connections and identify and promote new connections, especially those which are predicated on active travel that links new development to local centres, social amenities and employment, as well as the wider landscape, as described above.

Prioritsing space for people over cars

5.4.12 The creation of places which are more focused on provision for people, rather than vehicular traffic, is a primary focus of the Strategic Transport Strategy described in more detail in the section on Access and Movement, below. There are a number of existing centres where there is both the potential and the need for positive change to help them recover their sense of place, quality and intensity of activity, all of which are key to their being more attractive locations for resdts to do their shopping and take their leisure (rather than getting in their cars and travelling elsewhere).

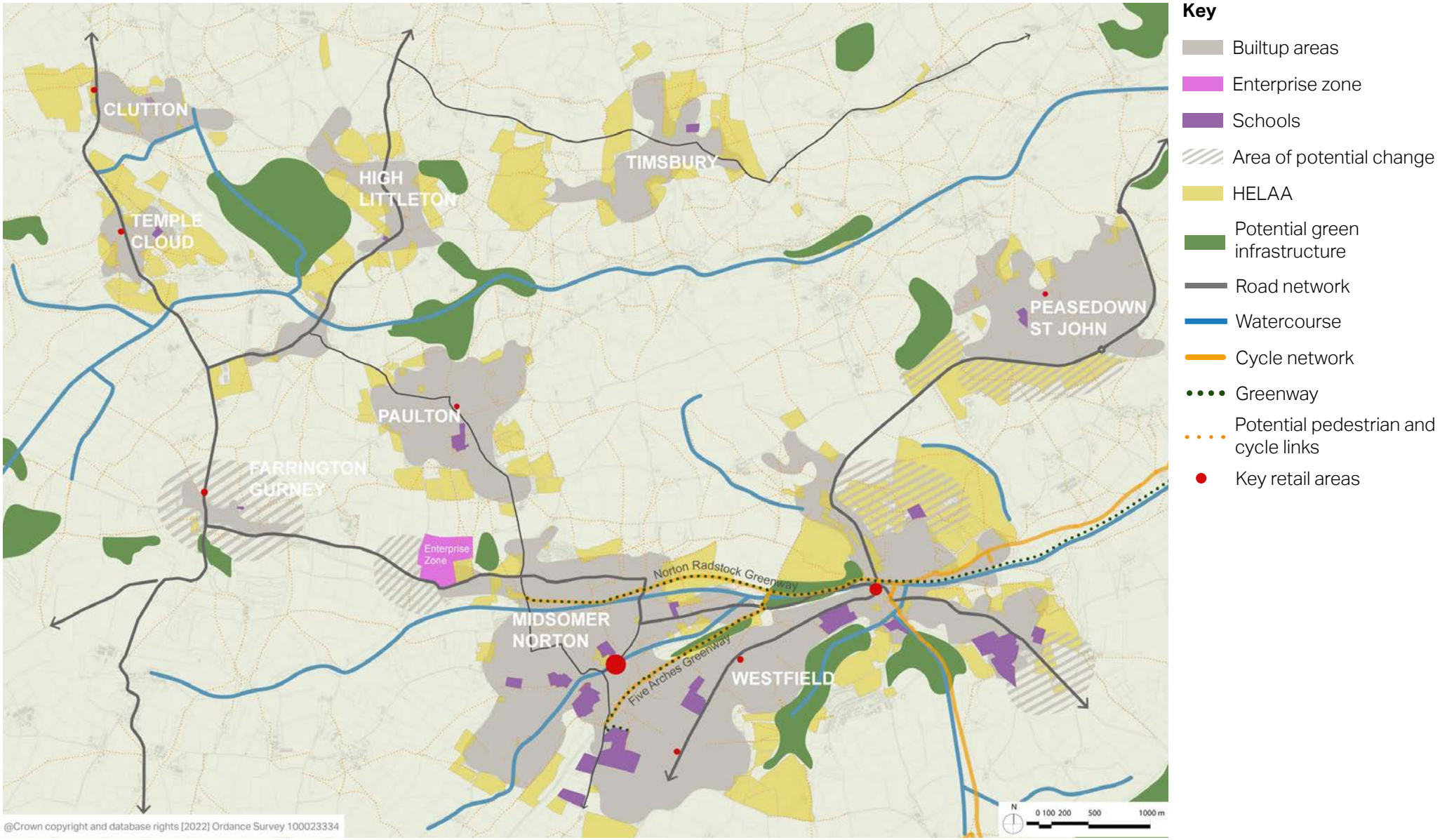


Figure 27. Areas of potential change

Healthy, vibrant and viable local centres

5.4.13 Healthy, vibrant and viable local centres are key to making the settlements within the Somer Valley more resilient, sustainable and self-contained. Consequently, areas of potential for change have been identified based on their capacity to both support and benefit from their proximity, or their potential for connectivety, to existing local centres, as well as their capacity to support the creation of new amenities and services to serve both the new and existing communities.

5.4.14 The provision of sustainable infrastructure, in a way that is future-proofed and capable of meeting projected demand, is an important aspect of any potential future change in Somer Valley. Energy production, both at scale and in a more localised way, e.g., domestic and commercial buildings with solar PV, is one potential solution that helps B&NES address the challenges outlined in the Climate Emergency Action Plan.

5.4.15 A comprehensive approach planning and development

5.4.16 Comprehensive development proposals, which allow for a more strategic approach to the planning and delivery and/or upgrade of utilities infrastructure, is also a means by which change in Somer Valley might be managed proactively to achieve a more sustainable and climate resilient outcome.

5.4.17 The assessment of the potential for change in Somer Valley, therefore, is predicated on the assumption that small-scale, ad-hoc development in many different locations is not as efficient in delivering the type of outcomes that will support B&NES aspiration for sustainable development. This is not to say that small parcels of development will not come forward during the plan period, but the assumption is that larger, comprehensively planned and delivered proposals will be preferred on account of their ability to achieve a more coherent and comprehensive suite of infrastructure improvements to support both the new development and the existing settlement.

Addressing the climate and ecological emergencies

5.4.18 B&NES declared a climate emergency in March 2019 and an ecological emergency in July 2020. The Climate Emergency Action Plan (2023) and the Ecological Emergency Action Plan (2023), set out actions to address the climate and ecological emergencies, with the objective for the district to become both nature positive and achieve carbon neutrality by 2030. Although not the same, the emergencies are linked, sharing some of the causes and many of the potential responses including nature-based solutions to adapt to the effects of climate change while contributing to nature's recovery.

5.4.19 'Nature' should be placed at the heart of making and regenerating attractive, investable places that are good for people, climate and the economy. Good quality green and blue infrastructure (GBI) has an important role for improving health and wellbeing, air quality, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.

Green and blue infrastructure opportunities for change

5.4.20 The opportunities for change provides potential to deliver good quality GBI that fulfils the principles and standards detailed in the Natural England Green Infrastructure Framework (2023) and the Building with Nature standards which can act as the catalyst to achieve national, regional and local GBI priorities, including those identified in the Somer Valley.

5.4.21 Two strategic GBI projects identified in the West of England Joint Green

Infrastructure Strategy 2020-2023 are Somer Valley Rediscovered and the Limestone Link.

5.4.22 Somer Valley Rediscovered aims to:

- Re-connect people with their local greenspaces.
- Improve biodiversity and build climate change resilience.
- Improve health and wellbeing of the whole community.
- Promote the area as a visitor destination for walking and cycling.

5.4.23 The Limestone Link seeks to improve connectivity of the landscape between the Mendip Hills AONB and the Cotswolds National Landscape. It forms part of the 'Big Chalk', a wider ambition to connect calcareous landscapes across Southern England. The aims of the Limestone Link project are:

- Create, enhance, protect and connect habitats in the area, enabling wildlife to move more easily between the two protected areas and adapt to climate change, and providing benefits such as carbon sequestration and natural flood management.
- Work with landholders and others to improve the area's declining water quality and create thriving local rivers.
- Provide more and better recreational and engagement opportunities for local. communities to enjoy and feel connected with the unique landscapes in the area.
- Care for and enhance the character and quality of the landscape, which provides the fabric and context for these activities.

5.4.24 The West of England Nature Partnership (WENP) is co-ordinating the regional Nature Recovery Network (NRN) which is a joined-up network of marine, water, and terrestrial habitats where nature can thrive. The network map is an active and adaptive spatial plan that identifies the best opportunities to deliver nature's recovery. Within the Somer Valley, opportunities relate to:

- Wetland to build resilience to flood risk and deliver wider benefits for nature and people. Key project in the area is the Wellow and Cam Initiative lead by the Bristol Avons River Trust (BART). It seeks to improve the health of the Cam and Wellow Catchment through river restoration and riparian habitat creation.
- Grassland connectivity. Avon Wildlife Trust in partnership with Buglife are leading work to create West of England B-Lines. B stands for biodiversity. B-Lines are wide strips of permanent wildflower-rich habitats that link existing wildlife areas together to create a network through which pollinators can travel.
- Woodland connectivity. The B&NES Tree and Woodland Delivery Plan 2021 (T&WDP) is a 5-year action plan which supports the ambition to significantly increase tree cover across the district and contributes to both the Forest of Avon, A Tree and Woodland Strategy for the West of England, 2021 that seeks to double tree cover by 2050, and the WENP NRN aim to double semi-natural tree and woodland cover by 2060. The T&WDP is a 'live' document, reviewed annually with a detailed action plan focused on tree planting through a range of activities. The T&WDP is linked to the Woodland Opportunity Mapping for B&NES which identifies land that has potential for woodland planting at a strategic scale and guides tree planting to ensure 'right tree, right place'. Together, these documents provide a framework to improve woodland connectivity which could be delivered through development.

Green Space Strategy

5.4.25 The B&NES Green Space Strategy 2015 provides an assessment of the needs and deficiencies in open spaces across the district. In addition to forming the basis for establishing local provision standards, the strategy identified deficits in particular types of open space by parish.

5.4.26 For the parishes combined within the Somer Valley, there was a deficit of the following:

- Allotments;
- Amenity green space;
- Parks and recreation grounds (excluding outdoor sport pitches); and
- Play space for youth.

5.4.27 Accessible natural green space was the most abundant open space type.

5.4.28 The potential changes in terms of development opportunities in Somer Valley provide an opportunity to address these deficits and create new open spaces that are easily accessible to both the existing and future communities, while also protecting and enhancing the existing assets and open spaces.

Access and movement

5.4.29 A Sustainable Transport Strategy (STS) has been developed to improve the links between the towns and villages in the Somer Valley by sustainable modes, thereby reducing dependency on car journeys. The STS has been prepared in parallel to compliment the SPO, providing the overarching Transport Strategy to accompany the New Local Plan.

5.4.30 The STS aims to increase the proportion of journeys for retail, leisure and education purposes which are internalised within the Somer Valley, thereby relieving pressure on the wider transport network. Improved links to bus services on the A37 and A367 corridors will be facilitiated through the Strategy. The proposed improvements which form part of the Somer Valley Links and Somer Valley Enterprise Zone are also integrated into the Strategy. The Strategy, therefore, is intended to benefit existing residents within the communities of the Somer Valley, in addition to accommodating the any future growth.

5.4.31 Interventions for active modes, e.g. walking, cycling and wheeling reduce the need to travel, support local living and encourage local services to flourish. Quiet Lane Links prioritise active modes on minor rural roads and there are opportunities to introduce them across the Somer Valley to link the towns and villages together.

5.4.32 Congestion in Radstocktown centre creates an unpleasant environment for pedestrians and cyclists. This is primarily caused by the double mini-roundabout junctions in the centre of the town which provide a confluence between multiple routes into and through the town. Reconfiguring the road network to move the intersection points to the edge of the town centre and reducing the number of junctions has the potential to provide significant improvements to the town centre. This includes rebalancing road space to provide more space for people. An improved public realm in Radstock Town Centre encourages active modes of transport and people to visit the town centre, leading to regeneration opportunities to support and cater for increased footfall. The creation of a bus gate will improve journey times for buses, providing potential to make public transport more attractive than car usage.

5.4.33 Micromobility, e.g. e-scooters and e-bikes, reduces barriers to active travel such as distance and topography and can, therefore, replace the car for local journeys. The transport strategy will improve access to these modes.

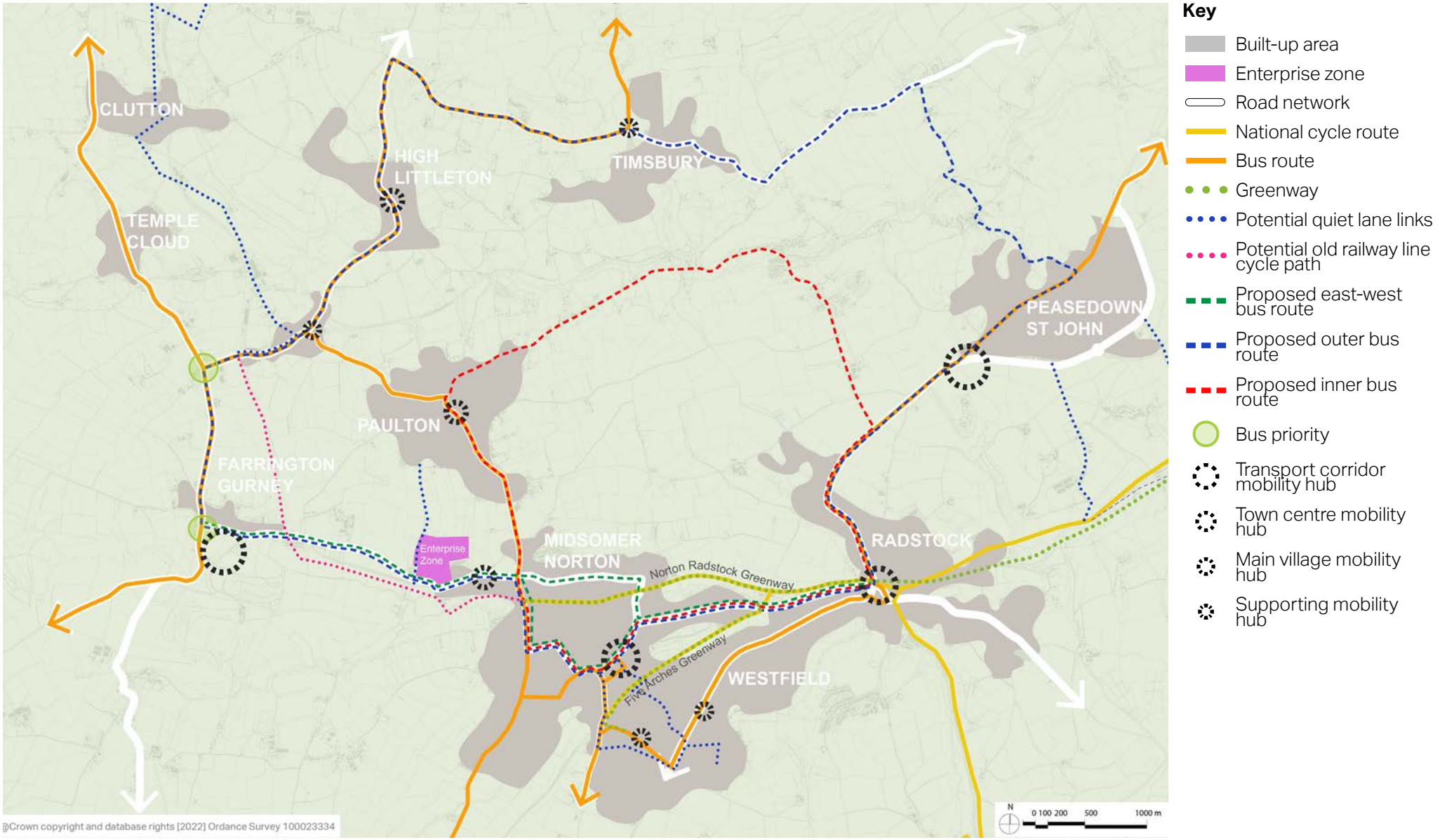


Figure 28. Access and movement

5.4.34 Public transport interventions for the Somer Valley are important because of the topography and distance between some of the settlements. Carrying multiple passengers in clean / green vehicles is, therefore, important for transitioning towards net zero targets.

5.4.35 Mobility Hubs are a focus point for public transport, active travel and shared mobility schemes such as bike hire and e-car clubs. Mobility Hubs are proposed on transport corridors at the A37 (Farrington Gurney) and at A367 (Peasedown St John), as well as in Midsomer Norton and Radstock town centres, supported by a smaller Mobility Hubs in selected villages.

5.4.36 Bus Priority will be implemented at key junctions on bus routes. For example, at the A362 / A37 junction in Farrington Gurney and the A37 / A39 junction at Hallatrow. This intervention also forms a key part of the Radstock Town Centre project.

5.4.37 The public transport strategy seeks to connect the towns and villages to each other and to express corridor services on the A37 and A367. The potential for a new fixed route shuttle bus service along the A362 will be investigated connecting mobility hubs at Farrington Gurney and Peasedown St John, and Midsomer Norton and Radstock. Bus priority in Radstock Town Centre would support delivery of this.

5.4.38 Dynamic Demand Responsive Transport (DDRT) is complementary to other proposed bus services and is likely to be utilised to fill gaps in sustainable transport provision.

5.4.39 It is recognised that car parking is important to support the viability of town centres and serve the rural hinterland. However, free and unconstrained car parking affects the ability to support sustainable public transport and achieve climate emergency targets. A review of car park charges should be undertaken to balance viability and access to services with the need to discourage unnecessary car trips.

5.4.40 The Electric Vehicle Infrastructure will be expanded further across the Somer Valley, from the eight existing electric vehicle charging devices. Electric Car Club spaces and vehicles will be made available to provide people with the opportunity to reduce car ownership.

Key

- Bus gate
- Footway extension
- Traffic route

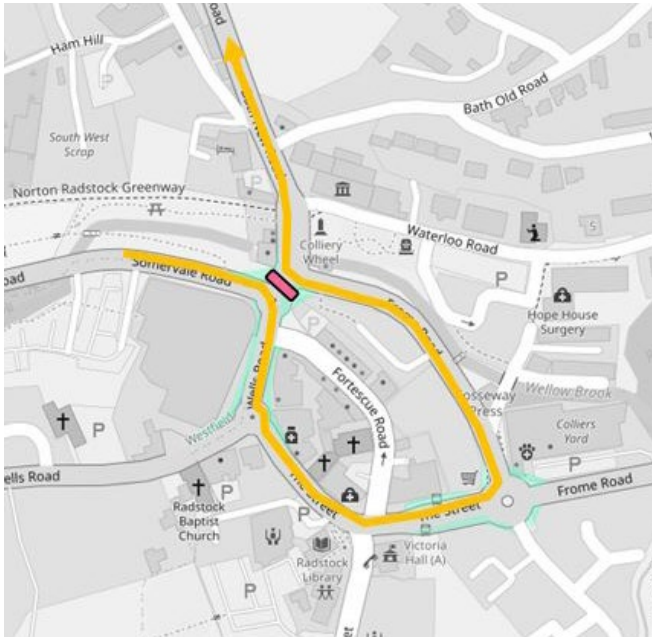


Figure 29. Potential reconfiguration of movement network in Radstock town centre

Figure 30. Seperator image

SUMMARY OF AREA OF SEARCH PLACEMAKING ASSESSMENT

06

6. SUMMARY OF AREA OF SEARCH PLACEMAKING ASSESSMENT

6.1. Overview

6.1.1 The areas of search placemaking assessment (ASPA) is a robust form of strategic decision-making, the aim of which is to support and inform the preparation of the evidence for the Local Plan process. The ASPA reviews the entire study area including the HELAA sites. The process is structured on an agreed methodology and considers area opportunities and constraints against the context of the emerging placemaking vision and principles. Please refer to Area of Search Assessment Somer Valley document for further details on the methodology.

6.1.2 Areas with significant development limitations, such as flood-zones, landscape/ ecological designations, sites or areas with strategic utilities infrastructure, e.g., high-pressure gas pipelines, are not being considered for development. However, these areas are to explored as important strategic green infrastructure/nature recovery and biodiversity net gain opportunities, with potential scope for delivery in combination with viable development elsewhere in the study area.

6.1.3 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 that are well located to complement the existing urban areas and any potential development sites.
- Create a transition zone between the urban areas and the countryside to increase accessibility to the countryside.
- Follow a comprehensive approach amalgamating green infrastructure, sustainable transport, sustainable infrastructure 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 development with sufficient critical mass to deliver community infrastructure and sustainable transport initiatives that serve the existing residents as well as the new.
- Seek opportunities to improve the pedestrian and cycle connectivity between the urban areas, countryside and river fronts.
- Avoid piecemeal development and, instead, promote comprehensive development that allows for seamless integration with the existing urban areas.

6.1.4 A further placemaking assessment framework agreed between AECOM and B&NES and in line with the B&NES Sustainability Appraisal Framework objectives has been applied to the areas of search in Somer Valley. The process appraises the potential effects of site development using a 5 level assessment across key themes:

- Placemaking and landscape;
- Transport,
- Environment;
- Housing;
- Economy and communities; and
- Utilities

6.1.5 As a consequence of this further placemaking assessment, of the 22 areas of search initially considered for potential development, 11 have been recommended to undergo further assessment. These

11 individual areas of search have been consolidated into 5 distinct, larger areas.

6.1.6 The primary rationale for excluding the other 11 areas is their lack of alignment with the strategic approach outlined in the Local Plan. This could be due to their small size, distant location from existing town centres or other constraints. It is important to note that while these areas have not been included in the Local Plan development proposal process, this does not preclude them being the subject of a separate planning exercise.

6.1.7 For further information see the Area of Search Placemaking Assessment Somer Valley document.

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	Minor Adverse 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	Moderate Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Moderate 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 Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Beneficial Impact

Table 1. An example of areas of search placemaking assessment summary table from Area of Search Placemaking Assessment Report

6.2. Prioritised areas

Peasedown St John (SV14, SV15, SV16)

6.2.1 The Peasedown St John area is subject to A367 severance, dividing it into two distinct parts, each with differing development opportunities. The north-western section has better accessibility to the local centre, making it suitable for residential and nature recovery purposes, while the southern area could focus on transportation, employment and energy landscapes. The north-eastern portion, bordered by the A367 and Camerton Wood, offers space for green buffer zones to protect the ancient woodland and enhance the roadside. This green character should extend throughout the potential development area to improve connections to the countryside, integrate habitat and screening to enhance the landscape's contribution to Peasedown St John's character.

North Radstock (SV12, SV13)

6.2.2 This area holds potential for a new A367 access and conversion of the existing historic Old Bath Road for use as an active travel route, connecting new development with historic centres and core commercial areas. Constraints include the sensitive landscape and sloping terrain, but there is opportunity for a landscape-focused residential development with enhanced connections to the surrounding countryside. Additionally, a sizable Strategic Green Infrastructure Opportunity could be established for both new and existing Radstock residents. This could feature direct active travel links to the Greenway connecting Radstock and Midsomer Norton, with habitat-enhancing screening using tree and landscape elements.

East of Radstock (SV10)

6.2.3 This area represents an opportunity for a substantial mixed-use development encompassing housing, open space, social infrastructure and nature recovery, along with enhanced local facilities within the Local Plan period. Access improvements are envisaged, including upgrading an existing junction and the introduction of a new access from the A362 (Frome Road) and the expansion of the local town centre. This area of search spans both B&NES and Somerset land, with limited known constraints beyond land ownership. Surrounded by countryside accessible via existing lanes and new connections, the development would have to harmonise with the natural landscape, and would include measures to enhance tree planting close to nearby ancient woodlands both as a protective buffer for the designation and to enhance biodiversity.

West of Enterprise Zone (SV21)

6.2.4 Land west of the Enterprise Zone, situated on both sides of A362, has limited scope for development due to overhead power lines and its remote location. However, this area of search has potential for renewable electricity generation, benefiting from proximity to an existing transformer. The area offers multifunctional potential, with opportunities for energy production, active travel and recreational routes and biodiversity enhancement.

Farrington Gurney (SV2, SV3, SV4, SV5)

6.2.5 The combined area of search provides a favourable location, accessibility, historic character and the land is largely in the control of a single owner, the The Duchy of Cornwall. Situated at the junction of the A37 and A362, the area of search adjacent to the settlement offers good connectivity to neighbouring urban areas and metropolitan centres. The spatial relationship between the parcels of land included in the area of search, the current urban form of Farrington Gurney (including the disposition of existing amenities and movement routes), the nature of the surrounding landscape and the

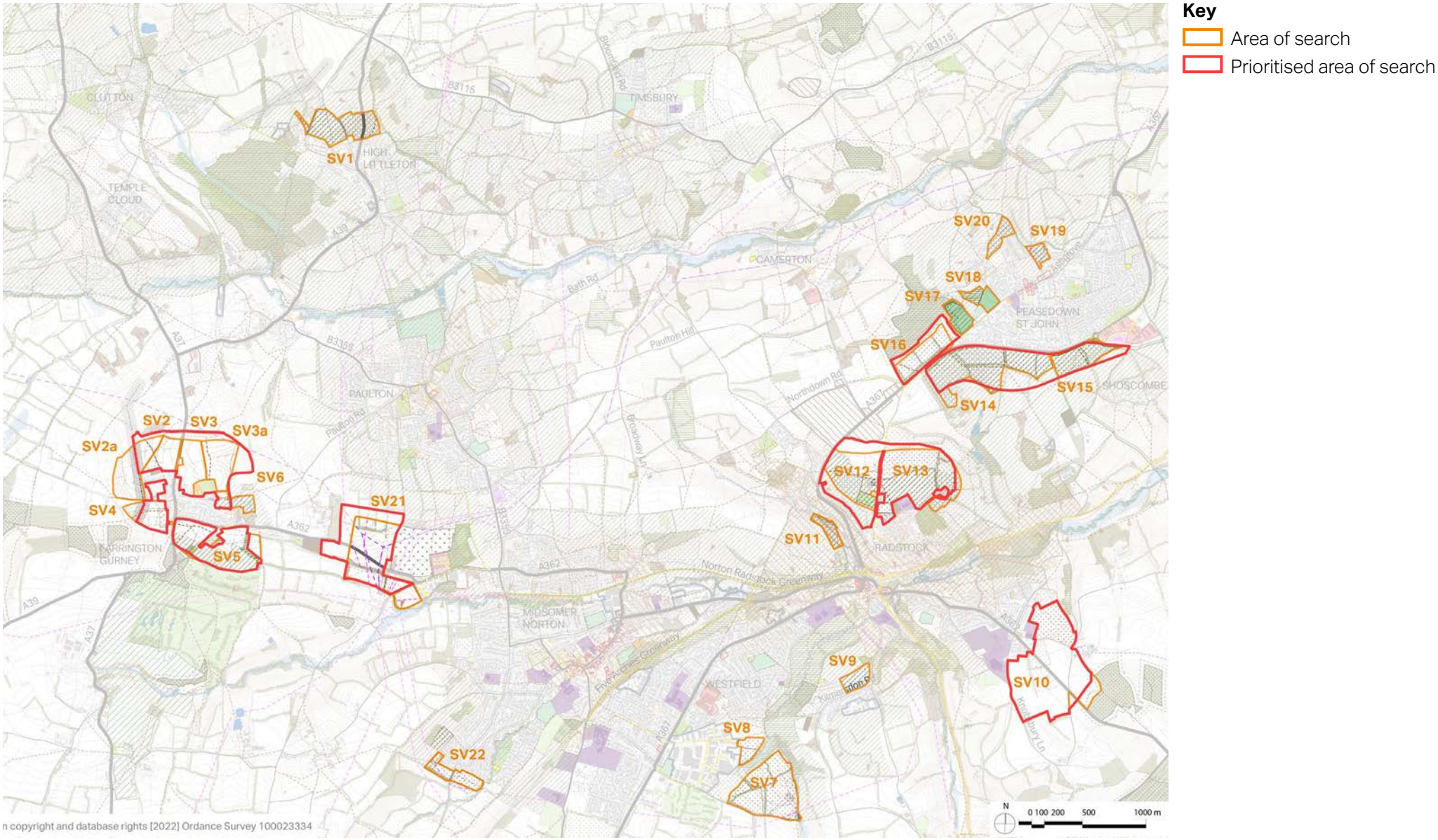


Figure 31. Area of search

apparently coherent land ownership support the proposition that phased residential development, potentially either side of the existing primary routes, is feasible in this location. Development is envisaged with enhanced permeability involving downgrading roads, reducing road speed for safety, creating new active transport routes to Midsomer Norton and green links throughout the development to connect the settlement to the countryside and nearby parks.

6.3. Other areas

High Littleton (SV1)

6.3.1 The area of search is near to the village centre and has some existing access opportunities. However, due to challenges in respect of access from the east, it is not recommended that this area of search advances to the development options stage.

Westfield (SV7, SV8)

6.3.2 This area of search is on the settlement's edge, behind an industrial estate. Land use is currently agriculture with areas of woodland. Despite its size and potential for housing, the distance from key centres is unsustainable and there are matters relating to the immediate context which do not support good placemaking (i.e., the adjacent industrial areas). For these reasons, it is recommended that this area of search does not advance to the development options stage.

Radstock (SV9)

6.3.3 Initially selected for potential small-scale housing and green links to Radstock, this area has the potential to support only a small area development, and its contribution to community facilities, strategic green infrastructure and nature recovery would be limited. For these reasons, it is recommended that this site does not be advance to the development options stage.

6.3.4 Radstock West (SV11)

6.3.5 Situated at the town's outskirts amid fringe activities, this area of search includes houses and some small businesses. The sloping topography could accommodate infill development, however, due to its limited scale and contribution to regeneration, it is recommended that this area of search does not advance to the development options stage.

Peasdown St John (SV17, SV18)

6.3.6 These areas together with SV14 & SV16, were initially considered for expansion west of Peasdown St John. However, development is subject to the relocation of community assets, which is not considered appropriate. Consequently, it is recommended that these areas do not advance to the development options stage.

Peasedown St John (SV19, SV20)

6.3.7 These two areas were initially considered for infill development due to their location within the settlement boundary. These areas only have the capacity to deliver a small quantum of development and their contribution to community facilities, strategic green infrastructure and nature recovery would be limited. For these reasons, it is recommended that these areas do not advance to the development options stage.

Midsomer Norton (SV22)

6.3.8 Chosen for proximity to recent residential growth, this area could serve as a modest extension within the B&NES boundary. However, costly access requirements and a lack of contribution to the broader development strategy, mean that it is recommended that this area does not advance to the development options stage.

Farrington Gurney (SV2A, SV4)

6.3.9 Originally included within the Farrington Gurney wider area of search. Subsequent development constraints identified due to the underground high-pressure gas mains mean that it is recommended thatthese areas do not advance to the development options stage.

Farrington Gurney (SV6, SV3a)

6.3.10 Excluded from the Farrington Gurney options development stage along with SV3a. Their development would significantly impact St. John's Church's setting and should remain as open space to preserve important local views. It is recommended that these sites do not advance to the development options stage.

Figure 33. Seperator image

PLACEMAKING VISION AND PRINCIPLES AND PRIORITIES

07

7. PLACEMAKING VISION AND PRINCIPLES AND PRIORITIES

7.1. Placemaking vision

7.1.1 The placemaking vision and principles for Somer Valley have been derived from the outcomes of the area analysis and the internal and stakeholder workshops. Rooted in community-based participation, placemaking involves planning, design and management. It brings together diverse people (including professionals, elected officials, local groups, residents and businesses) to improve a community's cultural, economic, social, and environmental condition. It is often best achieved through a clear understanding of the historic and cultural significance of the existing place. The placemaking vision and principles for Somer Valley are set out below.

*"Somer Valley will be an **attractive, connected place** to live and work where people will **walk and cycle** along a network of attractive routes, or **hop on a bus** to go to their workplaces, schools or undertake the many and varied activities that make up their daily lives.*

*It will be a **nature positive environment** focusing on preserving and enhancing the considerable natural assets of the wider landscape in Somer Valley. The **surrounding countryside will become the back garden** for the residents of Somer Valley, easily accessed within a short walk or cycle from their homes, a place where they are able to live **physically and emotionally healthy lives**. Somer Valley will be characterised by **Zero Carbon development**, with energy production embedded sensitively into the landscape.*

*There will be more **diversified employment opportunities**, providing jobs for people with a variety of skills and abilities. Somer Valley will have a more **balanced and accessible network of public amenities and services**, ensuring everyone has access to the things that matter: health services, schools, jobs, leisure and community.*

*The rich **industrial heritage of the Somer Valley will be celebrated and curated**, so that the many and varied legacy buildings and structures are retained and continue to shape the character of the area. The local community will be empowered to help shape and manage the longer term future of their home towns and villages enabling them to work together to create a place where **people continue to live fulfilled lives**."*

7.2. Components of the vision

A network of towns and villages

7.2.1 One of the key components of Somer Valley is the network of towns and villages, each with their own identity, but very much linked by their shared history within one of the crucibles of the Industrial Revolution.

7.2.2 This network of small- to medium-sized settlements has an intimate and very immediate relationship with its surrounding landscape and development proposed in any of the settlements must reflect and enhance this relationship and defining quality of the Somer Valley. The towns and villages of the Somer Valley will be connected by a much more extensive green infrastructure network comprising water courses, hedgerows, tree belts and areas of habitat with the emphasis on supporting nature recovery, people's health and wellbeing and habitat connectivity. The existing public transport network will be reinforced and new and improved active travel opportunities will be provided, so all neighbouring settlements will be more easily accessible.

Historic and characterful places

7.2.3 The character of the historic core of the principal settlements will be retained and enhanced, while the quality and range of commercial activities and services will be increased, supported by improvements to the public realm. This will be achieved by the regeneration and re-purposing of historic buildings, positive re-use and re-purposing of underused sites and identifying new sites for larger development opportunities. Non-housing opportunities are fundamental to the delivery of the Vision for Somer Valley, including employment, environmental improvement, tourism, energy production and transport connections. Balanced, comprehensively planned future development will help to reinforce the existing qualities and character of Somer Valley while creating opportunities for new places, new homes and new infrastructure that will continue to serve the needs of residents.

Sustainable use of resources

7.2.4 Sustainable development is a key part of the Vision for Somer Valley. The efficient use of land and resources is at the heart of sustainability, so any new development, whether it be for housing, mixed use or employment, will seek higher densities of development and greater levels of building performance and lower embedded carbon. The principles of the circular economy will apply to all development activities in the Somer Valley, the aim being to minimise waste and reduce the carbon footprint, whether development be refurbishment/ regeneration or new build. Energy production opportunities will be identified and prioritised, to reduce reliance on fossil fuels and help with the burden of energy costs.

Protecting and enhancing the natural environment

7.2.5 The Somer Valley landscape will continue to be one of the key components of the vision, being the setting within which all development happens. Where there is a sensitive landscape setting it will continue to be cherished and protected, while strategic and attractive views will be retained. Views towards the settlements will be enhanced with high quality architecture and landscape buffers to filter and help integrate development harmoniously with its surrounding landscape. Existing blue and green infrastructure corridors will continue to provide the setting for leisure, recreation and active travel, with existing and new cycle and pedestrian routes helping to connect people to their destination of choice, including access to the wider countryside. Underlying themes informing the future of Somer Valley will include the enhancement and promotion of local heritage, access to the countryside, expanded woodland cover and habitat, improved water quality and better wayfinding and legibility to encourage an active and healthy lifestyle.

7.3. Placemaking principles

- Follow a comprehensive approach amalgamating green infrastructure, sustainable transport, and development opportunities.Build a network of fully integrated transport interchange hubs to support seamless, convenient, end-to-end mobility for longer journeys through the district to improve public transport accessibility.
- Establish a regeneration strategy for the town centres and High Streets to attract employment, community initiatives, footfall and tourism.
- Create opportunities to become climate resilient, carbon neutral and nature positive by 2030.
- Use habitat opportunity areas and aspirational connectivity identified within the Nature Recovery network to safeguard existing habitats and seek opportunities to deliver 20% biodiversity net gain.
- 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.
- Seek opportunities for renewable energy generation.
- Improve provision of affordable homes and employment opportunities within the area, as well as the improvement and provision of better essential infrastructure such as healthcare facilities and schools.
- Promote and preserve community cohesion and spirit, whether this be funding for community hubs or support for local charities and youth activities.
- Seek opportunities to encourage community food growing and provide space for allotments.
- Create green spaces throughout the development of the settlements to enhance access to the countryside, support nature recovery programmes, and encourage a healthy lifestyle.

Figure 34. Seperator image

DEVELOPMENT CONCEPT OPTIONS

08

8. DEVELOPMENT CONCEPT OPTIONS

8.1. South and West of Peasedown St John

Area description

8.1.1 The area south of Peasedown St John is open arable fields which were historically part of a local estate. There are several Public Rights of Way leading out into the countryside, originating in the village centre of Peasedown St John and extending out through the area to the south of the A367, which forms a hard, southern edge to the village. This road is a bypass for vehicular traffic and the only development to the south of it is the hospital and the industrial estate along Foxcote Avenue. The existing buildings on the southern side turn their backs to the A367, as does the residential development on the north side of the road. The parcels on the southern side of the A367 slope gently towards the south and are easily visible in medium- and long-distance views across the valley. Any future development should try to mitigate the existing severance, but the visibility of some of these parcels in some views means not all of this land is suitable for residential development.

8.1.2 The area to the west of Peasedown St John comprises three fields aligned along the northern side of the A367. While this parcel projects beyond the current boundary of the settlement, it is relatively well connected to the existing urban area and there are clear opportunities to create better connections, particularly in terms of active travel. The land is nestled within tree belts and hedgerows that reduce intervisibility with other parts of the wider landscape.

Constraints and opportunities

8.1.3 The area of search to the south of Peasedown St John has few constraints, with the main ones being the severance from the village and the local centre by the A367, and the visibility of the land parcels within the wider landscape. The area to the south of the A367 also provides an opportunity for a mobility hub, supporting and connecting with a network of transport interchange hubs to provide seamless, convenient, end-to-end mobility for longer journeys through the district by improving public transport accessibility. Immediately to the east of the mobility hub there is an opportunity for a relatively large solar PV installation, while further to the east, adjacent to the hospital and existing employment (and, therefore, taking advantage of the existing junction) there is an opportunity for suitably scaled industrial/commercial development.

8.1.4 The area of search to the west of Peasedown St John has the potential to be developed for residential uses, together with landscape and habitat enhancement/creation. There is also scope for the creation of new active travel connections back into the village and towards key destinations such as the village centre, the church and primary school.

Key

- District boundary
- Ancient Woodland
- Ancient Woodland buffer
- SNCI
- Green belt
- Existing woodland
- Parks, open spaces and Local Green spaces
- Landscape setting
- Scheduled Monument
- Conservation Area
- HELAA sites
- Farm
- School
- Health

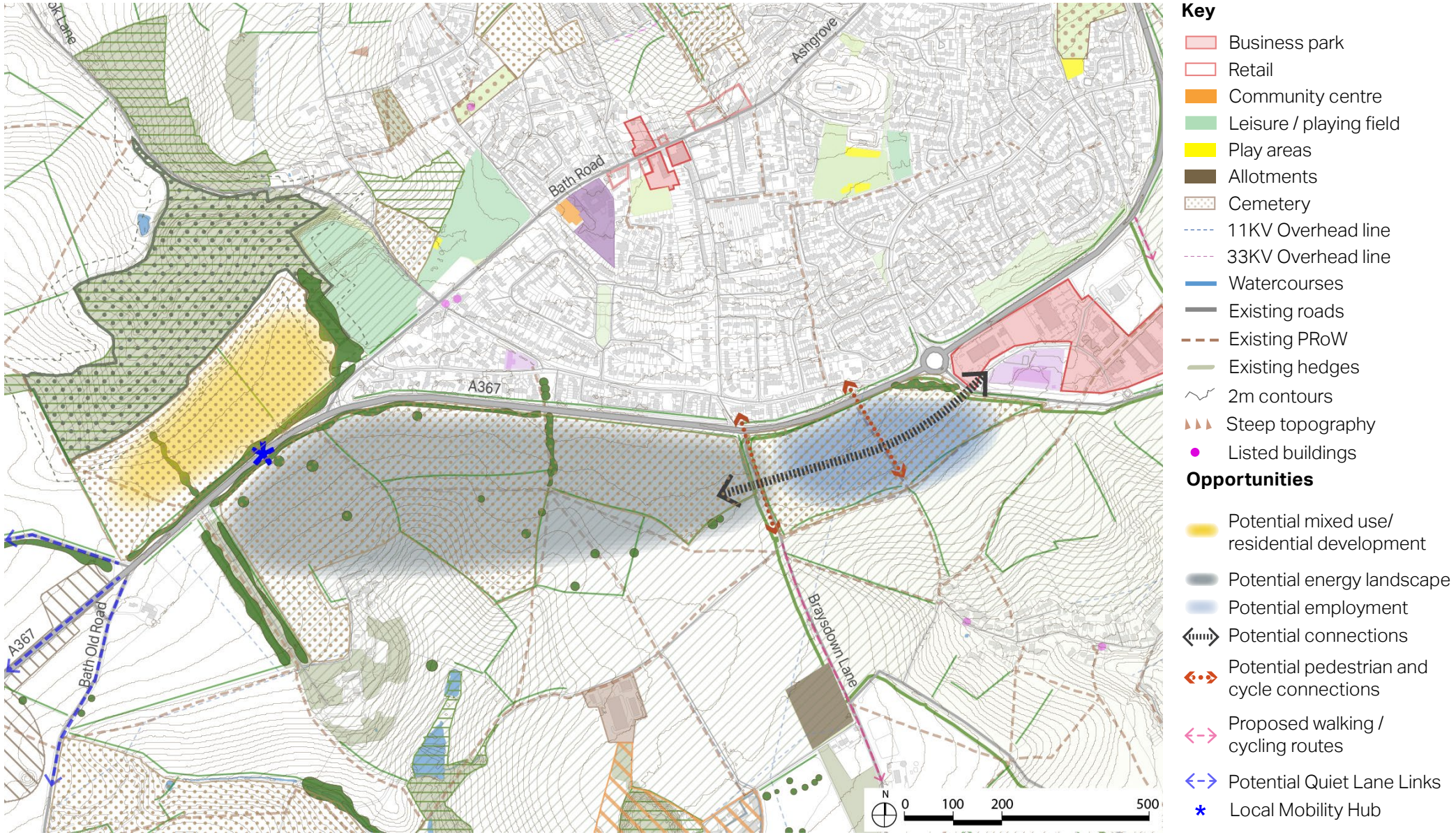


Figure 35. South and West of Peasedown St John Constraints and opportunities

Development framework

Placemaking

8.1.5 The proposed residential development in the western parcel of land will provide a better defined gateway to Peasedown St John from the west. The new neighbourhood will The proposed residential development in the western parcel of land will provide a better defined gateway to Peasedown St John from the west. The new neighbourhood will be well connected to the existing sports pitches, playing fields and Camerton Wood, the character being one of development set within a framework of tree planting and hedgerows. The route to the village centre and primary school will run adjacent to these well-used public spaces, providing natural surveillance.

8.1.6 The new mobility hub provides a modal interchange for public transport, with the potential to serve a wider area than Peasedown St John. The hub is located south of the A367 close to the improved junction of the A367 and Bath Road (which runs through Peasedown St John), the aim being to provide the most efficient and accessible location for all users, regardless of their origin or destination. Existing pedestrian and cycle links within Peasedown St John would be improved and new ones created, where possible, to provide optimal connectivity to the mobility hub.

8.1.7 The land to the south of the A367, if developed for solar PV and industrial uses, will need to be accommodated within a landscape framework which will help reduce the visual impact of development and also, in the case of industrial development, provide an attractive environment for users and connect the site with the existing development along Foxcote Avenue. Public footpaths might permeate through/run adjacent to both the solar and industrial land uses, providing better connections from Peasedown St John to the wider landscape to the south.

Green and blue infrastructure and nature recovery

8.1.8 The new solar PV development and the industrial development will be set within the falling away landscape framework of agricultural fields on the south-facing slope of a hill, sloping from the A367. Peasedown St John is to the north of A367, on a hill-top plateau, with the settlement edge visible in views from the south. The existing network of hedgerows and lines of trees to the south of A367 will be strengthened to create a more robust landscape setting for the development and safeguard the

Land use budget	
Peasedown St John (West area)	
Developable area	5.7 ha
Green and other infrastructure	7.5 ha
Secondary school	-
Primary school	-
Total area	13.2
Homes	200
Peasedown St John (South area)	
Green and other infrastructure	17.1 ha
Solar fields	21.4 ha
Employment	5.6 ha
Total area	44.1
Total combined area	**57.3 ha**

Table 2. South and West of Peasedown St John land use budget

Figure 36. South and West Peasedown St John Development Concept Framework

existing network of Public Rights of Way. The establishment of trees and shrubs and species-rich grassland under the solar panels will help enhance biodiversity, whilst assisting in visually integrating the development into the surrounding area.

8.1.9 To the east of the A367, the new residential development will be set within the existing landscape framework of agricultural fields and hedgerows. A green buffer will separate the development from the adjacent Ancient Woodland to the north and the row of mature trees along the A367, part of the Roman Fosse Way. The existing hedgerow boundaries of the fields will be strengthened to enhance the landscape setting whilst maximising biodiversity creation, mitigating the effects of climate change, and providing recreational opportunities to promote healthy lifestyles.

Access and movement

8.1.10 The Mobility Hub proposed on the A367, close to the junction with Bath Road, will provide opportunities for enhanced public transport provision, while existing bus services are also available along Bath Road.

8.1.11 Additional pedestrian crossing points across the A367 would provide better connections to existing residential areas and onwards to the facilities in the village centre located on Bath Road and also to the Mobility Hub.

8.1.12 Two Quiet Lane Links are proposed with a north-south orientation between (i) Peasedown St John and Shoscombe and (ii) Peasedown St John and Stoney Littleton. An east-west pedestrian/cycle link will be needed through the area to link the hospital, employment and the Mobility Hub.

8.1.13 Vehicle access can be provided to connect onto the A367 for development areas to the south of the A367 and on Bath Road for development areas to the north of the A367.

8.1.14 An access proposed from Wellow Lane through the employment site linking it to Braysdown Lane. It provides access to the health and business park uses in the east.

8.1.15 In South Peasdown St John , the access toward the solar panels is proposed from A367.

Infrastructure requirements

Social infrastructure

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A367 and Bath Road.
	Cycling	On-site cycle routes to connect with the A367 and Bath Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on Bath Road and at the proposed Mobility Hub at the junction of the A367 / Bath Road.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A362.
Utility diverisons/ protections	Potable water	With reference to the Bristol Water asset plan, 4 no. existing water mains cross the western site, which may require diversions. (A 150mm AC main, a 250mm AC main, an 8'' AC main and a 150mm main.) A 3'' clay main crosses the south site along Braysdown Lane.
	Waste water and drainage	The Wessex Water sewer record indicates that no public sewers are located on the western area. A foul water sewer and a highway drain are located on the eastern area, along Braysdown Lane.
	Electricity	The National Grid electricity record indicates that an overhead 11kV (HV) route crosses the eastern end of the site. Development proposals will need to include for retaining or diverting this HV route.
	BT	BT asset plans not obtained.
	Gas	Wales & West Utilities asset maps indicate that there are no gas assets within the site bounary. A 12'' medium pressure gas main runs along the south-east side of Fosse Way, which may need to be diverted or protected if any new site access crosses it.
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
	Portable water	Bristol Water will need to confirm whether the existing water mains on/around the site have capacity to serve the development.

Infrastructure requirements

Infrastructure Category	Item	Commentary
Utility supplies	Waste water and drainage	Surface water flows should be discharged by infiltration (if possible), to the Cam Brook (via the existing ditch adjacent to the western site boundary) and/or to the Wellow Brook to the south-east (if possible). If it is not possible to discharge surface water flows to the Wellow Brook (e.g. due to crossing third party land), surface water flows may need to be discharged to the existing surface water sewer along Willow Lane (to the north east of the site). Wessex Water will need to confirm whether the foul sewers on/around the site have capacity to serve foul flows from the new development. Wessex Water have confirmed the following: • The growth area falls on the boundary of two water recycling centre (WRC) catchments (Shoscombe WRC and Cam Valley WRC). • If the growth option was to proceed, further investigation will be required to conclude which WRC it would be best to connect to. • Shoscombe WRC is a small works with theoretical capacity for additional ~100 population between 2025 to 2040. If the proposed growth was taken to Shoscombe WRC it is liable to exceed a population equivalent of 2,000 and therefore will need to comply with Urban waste water treatment regulations which may include phosphorous removal in AMP8. Additional land purchase and treatment will be required. • There is a planned scheme at Shoscombe WRC programmed for delivery by 2024. The scheme is part of the Wessex Water Storm Overflow Improvement Plan and will involve converting a redundant settlement tank into a stormwater storage tank. • Our records indicate there are no existing underground infrastructure and associated easement requirement at this location. • The main issue regarding solar panels is ensuring they are not constructed over existing underground assets. The solar panels will need to avoid the sewer which runs within/alongside Braysdown Lane and which takes foul flows from South West Peasedown St John to Shoscombe WRC.

Infrastructure requirements

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having higher risk, directing surface water flows along four corridors through the site in a southerly direction. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within existing primary school.
	Primary school	The existing primary school has enough capacity to accommodate the new development
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Contribution towards primary care provision.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.14 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.14 ha, 600 m / 12-13 minutes walktime
	Parks and recreation grounds (incl. outdoor sports)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.62 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.02 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.01 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 202 • MUGA (min size 0.1 ha) • NEAP (min size 0.1ha)
	Natural green space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.62ha

8.2. North of Radstock

Area description

8.2.1 The area of search immediately to the north of Radstock is locally known as Round Hill and currently consists of agricultural fields, mostly on the plateau above the town. Old Road, a historic route, runs through the area of search and has a few homes dotted along it. Trinity Church School sits at the southern edge with access to Woodborough Lane. The area is close to Radstock town centre in the south and is bordered by countryside to the north and east. The A367 runs along the western edge of the area of search with the small settlement of Clandown immediately beyond.

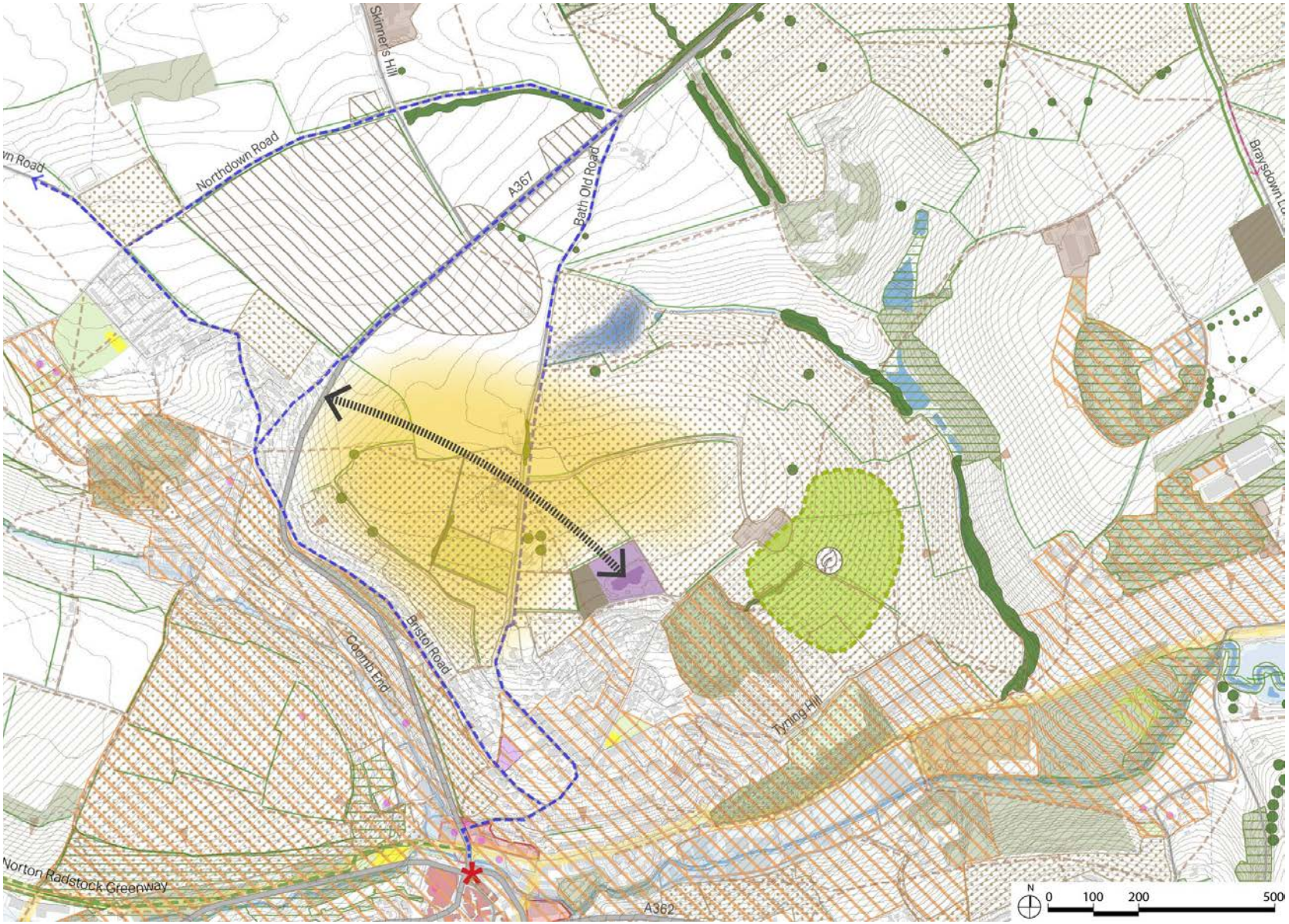
Constraints and opportunities

8.2.2 The constraints relate mainly to visual impacts from the surrounding area, which would need to be mitigated by integrating the new development within a more robust landscape planting framework.

8.2.3 A single Scheduled Monument lies to the north-west of the area, comprising Camerton Romano-British town and associated prehistoric and early medieval monuments. As a consequence of the close proximity to the Scheduled Monument there is some potential for previously unrecorded remains to be present within the area of search, although that part of the area closest to the Scheduled Monument was subject to landfill and any former archaeological remains would have been removed. There is no record of any remains having been reported during those works.

Key

- District boundary
- Ancient Woodland
- Ancient Woodland buffer
- SNCI
- SSSI
- Green belt
- Woodland
- Parks, open spaces and Local Green spaces
- Landscape setting
- Flood zones 2 & 3
- Scheduled Monument
- Conservation Area
- HELAA sites
- Nursing home
- Hotel



Key

- Farm
- School
- Industrial
- Business park
- Retail
- Sewage
- Play areas
- Allotments
- Cemetery
- 11KV Overhead line
- Watercourses
- Existing roads
- Existing PRoW
- National cycle route
- Greenway
- Existing trees
- 2m contours
- Steep Topography
- Listed buildings

Opportunities

- Potential mixed use/ residential development
- Potential employment
- Potential connections
- Proposed walking / cycling routes
- Potential Quiet Lane Links
- Strategic Green Infrastructure Opportunity
- Town centre mobility hub

Figure 37. North of Radstock constraint and opportunities

Development framework

Placemaking

8.2.4 The area of search to the north of Radstock provides the opportunity for a relatively natural expansion of the existing town, with a direct a link via Old Bath Road to the town centre. This historic route would be transformed into an active travel link providing pedestrian and cycle connections between the new development, the Trinity Church Primary School and Radstock town centre. There are also opportunities to connect with other local Public Rights of Way, linking to the surrounding countryside, towns, and villages. The development has potential for green infrastructure improvement and nature recovery, to complement and provide a setting for the delivery of affordable homes.

8.2.5 A new vehicular access needs to link up to the A367 for which options are limited due to the local landscape and heritage constraints.

8.2.6 The area close to the Scheduled Monument and the landfill site will be proposed for green infrastructure development and open space, not for residential development.

Green and blue infrastructure and nature recovery

8.2.7 The new development will be set within the existing landscape framework of agricultural fields on the plateau above the town to the north. The network of hedgerows, narrow tree belts and lines of trees will be strengthened to create a more benign and naturalistic landscape setting for the development, maximising biodiversity creation, mitigating the effects of climate change and providing recreational opportunities to promote healthy lifestyles, whilst assisting in visually integrating the development into the surrounding area. Far-reaching views from the plateau, however, will be preserved from key locations, to celebrate the location of the new development and provide a sense of place for the new community.

8.2.8 The proposed landscape framework of hedgerows, tree belts, street trees and small, discrete areas of tree planting will enhance woodland connectivity across the wider area, a priority of the Nature Recovery Network and provide the opportunity for the creation of new open space and recreational facilities. This includes the potential for the creation of a Strategic Green Infrastructure Opportunity that is easily accessible to both the future and existing residents of Radstock. These new green spaces can also help alleviate the deficits in open space provision identified in the B&NES Green Space Strategy 2015.

8.2.9 The new green spaces and landscape framework will be located to help safeguard the existing Public Rights of Ways. Together, these will form the basis of a new network of footpaths and cycleways, encouraging active travel, connecting the new development to central Radstock and the wider area, whilst providing easy access to the multiple facilities within the new development.

Access and movement

8.2.10 A potential Quiet Lane Link has been identified connecting Radstock to Timsbury via Radford and Clandown. This route connects into the existing cycle route along the A362. From here, onward connections to the town centre and surrounding residential areas can be made. Bus services are available from Radstock town centre.

8.2.11 Further routes for active modes are on the Bath Old Road between Woodborough Road to the south and the A367 to the north and on Bristol Road between Bath Old Road to the south and the A367 to the north.

Option 1

Placemaking

8.2.12 Option 1 will create a new neighbourhood with a connection to the A367 and direct access to Radstock town centre via the Old Bath Road. It is a residential and landscape-led development with green screening to the north and south and a tree-lined street running through the middle of the development creating a sense of place when arriving at the new neighbourhood and contributing to the landscape setting.

8.2.13 Other green links to the countryside will run north-south through the development to create biodiversity links, support habitat improvement, provide views to the countryside and improve the connectivity within the neighbourhood.

8.2.14 The proximity of the development to Radstock town centre will benefit the regeneration strategy for the town centre. Creating a critical mass of residents with easy access to current and new facilities would help the town centre to thrive. The town centre's regeneration will benefit from future public realm improvements focussing on pedestrian safety and accessibility.

Green and blue infrastructure and nature recovery

8.2.15 In this option the development is located on the western side of the plateau, within the bend of the A367. Positioned away from the Scheduled Monument to the north, new public open spaces with substantial planting of trees and shrubs are proposed to the north and south of the residential parcels to safeguard the setting of the monument and provide a green buffer to the existing residents along the A367 to the south. A central tree-lined street will link the Old Bath Road to the east with the A367 to the west, partially along the route of the existing Public Right of Way. New footpaths and cycleways will travel north and south from the Public Right of Way and central street following existing field boundaries, to provide easy pedestrian and cycling access around the new development. Far-reaching views along the Old Bath Road will be preserved, with small tree blocks to the west to help integrate the development in long distance views from the east.

Access and movement

8.2.16 Vehicle access to the development areas can be provided to connect onto the A367. Bath Old Road will become emergency access only. It will be a key active travel link between the development and Radstock Town Centre and also to the north towards Peasedown St John and the mobility hub.

Land use budget	
Developable area	12.1 ha
Green and other infrastructure	15.2 ha
Secondary school	-
Primary school	-
Homes	422
Total area	**27.3 ha**

Table 3. North of Radstock Option 1 land use budget

Figure 38. North of Radstock Development Concept Option 1

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A367 and Bath Old Road.
	Cycling	On-site cycle routes to connect with the A367 and Bath Old Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A367.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A367 and emergency vehicle access connecting onto the Bath Old Road.
Utility dversions/ protections	Potable water	With reference to the Bristol Water potable water asset plan, there are no potable water mains within the site boundary, other than supply pipes across the eastern site boundary, which serve the existing properties off Bath Old Road. The 125mm PE100 main along Bath Old Road will likely need to be diverted or protected to enable new site access.
	Waste water and drainage	Records indicate that there are no public sewers within the site boundary
	Electricity	The National Grid electricity record indicates that 3 no. overhead 11kV (HV) routes cross the southern area of the site. Development proposals will need to include for retaining or diverting these HV cables.
	BT	BT asset plans not obtained.
	Gas	Refering to Wales & West Utilities asset maps, a medium pressure gas main runs immediately beyond the eastern site boundary, along Bath Old Road. The current masterplan indicates this road as a route of access for the site, so the gas main may need to be diverted and/or protected across any site access. Supplies from the gas main are shown across the eastern site boundary, serving the existing properties within the site, located off Bath Old Road.
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
	Potable water	Bristol Water will need to confirm whether the existing water mains around the site have capacity to serve the new development.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Utility supplies	Waste water and drainage	Surface water flows from the site shall be discharged via infiltration (if possible) and, if possible, to the existing watercourse located beyond the eastern site boundary. If this is not achievable (due to crossing third party land), surface water may need to be discharged to the public sewer. The potential need to discharge surface water flows to public sewer would need to be considered when reviewing available capacity at the water recycling centre. Public foul water sewers are shown to be located within the residential area to the south of the site, the closest being in Bath Old Road at the southern end of the site. Wessex Water have confirmed the following: • It is likely that foul flows from the proposed growth area would be taken for treatment at the existing Radstock Water Recycling Centre (WRC). • There is a 2020-2025 scheme proposed at Radstock WRC to deliver enhancements and phosphorous removal to improve water quality. • There are no capacity improvements planned after 2025 as capacity is being provided in AMP7. • The AMP7 scheme (drivers enhanced ammonia and Phosphorous removal) allowed for population growth at ~1.5% from 2020 to 2030 after which growth of ~0.5% until 2040 (no increased trade allowance). • A proportion of this development could be accommodated at the WRC however this would reduce available capacity for future growth. Later phases of growth may require land purchase. Radstock WRC is constrained by surrounding land uses and the need to avoid worsening odour levels at surrounding properties. • The proposed growth area lies on the edge of the existing urban area. It is likely that a new sewer will be required to Radstock WRC given the small size of surrounding connecting sewers. • Both North and East Radstock growth locations would be served by Radstock WRC and this should be considered when reviewing available capacity at the WRC.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with a small area on the north end of the eastern boundary of the site having 'high risk' (greater than 3.3% annual probability) due to a low spot. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within existing primary school.
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Contribution towards primary care provision.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.3 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.3 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Provided on site - topography difficult to deliver outdoor sports but can provide informal park As per B&NES Planning Obligations SPD Jan 2023 • 1.32 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.05 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (wmin size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.03 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 1.32 ha

Option 2

Placemaking

8.2.17 Option 2 will support the regeneration strategy for Radstock and Midsomer Norton town centres by creating a greater critical mass of population who will be able to access the services and amenities provided in the local centres.

8.2.18 The expanded development (relative to Option 1) will also deliver a new central green space for sports and leisure facilities, and a new local centre. The existing school is close to the proposed local centre, and with good pedestrian links between these facilities, they can complement and support each other. The school will have a direct link to Clandown providing better access on foot for residents, and the school site will be extended to allow for potential future growth in the school age population in Radstock. The new local centre and village green are located along the historic Bath Road. The historic character of the Old Bath Road will be enhanced and provide direct access to the town centre.

Green and blue infrastructure and nature recovery

8.2.19 The development will extend to the east of the Old Bath Road, with open space along the north of the residential parcels wrapping around to the east to connect to a new central green space. Located close to the local centre, the new green space is positioned to maximise accessibility, with a direct link to Radstock town centre along both the existing Public Rights of Way and routes through the new development. Development is stepped away from the Old Bath Road to preserve its characteristic far-reaching views towards Radstock to the south and open countryside to the north. A tree belt within the open space to the east, will help absorb the development in long-distance views from the east

Access and movement

8.2.20 Vehicle access to the development areas can be provided to connect onto the A367 via the Option 1 development area. Bath Old Road will become emergency access only, and will be a key active travel link between the development and Radstock Town Centre, and north to Peasedown St John and the mobility hub.

Land use budget	
Developable area	16.3 ha
Green and other infrastructure	24.1 ha
Secondary school	-
Primary school extension	1 ha
Homes	571
Total area	**41.4 ha**

Table 4. North of Radstock Option 2 land use budget

Key

- Existing allotment
- Existing woodland
- Existing school
- Proposed school extension

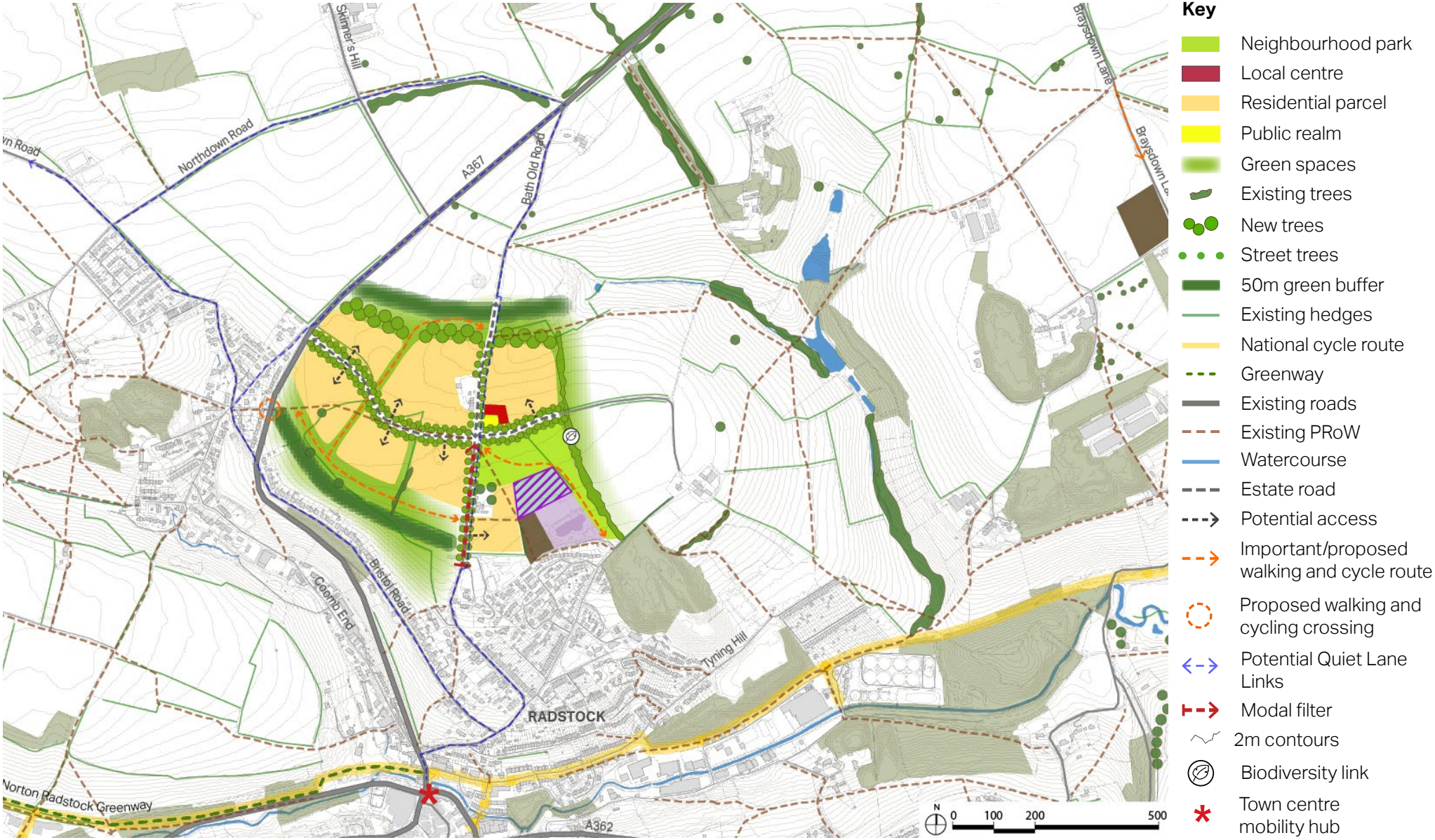


Figure 39. North of Radstock Development Concept Option 2

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A367 and Bath Old Road.
	Cycling	On-site cycle routes to connect with the A367 and Bath Old Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A367.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A367 and emergency vehicle access connecting onto the Bath Old Road.
Utility diversions/ protections	Potable water	With reference to the Bristol Water asset plan, a supply pipe crosses the eastern side of the site, serving Ludlow's Farm from the water main along Bath Old Road. Development proposals will need to include for diverting the supply pipe, to retain supply to the farm property beyond the boundary. Supply pipes also cross the central area of the site, which serve the existing properties off Bath Old Road. The 125mm PE100 main along Bath Old Road will likely need to be diverted or protected to enable new site access.
	Waste water and drainage	Records indicate that there are no public sewers within the site boundary.
	Electricity	The National Grid electricity record indicates that 3 no. overhead 11kV (HV) routes cross the southern area of the site and 1 no. overhead 11kV (HV) route runs along the site boundary parallel to Bath Old Road at the north end of the site. Development proposals will need to include for retaining or diverting these HV cables. 11kV and LV cables are located along Bath Old Road, so these may need to be diverted or protected across any new site access.
	BT	BT asset plans not obtained.
	Gas	Refering to Wales & West Utilities asset maps, a medium pressure gas main runs along Bath Old Road. The current masterplan indicates this road as a route of access for the site, so the gas main may need to be diverted and/or protected across any site access. Supplies from the gas main are shown across the site boundary, serving the existing properties within the site, located off Bath Old Road.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
	Potable water	Bristol Water will need to confirm whether the existing water mains around the site have capacity to serve the new development.
	Waste water and drainage	Surface water flows from the site shall be discharged via infiltration (if possible) and to the existing watercourse located near the eastern site boundary. Public foul water sewers are shown to be located within the residential area to the south of the site, the closest being in Woodborough Lane and Bath Old Road. Wessex Water have confirmed the following: • It is likely that foul flows from the proposed growth area would be taken for treatment at the existing Radstock Water Recycling Centre (WRC). • There is a 2020-2025 scheme proposed at Radstock WRC to deliver enhancements and phosphorous removal to improve water quality. • There are no capacity improvements planned after 2025 as capacity is being provided in AMP7. • The AMP7 scheme (drivers enhanced ammonia and Phosphorous removal) allowed for population growth at ~1.5% from 2020 to 2030 after which growth of ~0.5% until 2040 (no increased trade allowance). • A proportion of this development could be accommodated at the WRC however this would reduce available capacity for future growth. Later phases of growth may require land purchase. Radstock WRC is constrained by surrounding land uses and the need to avoid worsening odour levels at surrounding properties. • The proposed growth area lies on the edge of the existing urban area. It is likely that a new sewer will be required to Radstock WRC given the small size of surrounding connecting sewers. • Both North and East Radstock growth locations would be served by Radstock WRC and this should be considered when reviewing available capacity at the WRC.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with a small area in the middle of and across the site having 'high risk' (greater than 3.3% annual probability) due to a low spot and existing flow path which directs surface water flows towards the existing ditch and ponds located beyond the eastern boundary. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within existing primary school.
	Primary school	Contribution towards the extension of the existing primary school.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Provision or contribution for a new primary care centre.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.41 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.41 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 1.78 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.07 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.04 ha, 600 m /12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 1.78ha

Option 3

Placemaking

8.2.21 In this option, the new neighbourhood extends further to the east and includes additional green spaces for sports pitches and leisure facilities. Adjacent to the residential development to the east and wrapping around the edge of the area, a large Strategic Green Infrastructure Opportunity is proposed, with connections to the Greenway. An additional biodiversity and habitat link will run through the residential area connecting the new Strategic Green Infrastructure Opportunity to the nature recovery project and landscape setting to the north.

Green and blue infrastructure and nature recovery

8.2.22 Option 3 will cover the whole of the plateau of Round Hill from the A367 in the west. The enclosing open space along the north of the residential parcels is again extended and wraps around the east of the new development and continues south to form a new green space adjacent to Tyning Hill Woodland, an area of deciduous woodland priority habitat. The central tree-lined road is extended along an existing access track to the east. New footpaths and cycleways link the central road to the open spaces to the north and south, forming a network of accessible routes throughout the development. In addition to the characteristic far-reaching views along the Old Bath Road, the north-south links provide further opportunities for experiencing expansive views from the plateau. Substantial planting on the slope of the open space to the east, located to maximise the screening potential from the changing gradient in relation to the residential parcels, will again help to absorb the development in long-distance views from the east.

Access and movement

8.2.23 Vehicle access to the development areas can be provided to connect onto the A367 via the Options 1 and 2 development areas. Bath Old Road will become emergency access only, and will be a key active travel link between the development and Radstock Town Centre, and north to Peasedown St John and the mobility hub.

Land use budget	
Developable area	27.9 ha
Green and other infrastructure	33 ha
Secondary school	-
Primary school extension	1 ha
Homes	977
Total area	**61.9 ha**

Table 5. North of Radstock Option 3 land use budget

Key

- Existing allotment
- Existing woodland
- Existing school
- Proposed school extension
- Strategic Green Infrastructure Opportunity
- Neighbourhood park

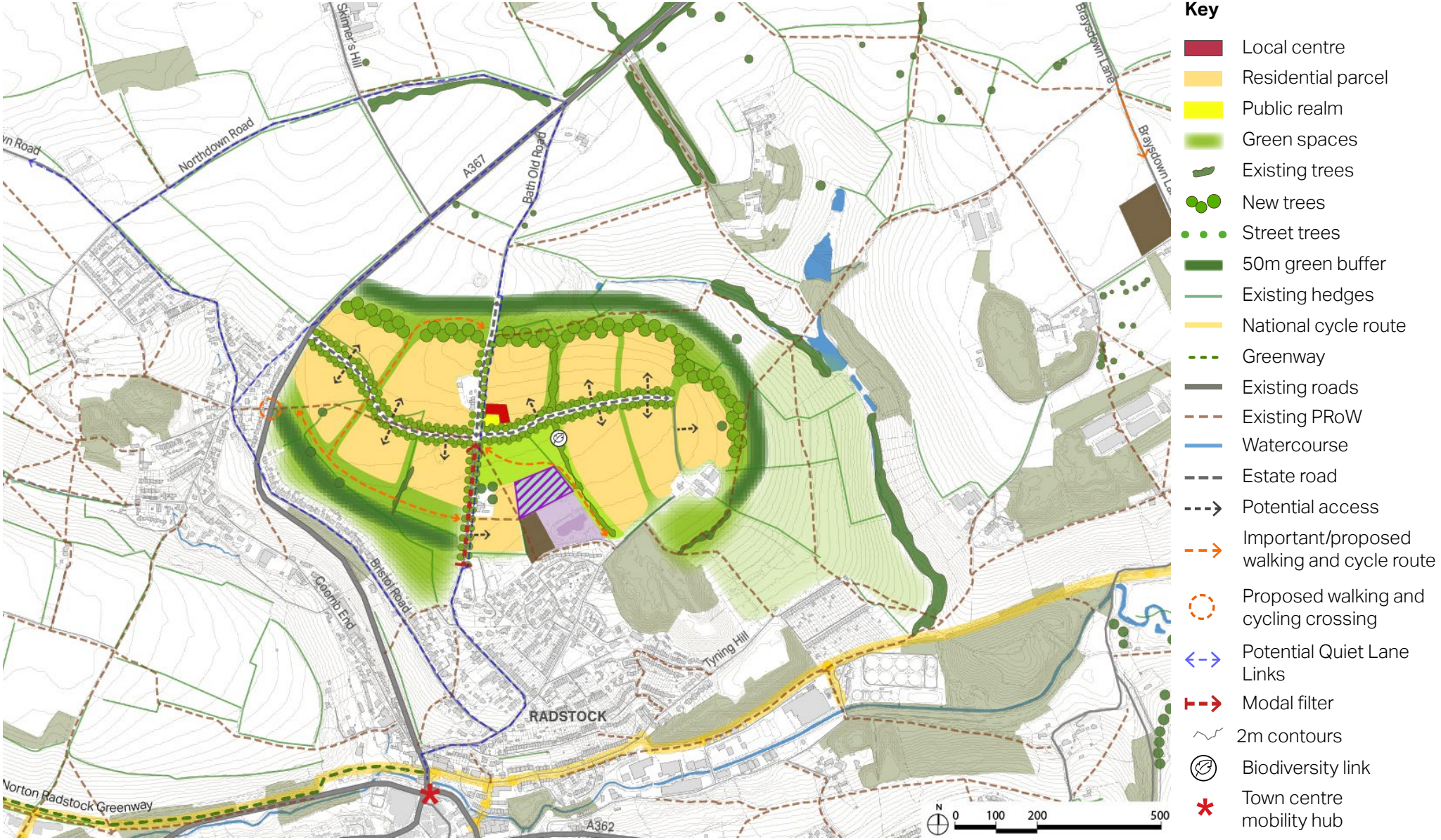


Figure 40. North of Radstock Development Concept Option 3

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A367 and Bath Old Road.
	Cycling	On-site cycle routes to connect with the A367 and Bath Old Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A367.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A367 and emergency vehicle access connecting onto the Bath Old Road.
Utility diversions/ protections	Potable water	With reference to the Bristol Water asset plan, a supply pipe crosses the eastern side of the site, serving Ludlow's Farm from the water main along Bath Old Road. Development proposals will need to include for diverting the supply pipe, to retain supply to the farm property beyond the boundary. Supply pipes also cross the central area of the site, which serve the existing properties off Bath Old Road. The 125mm PE100 main along Bath Old Road will likely need to be diverted or protected to enable new site access.
	Waste water and drainage	Records indicate that there are no public sewers within the site boundary
	Electricity	The National Grid electricity record indicates that 3 no. overhead 11kV (HV) routes cross the southern area of the site and 1 no. overhead 11kV (HV) route runs along the site boundary parallel to Bath Old Road at the north end of the site. Development proposals will need to include for retaining or diverting these HV cables. 11kV and LV cables are located along Bath Old Road, so these may need to be diverted or protected across any new site access.
	BT	BT asset plans not obtained.
	Gas	Refering to Wales & West Utilities asset maps, a medium pressure gas main runs along Bath Old Road. The current masterplan indicates this road as a route of access for the site, so the gas main may need to be diverted and/or protected across any site access. Supplies from the gas main are shown across the site boundary, serving the existing properties within the site, located off Bath Old Road.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
	Potable water	Bristol Water will need to confirm whether the existing water mains around the site have capacity to serve the new development.
	Waste water and drainage	Surface water flows from the site shall be discharged via infiltration (if possible) and to the existing watercourse located within the site boundary. Public foul water sewers are shown to be located within the residential area to the south of the site, the closest being in Woodborough Lane and Bath Old Road. Wessex Water have confirmed the following: • It is likely that foul flows from the proposed growth area would be taken for treatment at the existing Radstock Water Recycling Centre (WRC). • There is a 2020-2025 scheme proposed at Radstock WRC to deliver enhancements and phosphorous removal to improve water quality. • There are no capacity improvements planned after 2025 as capacity is being provided in AMP7. • The AMP7 scheme (drivers enhanced ammonia and Phosphorous removal) allowed for population growth at ~1.5% from 2020 to 2030 after which growth of ~0.5% until 2040 (no increased trade allowance). • A proportion of this development could be accommodated at the WRC however this would reduce available capacity for future growth. Later phases of growth may require land purchase. Radstock WRC is constrained by surrounding land uses and the need to avoid worsening odour levels at surrounding properties. • The proposed growth area lies on the edge of the existing urban area. It is likely that a new sewer will be required to Radstock WRC given the small size of surrounding connecting sewers. • Both North and East Radstock growth locations would be served by Radstock WRC and this should be considered when reviewing available capacity at the WRC.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with a small area of the site having 'high risk' (greater than 3.3% annual probability). A low spot is located to the north of the site and a natural depression means that surface water flows are directed towards the existing ditch and ponds located beyond the north-eastern boundary. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within existing primary school.
	Primary school	Contribution towards the extension of the existing primary school.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Provision or contribution for a new primary care centre.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.70 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.70 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Half provided on site and half compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 3.05 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.12 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.07 ha as per SPD, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 3.05 ha

8.3. East of Radstock

Area description

8.3.1 The area of search sits within the existing landscape framework of agricultural fields, enclosed by the Combe to the northeast, which forms part of the Wellow Brook valley to the north. To the south of the Combe, the landform rises to form a shallow plateau, centred along Green Parlour Road.

8.3.2 The A362 runs through the area providing vehicular access to both the northern and southern parts of the development. Development of this area would be a natural expansion of Writhlington and the existing roads (The Coombe and Green Parlour Road) would form rational boundaries to the development area.

Constraints and opportunities

8.3.3 The area does not have any major constraints. New development would generate the need for new and improved links to the town centre and to the surrounding countryside. Additionally, the existing junction west of the area (Frome Road and Manor Road) will need improvement, potentially in the form of a roundabout, to provide better access to the area and support a local centre.

8.3.4 The area of search is surrounded by gently rolling, open countryside, easily accessible by existing lanes and new and improved connections. Nearby ancient woodlands would be a natural edge to the development and these areas of planting could be expanded by the creation of a buffer zone zone, which would provide protection for the ancient woodland and improve biodiversity.

8.3.5 The development would be on both B&NES and Somerset land. This requires a dialogue between the Councils regarding the potential for future development.

8.3.6 The topography of the area is relatively flat, there are local shops, great local schools, and other amenities in the neighbourhood to supporting the development.

Key

- District boundary
- Ancient woodland
- Ancient woodland buffer
- SNCI
- SSSI
- Parks, Open Spaces and Local Green Spaces
- Woodland

Figure 41. East of Radstock constraints and opportunities

Development framework

Placemaking

8.3.7 The area of search east of Radstock has the potential to support a reasonably large residential-led development, which would also deliver open space, social infrastructure, nature recovery and improved local facilities over the next Local Plan period. Development of this scale and in this location would support the regeneration efforts in the local town centres.

8.3.8 Development should seek to create a net zero carbon neighbourhood with good active travel links to local town centres, local public services and amenities and the wider countryside. The existing roads (The Coombe and Green Parlour Road) have the potential to function as active travel routes and new routes should connect to the countryside and link to existing Public Rights of Way.

8.3.9 A new vehicular access to the A362 would link up the development to the wider region.

Green and blue infrastructure and nature recovery

8.3.10 The existing network of hedgerows, along field boundaries and roads, will be strengthened and new open spaces created to form a landscape setting for the development, maximising biodiversity creation, mitigating the effects of climate change and providing recreational opportunities to promote healthy lifestyles. The proposed framework of hedgerows, tree belts, street trees and small woodlands will include a vegetated buffer to the town, helping to integrate both the existing and new built-up areas into the wider countryside, and enhancing woodland and habitat connectivity as advocated by the Nature Recovery Network.

8.3.11 The proposed open spaces will help alleviate the deficits in open space provision identified in the B&NES Green Space Strategy 2015 and will be accessible to both existing and future residents of Radstock using the network of footpaths and cycleways formed through the new development. The new network will connect to the few Public Rights of Ways in the area, enhancing access to both the wider countryside and the Wellow Brook valley recreational routes including the Colliers Way, National Cycle Network Route 24. The new footpaths and cycleways will also provide opportunities to safeguard characteristic far-reaching views from the plateau from key locations.

Option 1

Placemaking

8.3.12 Option 1 has development concentrated in the area to the north of the A362, to either side of Old Road. The development seeks to promote and preserve community integration and well-being by transforming the junction west of the development (Frome and Manor Road) into a pedestrian friendly space with local centre facilities supporting both existing and new communities.

8.3.13 The vehicular access will be directly of the A362 and the Old Road will be transformed to active travel modes and local vehicular access only.

8.3.14 The area is part of B&NES Council and part Somerset. The infrastructure and settlement boundaries differ from the Council boundaries and for quality placemaking strategies it is important that the two councils work together to create high-quality development and cross boundary connections.

Green and blue infrastructure and nature recovery

8.3.15 Open space would enclose the residential parcels to the north-east, to maximise access to the recreational opportunities within the Combe, linked to the Wellow Brook valley, safeguard the priority woodland habitat within the Combe and protect the setting of the Grade II listed Manor Farmhouse and Combe Farmhouse to the north. The new development would be located partially on the shallow plateau, with existing hedgerows strengthened and new planting established along key access roads and the new footpath and cycleway network, to help integrate the development into the landscape and in views from the east.

8.3.16 The small woodland copse to the east of the area, on top of the plateau, should be protected and enhanced to secure it as both a characteristic landscape feature and an important area of woodland habitat whilst providing an opportunity to develop a mature woodland public open space.

Access and movement

8.3.17 The development area connects into Radstock town centre where improvements proposed include an enhanced public realm, more public space, changes to the gyratory and introduction of a new bus gate. The nearest bus services are located in Radstock town centre, although there may be potential to extend services if critical mass can be achieved, where a Mobility Hub is proposed to facilitate interchange between modes.

8.3.18 Vehicle access would be provided from routes which provide connections to the A362 and Old Road. To the north, the A362 connects to Radstock town centre and surrounding residential areas. Old Road provides an additional route to Radstock town centre. Access points for active modes can also be provided to both of these routes.

8.3.19 Providing a vehicular access onto the A362 offers the potential to reduce the number of traffic movements at the nearby Fiveways junction, which could reduce safety and congestion issues. Closure of lanes within the development area to traffic, where there are more appropriate vehicular alternatives, offers the potential to open up active travel routes.

8.3.20 Providing supporting facilities within this development offers the potential to improve access to amenities for the local population, reducing distances that people need to travel.

Land use budget	
B&NES developable area	6.7 ha
Somerset developable area	8.7 ha
B&NES Homes	235
Somerset Homes	305
Total Homes	540
Green and other infrastructure	8.7 ha
Secondary school	-
Primary school	-
Total area	**24.1 ha**

Table 6. East of Radstock Option 1 land use budget

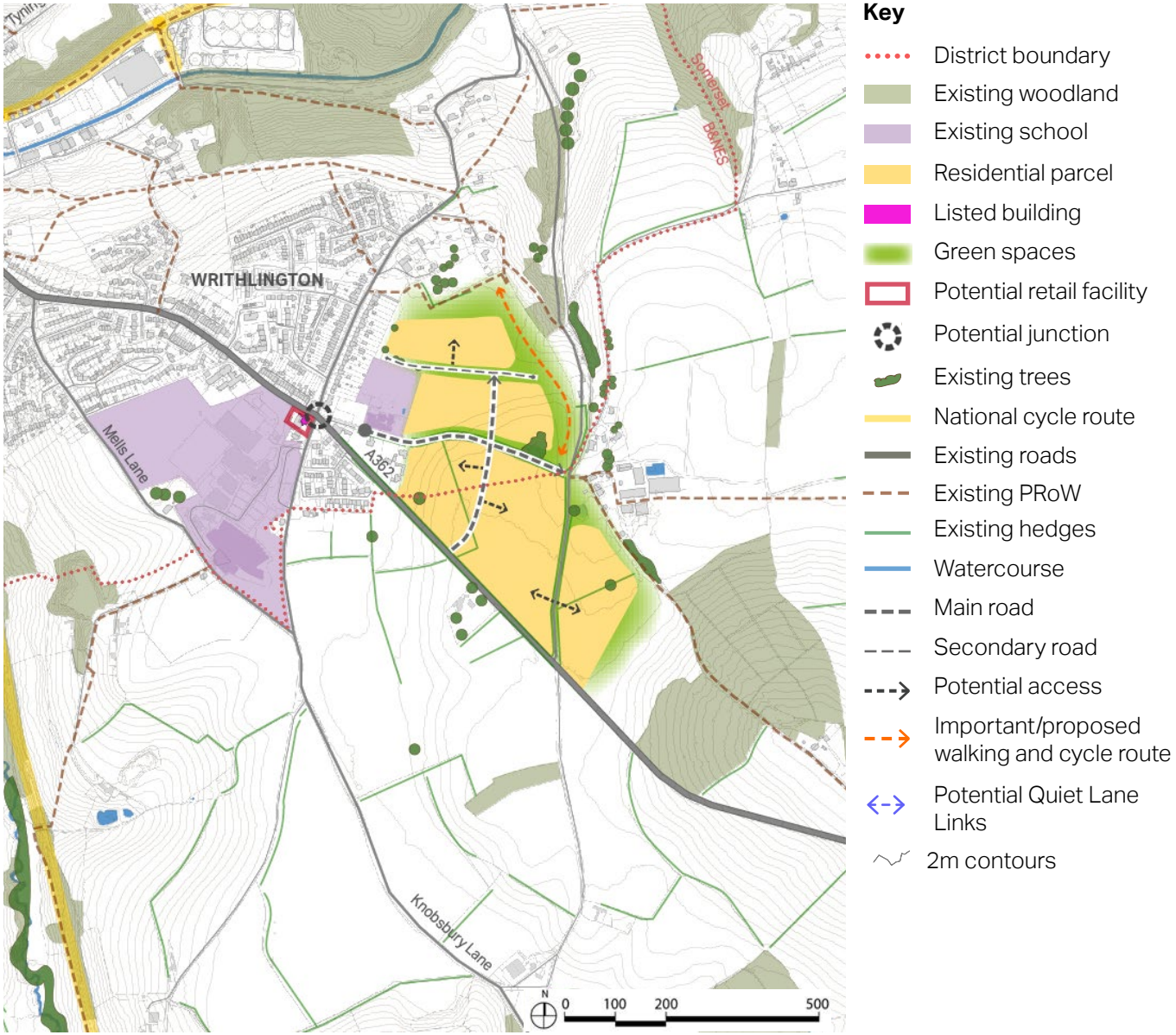


Figure 42. East of Radstock Development Concept Option 1

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A362 and Old Road.
	Cycling	On-site cycle routes to connect with the A362 and Old Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A362.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A362.
Utility diversions/ protections	Potable water	The Bristol Water asset plan indicates that a 180mm PE water main is located along the southern side of Old Road, which runs across the centre of the site. An abandoned 6'' PVC main is shown to be located along the north side of this road. Development proposals will need to include for retaining, diverting or protecting the live water main which serves properties adjacent to the site. A supply pipe is shown to be located across the central area of the site, serving the Woodside property (off The Combe) from the 180mm PE main along Old Road. Development proposals will need to include for retaining or diverting this supply pipe. An abandoned 6'' PVC main is located on the west side of Green Parlour Road (immediately beyond the south-eastern site boundary), which may need to be crossed by a new site access, i.e. it may need to be diverted or protected.
	Waste water and drainage	Wessex Water records indicate that there are no public sewers within the site boundary.
	Electricity	The National Grid electricity record indicates that an overhead 11kV (HV) route crosses the southern end of the site (approx. 300m length) and that an overhead LV route runs from the Old Road junction, within and along the eastern site boundary (approx 150m length) to serve properties off The Combe. These overhead HV and LV cables will likely need to be diverted. An overhead LV route is shown along the north-east side of Frome Road, where a new site access is currently proposed.
	BT	BT asset plans not obtained.
	Gas	The ESP Utilities Group and WWU utility records indicate that no gas mains cross the site.
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
	Potable water	Bristol Water will need to confirm whether the existing water mains on/around the site have capacity to serve the development.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Utility supplies	Waste water and drainage	To discharge surface water flows to an existing watercourse, construction/access rights would be required across third party land. If this is not achievable, surface water flows may need to be discharged to the existing sewer network (assumed to be a combined sewer network) to the west of the site. This would need to be considered when reviewing available capacity at the water recycling centre. With reference to the Wessex Water sewer record, a 150mm diameter foul sewer is located along Old Road, beyond the western site boundary. Wessex Water will need to confirm whether it has capacity to serve foul flows from the new development. Wessex Water have confirmed the following: • It is likely that flows from the proposed growth area would be taken for treatment at the existing Radstock WRC. • There is a 2020-2025 scheme proposed at Radstock WRC to deliver enhancements and phosphorous removal to improve water quality. • No capacity improvements are planned after 2025 as capacity is being provided in AMP7. • The AMP7 scheme (drivers enhanced ammonia and Phosphorous removal) allowed for population growth at ~1.5% from 2020 to 2030 after which growth of ~0.5% till 2040 (no increased trade allowance). • A proportion of this development could be accommodated at the WRC however this would reduce available capacity for future growth. Later phases of growth may require expansion of the WRC and land purchase. Radstock WRC is constrained by surrounding land uses and the need to avoid worsening odour levels at surrounding properties. • Our records indicate there are no existing underground infrastructure and associated easement requirement at this location. • The growth location indicated within Somerset would also be served by Radstock WRC and the impact would need to be evaluated based on the overall housing number allocated through the two Local Plans. Network capacity improvements are likely to be required. • Both North and East Radstock growth locations would be served by Radstock WRC and this should be considered when reviewing available capacity at the works.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the whole site has a 'very low' (less than 0.1% annual probability) surface water flood risk. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within existing primary school.
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Contribution towards primary care provision.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.39 ha , 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.39 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 1.68 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.06 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.04 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 1.68 ha

Option 2

Placemaking

8.3.21 Option 2 expands the development to the south and west of the A362, to cover the western part of the shallow plateau and enclosing the eastern edge of Radstock. This southern part of the area of search has a similar landscape context to the northern part and would provide affordable homes, additional green space, sports pitches and provides an alternative site for the local centre. The facilities are located close to the existing neighbourhood, making it the centre of the community and accessible on foot or by bike.

8.3.22 A green corridor, doubling as a habitat corridor and accessible green space, would run through the heart of the development linking the local centre to the countryside.

Green and blue infrastructure and nature recovery

8.3.23 A new central open space and sports field would be created adjacent to the local centre, linked with further open space along a green corridor to a green buffer enclosing the residential parcels to the south. The new central open space and sports field would act as a green buffer to the town, connecting the secondary school to the local centre to the east. Together, the network of open space linked by new footpaths and cycleways would enhance access to the wider countryside for both existing and future residents of Radstock.

Access and movement

8.3.24 The Access and movement arrangements are the same as for Option 1.

Land use budget	
B&NES developable area	6.7 ha
Somerset developable area	22.1 ha
B&NES Homes	235
Somerset Homes	774
Total Homes	1,009
Green and other infrastructure	17.4 ha
Secondary school	-
Primary school	-
Total area	**46.2 ha**

Table 7. East of Radstock Option 2 land use budget

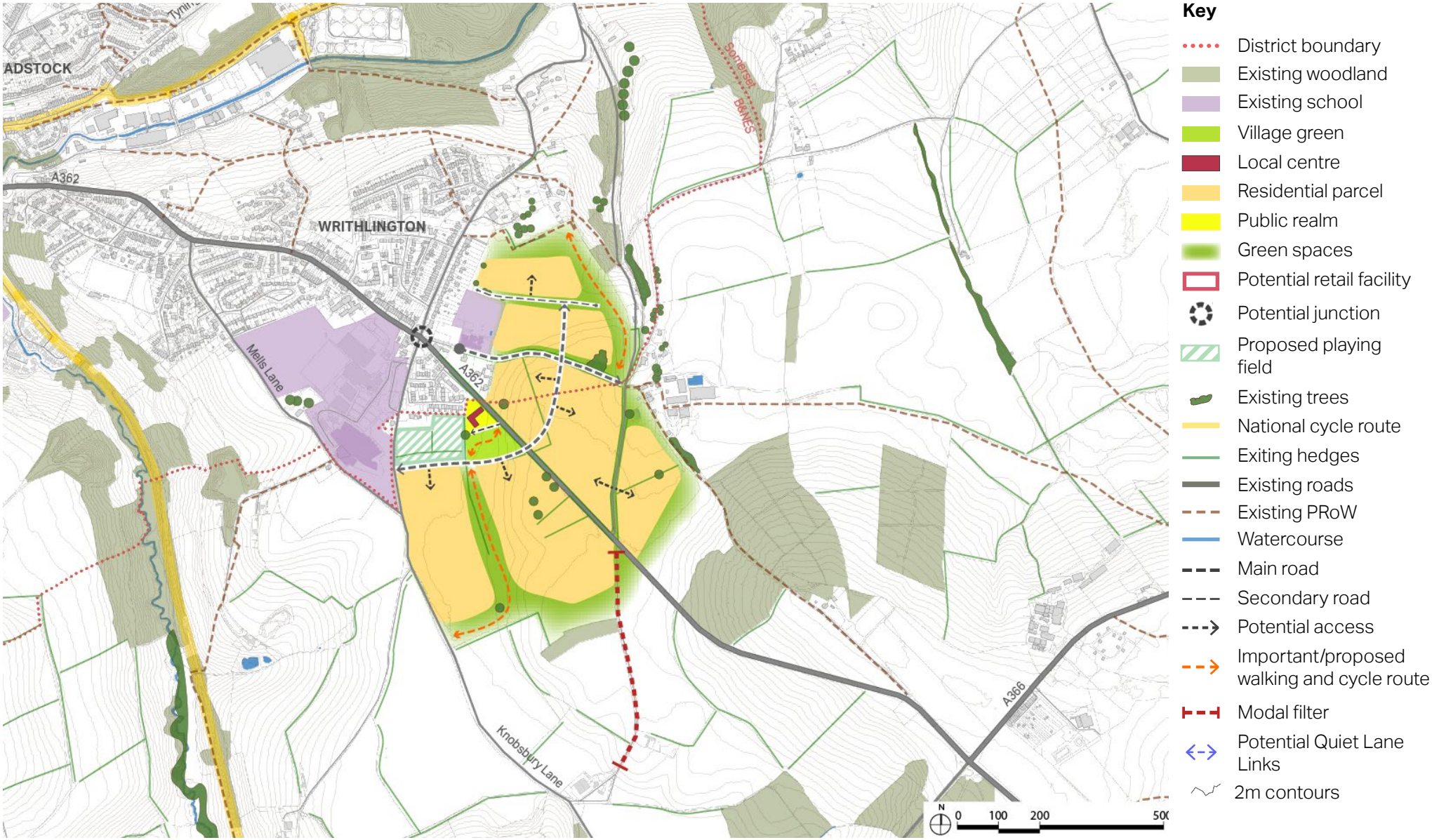


Figure 43. East of Radstock Development Concept Option 2

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A362 and Old Road.
	Cycling	On-site cycle routes to connect with the A362 and Old Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A362.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A362.
Utility diverisons / protections	Potable water	The Bristol Water asset plan indicates that a 180mm PE water main is located along the southern side of Old Road, which runs across the northern area of the site. An abandoned 6'' PVC main is shown to be located along the north side of this road. Development proposals will need to include for retaining, diverting or protecting the live water main which serves properties adjacent to the site. A supply pipe is shown to be located across the northern area of the site, serving the Woodside property (off The Combe) from the 180mm PE main along Old Road. Development proposals will need to include for retaining or diverting this supply pipe. An abandoned 6'' PVC main is located on the west side of Green Parlour Road, which may need to be crossed by a new site access, i.e. it may need to be diverted or protected. A 180mm PE main is shown to be located aloong the east side of Green Parlour Road, which may need to be crossed by a new site access, i.e. it may need to be diverted or protected. A supply pipe runs from the Frome Road-Green Parlour Road junction and crosses the site east to west, across proposed residential parcels.
	Waste water and drainage	Wessex Water records indicate that there are no public sewers within the site boundary
	Electricity	The National Grid electricity record indicates that 5 no. overhead 11kV (HV) routes cross the site. An overhead LV route is shown along the north-east side of Frome Road, where a new site access is currently proposed. An underground LV route is shown within the centre of the site, serving the existing property.
	BT	BT asset plans not obtained.
	Gas	The ESP Utilities Group and WWU utility records indicate that no gas mains cross the site.
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
	Potable water	Bristol Water will need to confirm whether the existing water mains on/around the site have capacity to serve the development.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Utility supplies	Waste water and drainage	To discharge surface water flows to an existing watercourse, construction/access rights would be required across third party land. If this is not achievable, surface water flows may need to be discharged to the existing sewer network (assumed to be a combined sewer network) to the west of the site. This would need to be considered when reviewing available capacity at the water recycling centre. With reference to the Wessex Water sewer record, a 150mm diameter foul sewer is located along Old Road, beyond the western site boundary. Wessex Water will need to confirm whether it has capacity to serve foul flows from the new development. Wessex Water have confirmed the following: • It is likely that flows from the proposed growth area would be taken for treatment at the existing Radstock WRC. • There is a 2020-2025 scheme proposed at Radstock WRC to deliver enhancements and phosphorous removal to improve water quality. • No capacity improvements are planned after 2025 as capacity is being provided in AMP7. • The AMP7 scheme (drivers enhanced ammonia and Phosphorous removal) allowed for population growth at ~1.5% from 2020 to 2030 after which growth of ~0.5% till 2040 (no increased trade allowance). • A proportion of this development could be accommodated at the WRC however this would reduce available capacity for future growth. Later phases of growth may require expansion of the WRC and land purchase. Radstock WRC is constrained by surrounding land uses and the need to avoid worsening odour levels at surrounding properties. • Our records indicate there are no existing underground infrastructure and associated easement requirement at this location. • The growth location indicated within Somerset would also be served by Radstock WRC and the impact would need to be evaluated based on the overall housing number allocated through the two Local Plans. Network capacity improvements are likely to be required. • Both North and East Radstock growth locations would be served by Radstock WRC and this should be considered when reviewing available capacity at the works.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having higher risk, directing surface water flows along four corridors through the site in a southerly direction. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within existing primary school.
	Primary school	Contribution towards the extension of the existing primary school.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Provision or contribution for a new health care facility.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.73 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.73 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Half provided on site and half compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 3.15 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.12 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.07 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 3.15 ha

8.4. West of Enterprise Zone

Area description

8.4.1 The area west of the Enterprise Zone is currently an agricultural field with overhead power lines running across. While the power lines prohibit other forms of development, the openness and scale of the parcel provides an opportunity for developing solar PV at a scale supported by habitat improvement. The adjacent employment land will be a good neighbour to the energy generation facility.

Constraints and opportunities

8.4.2 The main constraint to the development of this area is the presence of overhead power lines.The topography of the area of search is relatively flat. The proximity of an electricity transformer and other electricity grid and utilities related infrastructure could be a benefit. There is the opportunity to link the energy generation directly to the enterprise zone and potentially other developments in the area, for instance, Farrington Gurney. Development of PV at scale in this location could help the residential development to become carbon neutral.

8.4.3 Wellow Brook is a natural edge to any potential development to the south and can be part of an enhanced green infrastructure network. There is an opportunity to create a recreational route along Wellow Brook providing access to the wider area. The disused railway line close by could be transformed into a cycle route connecting to Midsomer Norton, as described in the Sommer Valley Links project.

Key

- District boundary
- Ancient woodland
- Ancient woodland buffer
- SNCI
- Existing woodland
- Parks, Open Spaces and Local Green Spaces
- Landscape setting
- Flood zones 2 & 3
- Golf club
- Conservation area
- HELAA sites
- Nursing home
- Farm
- School
- Health
- Enterprise zone
- Industrial
- Public rising main sewer

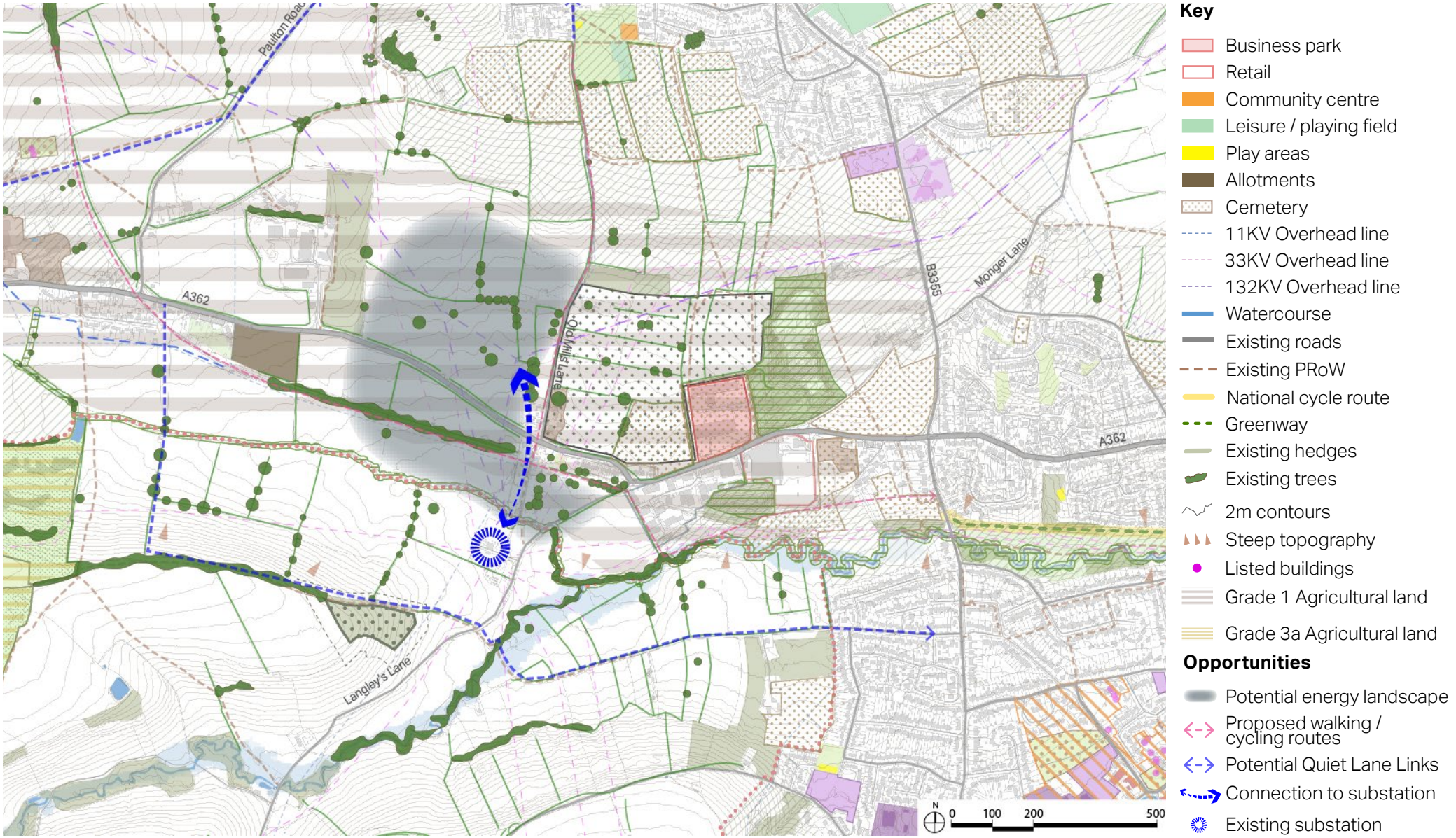


Figure 44. West of Enterprise Zone Constraints and opportunities

Development framework

Placemaking

8.4.4 The proposal for this area of search is to develop the land on both sides of the A362 for renewable energy generation. Development of this sort is in keeping with the placemaking objective to find opportunities for renewable energy generation to help B&NES become more climate resilient, carbon neutral and nature positive by 2030. The solar PV would need to integrate with the existing landscape character and improve biodiversity and habitats. The disused railway cycle route would be a great habitat link as well as an attractive active travel route. Additional links should be explored to create attractive connections to the countryside and leisure facilities for the wider region.

Green and blue infrastructure and nature recovery

8.4.5 The new development of solar PV would be set within the existing landscape framework of agricultural fields on a south-facing slope, rising from the Wellow Brook. The western settlement edge of Midsomer Norton is located at some distance to the east, with small groups of houses adjacent to the new development area along the line of the A362. The solar PV would be located within the existing network of hedgerows and tree belts along the disused railway line and the Wellow Brook. These should be strengthened to fill gaps in hedgerows and help integrate the solar panels into the landscape, making them less obvious in views from existing roads and Public Rights of Way. A new tree and shrub belt would be established along the northern boundary to absorb the development in views from the north and provide further recreational opportunities.

Access and movement

8.4.6 On the A362, as part of the Somer Valley Enterprise Zone, improvements are proposed to the A362 corridor including widening the footway, provision of a segregated cycle / footway, shared use route and new pedestrian / cycle crossings. Bus provision would be provided from a new bus route along the A362 corridor. The proposed Old Mills Lane Quietway connects from the A362 onwards to Paulton, connecting to other proposed Quiet Lane Links.The proposed Old Railway Line Cycle Path runs parallel to the A362 to the south. Access for vehicle and active modes would also be taken from the A362.

Land use budget	
Developable area	-
Green and other infrastructure	12.2 ha
Solar fields	20.8 ha
Total area	**33 ha**

Table 8. West of Enetrprize Zone land use budget

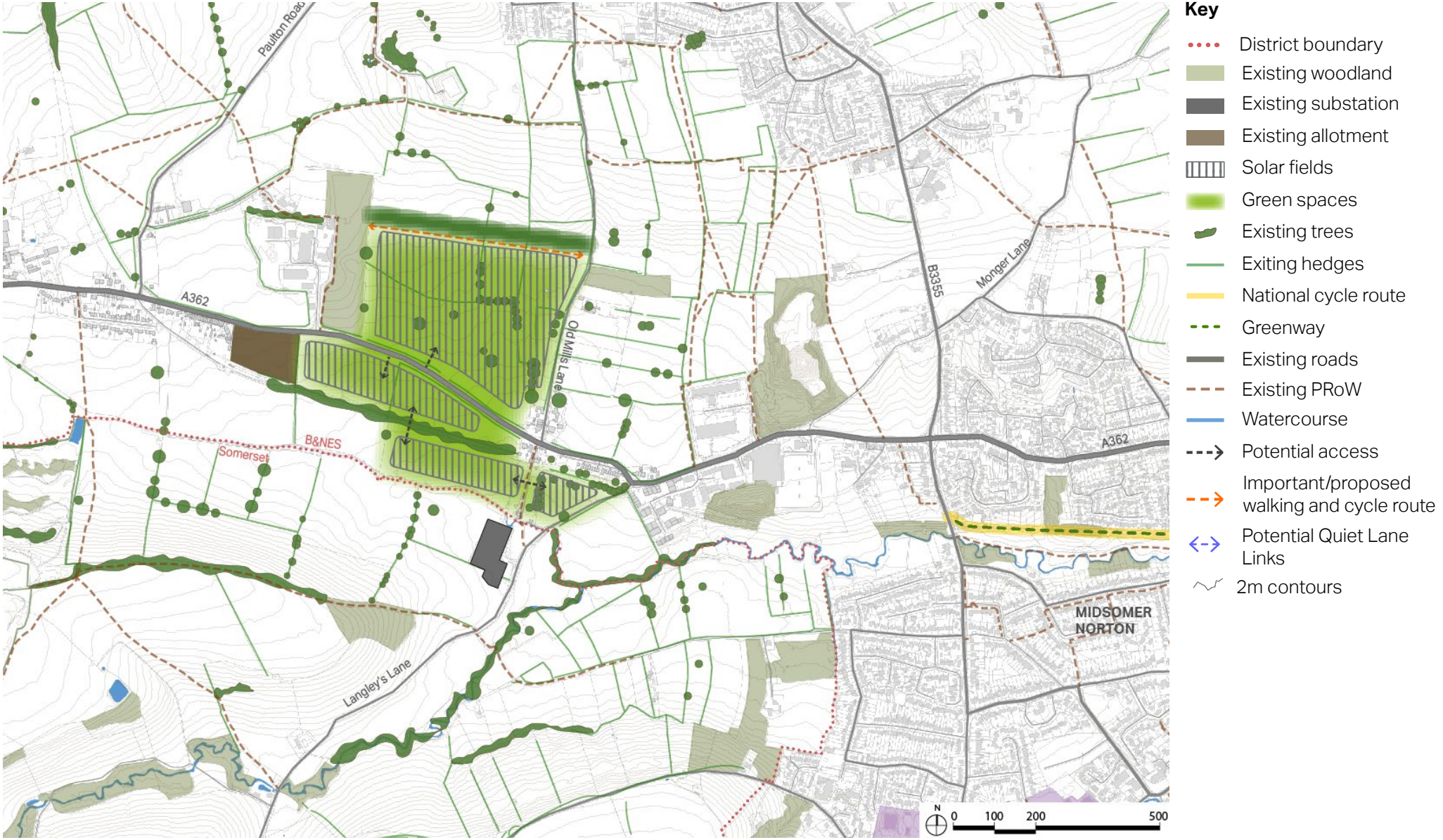


Figure 45. West of Enterprise Zone Development Concept Framework

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A362 and Old Mills Lane.
	Cycling	On-site cycle routes to connect with the A362 and Old Mills Lane.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A362.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access onto A362.
Utility diverisons/ protections	Potable water	With reference to the Bristol Water asset plan, a 3'' clay main and a 90mm HPP main cross the site along the A362. The potable water mains along this road will likely need to be protected or diverted across new site accesses.
	Waste water and drainage	The Wessex Water sewer record indicates that a foul water sewer crosses the corner of the western-most field, serving properties to the west of the site. Foul water sewers are also located on the south-east corner of the site, which discharge foul flows from the Springfield Buildings and Royal Oak Cottages in an easterly direction across the site. Development proposals will need to include for retaining or diverting these foul water sewers. Wessex Water have confirmed the following: • The main issue regarding solar panels is ensuring they are not constructed over existing underground assets. • There is no current recorded significant infrastructure in this area.
	Electricity	The National Grid electricity record indicates that 2 no. overhead 132kV routes, 5 no. overhead 33kV routes and 2 no. 11kV routes cross the site. An underground HV cable is also shown to be located along the north side of the A362, beyond the north-west boundary of the site.
	BT	BT asset plans not obtained.
	Gas	Wales & West Utilities asset maps indicate that there are no gas assets within or adjacent to the site bounary.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Utility supplies	Potable water	Bristol Water will need to confirm whether the existing water main along the A362 has capacity to serve the new development.
	Waste water and drainage	Surface water flows from the site shall be discharged via infiltration (if possible) and to the existing watercourses located along and within the site boundary. Wessex Water will need to confirm whether the existing foul sewers to the west and/or east of the site has/have capacity to serve any foul flows from the new development.
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The south-eastern boundary of the site is located along the banks of the Wellow Brook, which has associated Flood Zone 2 and Flood Zone 3 corridors. The proposed site boundary appears to avoid the Flood Zone 2 and Flood Zone 3 extents, but this will need to be checked in the future. The Environment Agency's Surface Water Flood Map also indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having 'low', 'medium' and 'high risk' due to existing ditch courses and natural depressions in the land. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	N/A.
	Primary school	N/A..
	Secondary school	N/A.
	Health centre	N/A.
	Affordable housing provision	N/A.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	N/A.
	Amenity green space	N/A.
	Parks and recreation grounds (incl. outdoor sports)	N/A.
	Play space (children)	N/A.
	Play space (youth)	N/A.
	Natural green space	N/A.

8.5. Farrington Gurney

Area description

8.5.1 Farrington Gurney sits on the junction of the A37 and A362 and has good access to the surrounding towns and cities. The village already supports a variety of facilities including a school, pub, restaurant and a community facility. There is a well-loved farmers' market in the village and new development would provide additional footfall and support for these and other new facilities/services.

8.5.2 Historically, the village has moved away from St John's church, which now stands on its own as a listed building in the fields to the east of the village. The setting of the church will be an important consideration for any development proposals. In terms of land ownership, relatively large tracts of land in the vicinity of Farrington Gurney are in a single ownership, that of the Duchy of Cornwall. Consequently, there is potential for a comprehensive approach to development.

8.5.3 Farrington Gurney is surrounded by rolling, relatively flat countryside. The gentle escarpment to the south creates a boundary for any proposed development and provides a natural setting for recreational opportunities. The Nature Reserve at Hollow Marsh and countryside are accessible via local Public Rights of Way.

Constraints and opportunities

8.5.4 The main constraint is that almost all of the land within the area of search is classed as Grade 1 in the Agricultural Land Classification, and land adjacent, to the south, is classified as Grade 3a. Grade 1 and 3a, are referred to as 'best and most versatile' land, and enjoy protection from development. This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals.

8.5.5 There are opportunities for a good size residential and landscape-led development. The new mobility hub along the A37 would help to achieve a net zero carbon development, and active travel is promoted throughout the development. There are proposals for a renewable energy facility in the local area, and the development itself should contribute to renewable energy generation.

8.5.6 To improve permeability throughout the village, the existing main roads need to be downgraded and vehicle speeds need to be reduced to provide improved pedestrian safety. Where possible, the existing pedestrian and cycle routes need to be improved and widened.

8.5.7 A thorough archaeological investigation would be needed as part of the planning and development process.

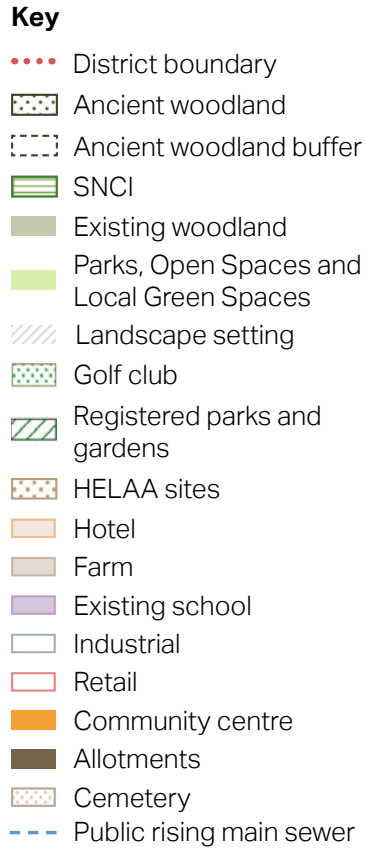


Figure 46. Farrington Gurney Constraints and opportunities

Development framework

Placemaking

8.5.8 The existing landscape context, together with the movement infrastructure, means there is significant potential in this area of search for a landscape-led, residential/mixed use development. The landscape, historical setting and existing social infrastructure would inform the potential development.

8.5.9 Key placemaking objectives for a comprehensive expansion of Farrington Gurney would be:

- Enhance and promote local heritage and accessibility to the countryside, including improvement to way-finding and legibility to encourage residents to adopt a more active and healthy lifestyle.
- Create a development that is well integrated with and complementary to the surrounding landscape.
- Develop significant community infrastructure to support and provide not only for the expanded population of Farrington Gurney, but also its hinterland.

8.5.10 St John's church should be a focal point within the development,becoming a focus for views from the central area where a new school could be located, as well as the village green and a local centre. The local cycle network would need to be significantly improved and particularly the connections to Midsomer Norton and Radstock. This intervention would support regeneration strategies for the town centres to attract employment, community initiatives, footfall and, potentially, heritage tourism.

8.5.11 The development would deliver an improved green infrastructure network, with the focus on nature recovery, improved biodiversity and the promotion of healthy lifestyles for residents within the development and the surrounding area.

Green and blue infrastructure and nature recovery

8.5.12 The new development would be set within the existing landscape framework of agricultural fields, around the built-up area of Farrington Gurney. The existing limited network of hedgerows along field boundaries and roads would be strengthened and new open spaces created to form a landscape setting for the development, maximising biodiversity creation, mitigating the effects of climate change and providing recreational opportunities to promote healthy lifestyles.

8.5.13 A vegetated buffer would be formed around the built-up area, providing recreational opportunities and habitat connectivity as promoted by the Nature Recovery Network, whilst safeguarding the Grade II registered park and garden and ancient woodland at Ston Easton Park. The buffer would also assist in integrating both the existing and new built-up areas into the wider countryside, although the open landscape setting of St. John's Church to the east, should be maintained.

8.5.14 The proposed open spaces throughout the development would help alleviate the deficits in open space provision identified in the B&NES Green Space Strategy 2015 and would be accessible to both existing and future residents of Farington Gurney using the network of footpaths and cycleways formed through the new development. The new network would connect to the existing extensive system of Public Rights of Way in the wider area, which provides access to Hollow Marsh Nature Reserve and Chewton Wood to the west and nearby settlements of Midsomer Norton and Paulton to the east as well as Hallatrow and Temple Cloud to the north.

Option 1

Placemaking

8.5.15 Option 1 is focused to the north of the existing settlement, between the disused railway line to the east and the A37 to the west. The development is built around a central space with a village green, school site and recreational and community facilities. Currently, these facilities are on the northern edge of the village, and the intention in this option is that they would be retained, expanded and improved as part of the development proposals. Additionally, this central area could support a new local centre. The development would have vehicular access off the A37, which needs to be downgraded as it passes through the village, to provide safe pedestrian and cycle routes and crossing.

8.5.16 A new primary school would be located to the west of the community centre partly using the land currently used as playing fields. Further consideration would be needed on using the playing fields with multipurpose fulfilling both community and primary school needs.

8.5.17 Green links throughout the residential areas would enhance local biodiversity and provide a high-quality public realm and direct access to the countryside.

8.5.18 The new development needs to be respectful of the historic character when it comes to connecting to the existing settlement. Historic routes could be used for active travel, and it is important to retain and enhance the local character of the settlement.

Green and blue infrastructure and nature recovery

8.5.18 The development concept provides a series of green corridors along existing roads and Public Rights of Way, with the enclosing green buffer to the north and east forming a network of open spaces accessible by a system of footpaths and cycleways. A wedge of open space is proposed in the centre of the development area. A new sports field would replace the existing recreation ground, lost to the proposed new/expanded primary school. This is connected via the school grounds to an open space adjacent to the proposed local centre, located on the A37. Together, these form a sequence of diverse types of open spaces along a new east-west access route, which leads out to the countryside to the east and safeguards the view of St. John's Church from the A37 to the east. The new sports field also helps to maintain the open setting for the church.

Access and movement

8.5.19 A new bus route along the A362 would connect with the existing bus services on the A37 corridor, via a new Mobility Hub located at the junction of the A362 / A37. Bus priority at the A37 / A362 junction will enhance bus journey times.

8.5.20 Pedestrian space improvements are proposed along the A37 corridor through Farrington Gurney, comprised of wider footways, a review of pedestrian crossings and signals and a reduction in the speed limit to 30mph.

8.5.21 Church Lane would be closed to traffic to improve the north-south pedestrian and cycle links to Farrington Gurney C of E Primary School.

8.5.22 Two Quiet Lane Links have been identified running in an east-west alignment on unnamed rural roads to the north of Farrington Gurney, connecting into the Old Railway Line Cycle Path which has a north-south alignment.

8.5.24 Access for vehicles and active modes can be taken from routes that connect onto the A37.

Land use budget	
Developable area	12.3 ha
Green and other infrastructure	12 ha
Secondary school	-
Primary school	2.2 ha
Homes	431
Total area	**26.5 ha**

Table 9. Farington Gurney Option 1 land use budget

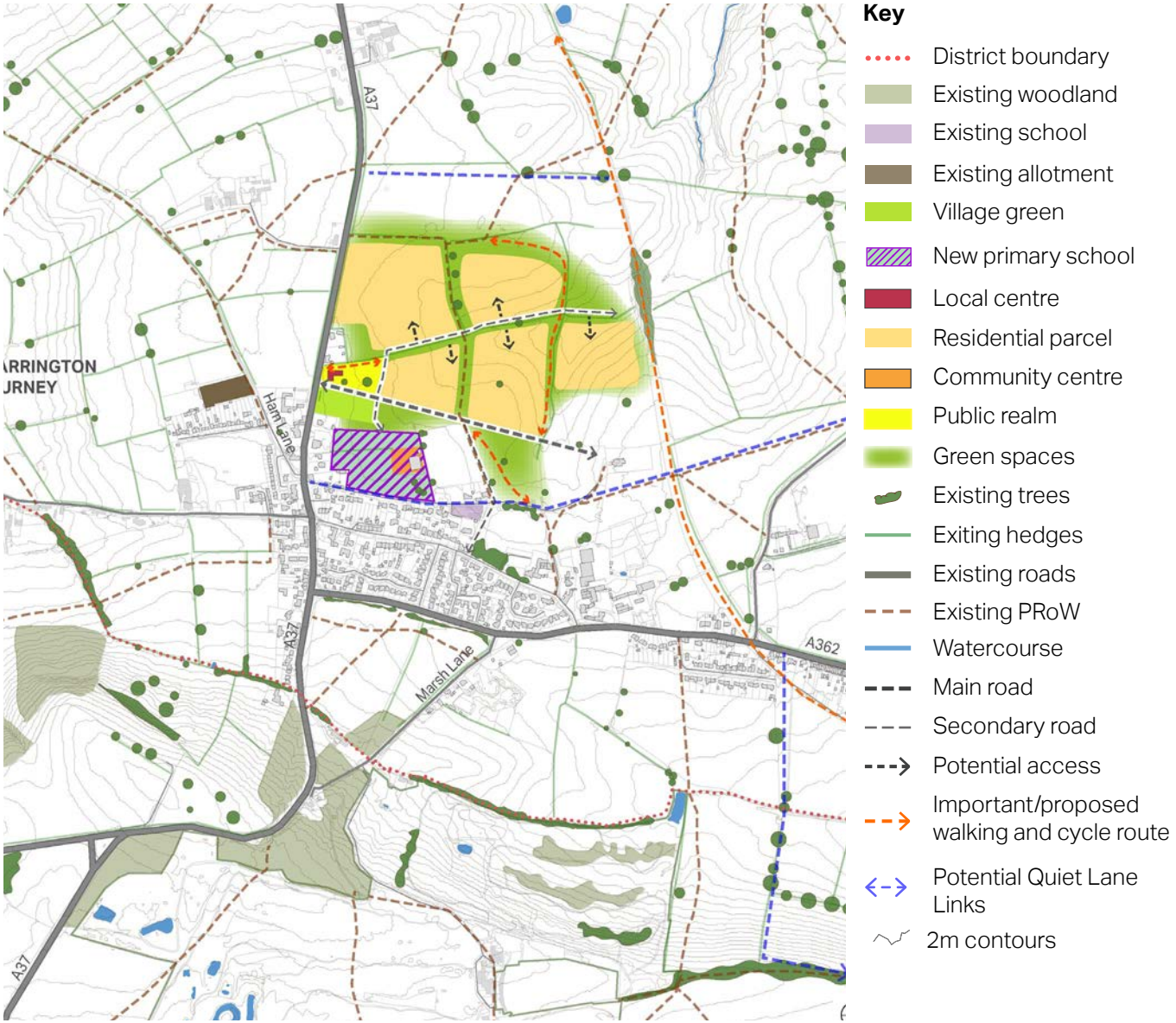


Figure 47. Farington Gurney Development Concept Option 1

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with Church Lane and the A37.
	Cycling	On-site cycle routes to connect with Church Lane and the A37.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A37.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A37.
Utility Diversions/ Protections	Potable water	The Bristol Water record indicates that other than the supply pipe located in Church Lane (to serve Ivy Cottage), there are no potable water assets within the site boundary. New accesses to the site may need to include for lowering and/or protecting the water mains along the existing highways.
	Waste water and drainage	With reference to the Wessex Water GIS database, a 300mm diameter foul water sewer runs through the site in a northerly direction, discharging foul flows from Church Lane through the Recreation Ground, across the fields to the north of the site and beyond the northern boundary. Development proposals will need to include for diverting and/or protecting this public foul water sewer. A 375mm surface water sewer crosses the south-eastern area of the site and discharges surface water flows from the surrounding residential properties to the watercourse located within the site boundary. Development proposals will need to include for diverting and/or protecting this public surface water sewer.
	Electricity	The National Grid electricity record and online mapping/street view tools indicate a number of electrical assets within the area: • Overhead 132kV (HV) cables cross the north-east area of the site. • An underground LV route runs from Church Lane to the existing village hall/community centre. The masterplan indicates this cable route crosses proposed residential space. • An overhead LV route crosses the south-east corner of the site.
	BT	BT asset plans not obtained.
	Gas	Records indicate that there are no gas assets running through the site boundary.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Utility supplies	Potable water	With reference to the Bristol Water asset plan, there are a number of potable water mains adjacent to the site, the most notable being a 7" main running along the A37 Bristol Road, and a 90mm MDPE main along Church Lane. Bristol Water will need to confirm which main/s has capacity to serve the new development.
	Waste water and drainage	Surface water flows from the new development shall be discharged via infiltration (if possible) and to the existing watercourse located within the site boundary. Wessex Water will need to confirm whether the 300mm diameter foul sewer running through the site has capacity to serve the new development. (The existing foul sewer currently discharges foul flows from Church Lane in a northerly direction, through the Recreation Ground, across the fields to the north of the site and beyond the northern boundary.) Wessex Water have confirmed the following: • The growth area falls within the Paulton Water Recycling Centre (WRC) catchment. • There is potential for phosphorus removal enhancements at the WRC by 2030. • Paulton WRC is a medium sized works with existing population equivalent of ~12,000. • Paulton WRC has a theoretical additional capacity for ~600 total population equivalent, this does not account of any unforeseen trade growth. • No growth/capacity increases are currently planned at Paulton WRC. • It is possible that the delivery of additional capacity could be aligned with phosphorus removal enhancements, subject to certainty of development, if these are confirmed in the Water Industry National Environment Programme (WINEP). • Any expansion of Paulton WRC is constrained by flood risk and the need to ensure that there are no odour impacts on existing residential properties located in proximity to the works.
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having 'high risk' (greater than 3.3% annual probability) due to existing ditch courses and natural depressions in the land. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within the new primary school.
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Contribution towards primary care provision.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.35 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.35 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 1.53 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.06 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.04 ha, 600 m /12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (with min size 0.1 ha) • NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 1.52 ha

Option 2

Placemaking

8.5.24 Option 2 is a residential development to the south of the A362, with vehicular access off this main road. Similar to Option 1, a section of the road would be downgraded to become part of the village to mitigate its severance. There is a potential location for a mobility hub within this development area.

8.5.25 Similar to Option 1 a new primary school would be located to the west of the community centre partly using the land currently used as playing fields. Further consideration would be needed on using the playing fields with multipurpose fulfilling both community and primary school needs.

8.5.26 The existing road running through the site (Marsh Lane) would become an important connecting route, providing access to the main body of development. There will be additional green links and active travel routes connecting to the existing village and, in particular to the various amenities and services, such as the school and the Co-op.

Green and blue infrastructure and nature recovery

8.5.27 Residential parcels are located within a series of green corridors and buffers to protect the Site of Nature Conservation Interest in the centre of the area and Rush Hill Wood, an ancient woodland to the south. Marsh Lane which connects the two areas of woodland is identified as a Nature Recovery Network opportunity for woodland connectivity. The buffer along the southern boundary also helps protect the setting of the Grade II registered park and garden of Ston Easton Park to the south.

8.5.28 Planting along the A362, which runs between the existing settlement and the new development will help to integrate it into the settlement, framing views towards the ridge to the south and to key buildings within the existing settlement.

Land use budget	
Developable area	12 ha
Green and other infrastructure	10.9 ha
Secondary school	-
Primary school	2.2 ha
Homes	421
Total area	**22.9 ha**

Table 10. Farington Gurney Option 2 land use budget

Access and movement

8.5.29 A new bus route, mobility hub and pedestrian improvement would be the same as option 1. Additionally there would be a need for pedestrian improvements along the A362, which provides access for vehicles and active travel modes to the development.

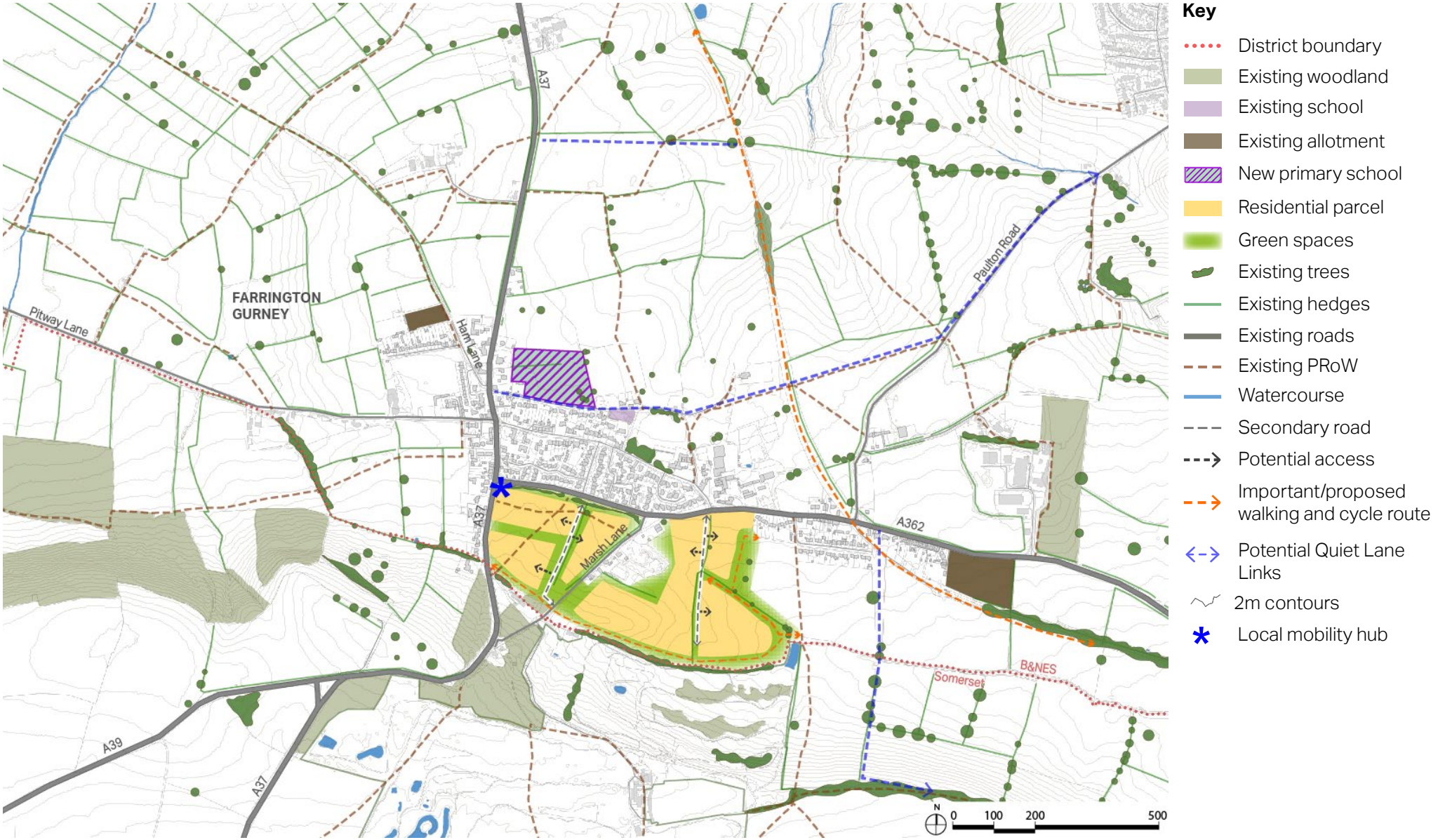


Figure 48. Farrington Gurney Development Concept Option 2

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A37 and A362.
	Cycling	On-site cycle routes to connect with the A37 and A362.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A37 and A362 and the proposed Mobility Hub.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A362.
Utility diversions/ protections	Potable water	The Bristol Water record indicates that there are no potable water assets within the site boundary. New accesses to the site may need to include for lowering and/or protecting the water mains along the existing highways.
	Waste water and drainage	With reference to the Wessex Water GIS database, a 75mm public rising main crosses the north-eastern corner of the site, where a residential parcel is currently proposed. If development over the rising main cannot be avoided, proposals will need to include for diverting and/or protecting this public rising main.
	Electricity	National Grid electicity records and online mapping/street view tools indiate that there are a number of HV and assets within the site boundary, running from Rush Hill, servicing the surrounding developed areas.
	BT	BT asset plans not obtained.
	Gas	With reference to Wales & West Utilities asset maps, a medium pressure gas main runs along Marsh Lane, serving existing properties along Marsh Lane. The current masterplan indicates this road as a point of access to the site, so the gas main may need to be lowered, slewed and/or protected.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Utility supplies	Potable water	A number of potable water mains are located adjacent to the site, the most notable being a 3" main along Marsh Lane in the middle of the site, a 150mm main along the A362 to the north of the site, and a 7" main along Rush Hill to the west of the site. Bristol Water will need to confirm which main/s has capacity to serve the new development.
	Waste water and drainage	Surface water flows from the new development should be discharged via infiltration (if possible) and to the existing watercourse located within the site boundary. (The existing watercourse is located along field boundaries on the east area of the site.) Wessex Water will need to confirm whether the 300mm diameter public foul sewer in Marsh Lane has capacity to serve foul flows from the proposed development. Wessex Water have confirmed the following: • The growth area falls within the Paulton Water Recycling Centre (WRC) catchment. • There is potential for phosphorus removal enhancements at the WRC by 2030. • Paulton WRC is a medium sized works with existing population equivalent of ~12,000. • Paulton WRC has a theoretical additional capacity for ~600 total population equivalent, this does not account of any unforeseen trade growth. • No growth/capacity increases are currently planned at Paulton WRC. • It is possible that the delivery of additional capacity could be aligned with phosphorus removal enhancements, subject to certainty of development, if these are confirmed in the Water Industry National Environment Programme (WINEP). • Any expansion of Paulton WRC is constrained by flood risk and the need to ensure that there are no odour impacts on existing residential properties located in proximity to the works.
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map also indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having 'high risk' (greater than 3.3% annual probability) due to natural depressions in the land which falls towards the Wellow Brook. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within the new primary school.
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Contribution towards primary care provision.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.3 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.3 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 1.31 ha as per SPD, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.05 ha, 480 m /10 minutes walk time • As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m /1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.03 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising) • MUGA (min size 0.1)
	Natural green space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 1.31 ha

Option 3

8.5.30 Option 3 combines Options 1 and 2, with development to the north and south of the existing settlement enabling the creation of a network of open spaces and access routes, which are available close to where existing residents live. This option creates a sizable development focusing on healthy neighbourhood principles with great access to the surrounding parks and local facilities. Access for vehicles and active modes could be taken from routes that lead onto the A37 and A362. Pedestrian space improvements are proposed along the A37 and A362 corridor through Farrington Gurney, comprised of rebalancing the road space, a review of pedestrian crossings and signals and a reduction in the speed limit to 30mph.

Land use budget	
Developable area	26 ha
Green and other infrastructure	20.4 ha
Secondary school	-
Primary school	2.4 ha
Homes	909
Total area	**48.8 ha**

Table 11. Farington Gurney Option 3 land use budget

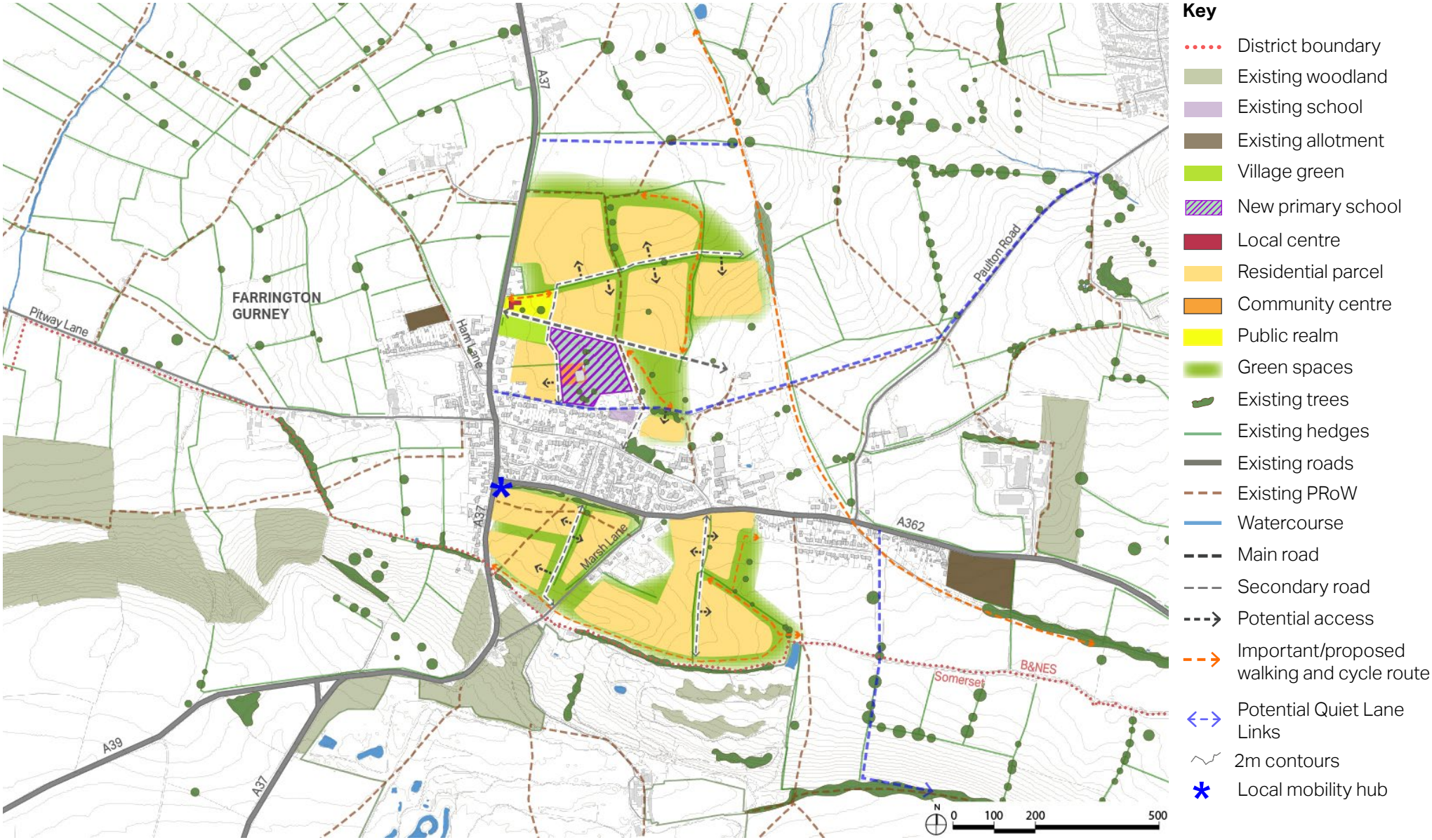


Figure 49. Farrington Gurney Development Concept Option 3

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with Church Lane, the A37 and A362.
	Cycling	On-site cycle routes to connect with Church Lane, the A37 and A362.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A37 and A362 and the proposed Mobility Hub.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A37 and A362.
Utility diversion/ protection	Potable water	The Bristol Water record indicates that other than the supply pipe located in Church Lane (to serve Ivy Cottage), there are no potable water assets within the site boundary. New accesses to the site may need to include for lowering and/or protecting the water mains along the existing highways.
	Waste water and drainage	North-East Site: With reference to the Wessex Water GIS database, a 300mm diameter foul water sewer runs through the site in a northerly direction, discharging foul flows from Church Lane through the Recreation Ground, across the fields to the north of the site and beyond the northern boundary. Development proposals will need to include for diverting and/or protecting this public foul water sewer. A 375mm surface water sewer crosses the south-eastern area of the site and discharges surface water flows from the surrounding residential properties to the watercourse located within the site boundary. Development proposals will need to include for diverting and/or protecting this public surface water sewer. South-East Site: With reference to the Wessex Water GIS database, a 75mm public rising main crosses the north-eastern corner of the site, where a residential parcel is currently proposed. If development over the rising main cannot be avoided, proposals will need to include for diverting and/or protecting this public rising main.
	Electricity	North-East Site: The National Grid electricity record and online mapping/street view tools indicate a number of electrical assets within the area: • Overhead 132kV (HV) cables cross the north-east area of the site. • An underground LV route runs from Church Lane to the existing village hall/community centre. The masterplan indicates this cable route crosses proposed residential space. • An overhead LV route crosses the south-east corner of the site.
	BT	BT asset plans not obtained.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Utility diversion/ protection	Gas	North-East Site: Wales & West Utilities asset maps indicate that no assets are located on the north-east site. South-East Site: With reference to Wales & West Utilities asset maps, a medium pressure gas main runs along Marsh Lane, serving existing properties along Marsh Lane. The current masterplan indicates this road as a point of access to the site, so the gas main may need to be lowered, slewed and/or protected.
Utility supplies	Potable water	North-East Site: With reference to the Bristol Water asset plan, there are a number of potable water mains adjacent to the site, the most notable being a 7" main running along the A37 Bristol Road, and a 90mm MDPE main along Church Lane. South-East Site: A number of potable water mains are located adjacent to the site, the most notable being a 3" main along Marsh Lane in the middle of the site, a 150mm main along the A362 to the north of the site, and a 7" main along Rush Hill to the west of the site. Bristol Water will need to confirm which mains have capacity to serve the new development.
	Waste water and drainage	Surface water flows shall be discharged via infiltration (if possible) and to the existing watercourses located within the site boundary. Wessex Water will need to confirm whether the 300mm diameter foul sewers running through the site/Marsh Lane have capacity to serve the development. Wessex Water have confirmed the following: • The growth area falls within the Paulton Water Recycling Centre (WRC) catchment. • There is potential for phosphorus removal enhancements at the WRC by 2030. • Paulton WRC is a medium sized works with existing population equivalent of ~12,000. • Paulton WRC has a theoretical additional capacity for ~600 total population equivalent, this does not account of any unforeseen trade growth. • No growth/capacity increases are currently planned at Paulton WRC. • It is possible that the delivery of additional capacity could be aligned with phosphorus removal enhancements, subject to certainty of development, if these are confirmed in the Water Industry National Environment Programme (WINEP). • Any expansion of Paulton WRC is constrained by flood risk and the need to ensure that there are no odour impacts on existing residential properties located in proximity to the works.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Utility supplies	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having 'high risk' (greater than 3.3% annual probability) due to existing ditch courses, the Wellow Brook and natural depressions in the land. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within the new primary school.
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Provision or contribution for a new primary care centre.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.65 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.65 ha, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 2.84 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.11 ha, 480 m /10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.07 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 2.84 ha

Option 4

Placemaking

8.5.31 Option 4 expands the development to the west of the A37, enlarging the existing settlement to the north, south and west. The central green and town centre is now expanded with a green space on the west side. Additional allotments improve the green character and aid in local food production. The A37 and A362 are now fully integrated within the new expanded village and, having been downgraded, they would support a pleasant and safe public realm. The ridge, Hollow Marsh Nature Reserve and the golf course are now in close proximity to the village and would, functionally, feel part of the local facilities.

Green and blue infrastructure and nature recovery

8.5.32 Again, the residential parcels would be set within the existing agricultural landscape with the northern green buffer extended to the west and wrapped around the western edge. The central open space would be widened to the west, across the A37 to connect to the existing allotments, so forming a complete east-west series of open spaces through the new development, connecting the wider countryside to the east with the countryside to the west.

Access and movement

8.5.33 The additional development area would have access for vehicle and active modes from routes that connect with Pitway Lane and Ham Lane, which in turn connects with the A37.

8.5.34 The new bus route, mobility hub, pedestrian improvements and proposed quiet lanes related to Options 1,2 and 3 would stay the same.

Land use budget	
Developable area	38.4 ha
Green and other infrastructure	29.2 ha
Secondary school	-
Primary school	2.4 ha
Homes	1,344
Total area	**70 ha**

Table 12. Farington Gurney Option 4 land use budget

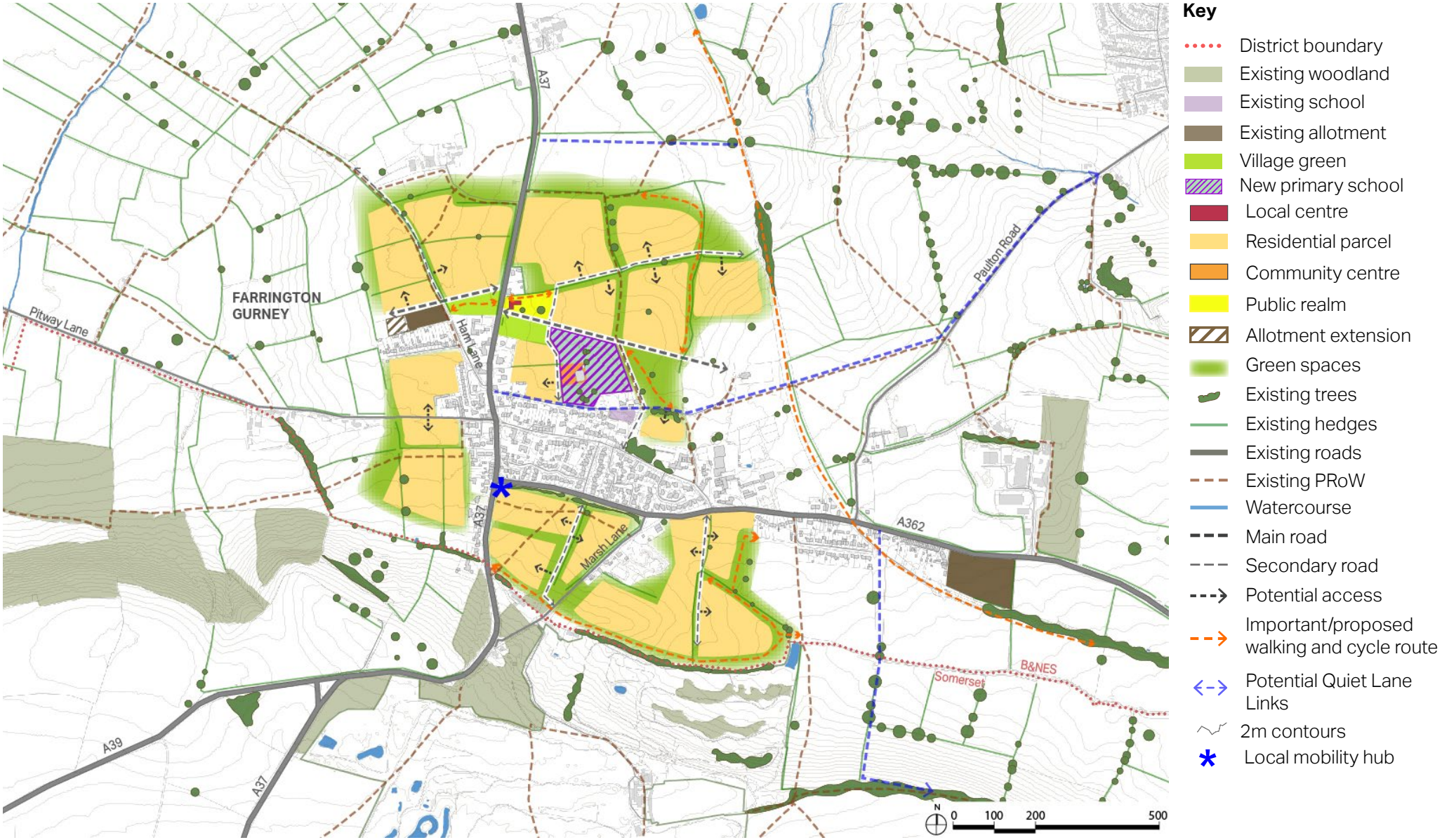


Figure 50. Farrington Gurney Development Concept Option 4

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with Church Lane, Ham Lane, Pitway Lane and the A37 and A362.
	Cycling	On-site cycle routes to connect with Church Lane, Ham Lane, Pitway Lane and the A37 and A362.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A37 and A362 and the proposed Mobility Hub.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A37 and A362.
Utility diversions/ protections	Potable water	The Bristol Water record indicates that a supply pipe is located in Church Lane (to serve Ivy Cottage), a 7'' main is located in the A37 Bristol Road and a 3'' main runs along Pitway Lane. There are no potable water assets shown across the existing fields within the site boundary. New accesses to the site may need to include for lowering and/or protecting the water mains along the existing highways.
	Waste water and drainage	North Site: With reference to the Wessex Water GIS database, a 300mm diameter foul water sewer runs through the site in a northerly direction, discharging foul flows from Church Lane through the Recreation Ground, across the fields to the north of the site and beyond the northern boundary. Development proposals will need to include for diverting and/or protecting this public foul water sewer. A 375mm surface water sewer crosses the south-eastern area of the site and discharges surface water flows from the surrounding residential properties to the watercourse located within the site boundary. Development proposals will need to include for diverting and/or protecting this public surface water sewer. The sewer record indicates that there are no public sewers located within the site boundary on the west side of Rush Hill. South-East Site: With reference to the Wessex Water GIS database, a 75mm public rising main crosses the north-eastern corner of the site, where a residential parcel is currently proposed. If development over the rising main cannot be avoided, proposals will need to include for diverting and/or protecting this public rising main. South-West Site: The sewer record indicates that a public foul water sewer is located along the eastern boundary of the site, discharging foul flows from properties on Rush Hill. If the existing public foul water sewer is located within the site boundary, development proposals will need to include for diverting and/or protecting it.

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Utility diversions/ protections	Electricity	North Site: • Overhead 132kV (HV) cables cross the north-east area of the northern site. • Overhead 11kV (HV) cables cross the west area of the northern site. • An underground LV route runs from Church Lane to the existing village hall/community centre. • An overhead LV route crosses the south-east corner of the northern site. South-East Site: An overhead 132kV (HV) route crosses the northern edge of the south-east site. South-West SIte: Overhead 11kV (HV) cables and overhead LV cables cross the south-west site.
	BT	BT asset plans not obtained.
	Gas	North Site: Wales & West Utilities asset maps indicate that no assets are located on the north site. South-East Site: With reference to Wales & West Utilities asset maps, a medium pressure gas main runs along Marsh Lane, serving existing properties along Marsh Lane. The current masterplan indicates this road as a point of access to the site, so the gas main may need to be lowered, slewed and/or protected. South-West Site: Wales & West Utilities asset maps indicate that no assets are located on the south-west site.
Utility supplies	Potable water	North Site: With reference to the Bristol Water asset plan, there are a number of potable water mains adjacent to the site, the most notable being a 7" main running along the A37 Bristol Road, and a 90mm MDPE main along Church Lane. South-East Site: A number of potable water mains are located adjacent to the site, the most notable being a 3" main along Marsh Lane in the middle of the site, a 150mm main along the A362 to the north of the site, and a 7" main along Rush Hill to the west of the south-east site. South-West Site: A 3'' main is located along Pitway Lane which crosses the centre of the south-west site. A 7'' main is located along Rush Hill, to the east of the south-west site. Bristol Water will need to confirm which mains have capacity to serve the new development.

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Utility supplies	Waste water and drainage	Surface water flows from the north site shall be discharged via infiltration (if possible) and to the existing watercourses located within the site boundary. Surface water flows from the south-west site will ultimately be discharged to the watercourse located beyond the western boundary. If a direct outfall to it cannot be achieved (as it would need to cross adjacent third party land), surface water flows may need to be discharged to the surface water sewer located along Pitway Lane. Wessex Water will need to confirm whether the existing foul sewers running through the site/Marsh Lane have capacity to serve the development. Wessex Water have confirmed the following: • The growth area falls within the Paulton Water Recycling Centre (WRC) catchment. • There is potential for phosphorus removal enhancements at the WRC by 2030. • Paulton WRC is a medium sized works with existing population equivalent of ~12,000. • Paulton WRC has a theoretical additional capacity for ~600 total population equivalent, this does not account of any unforeseen trade growth. • No growth/capacity increases are currently planned at Paulton WRC. • It is possible that the delivery of additional capacity could be aligned with phosphorus removal enhancements, subject to certainty of development, if these are confirmed in the Water Industry National Environment Programme (WINEP). • Any expansion of Paulton WRC is constrained by flood risk and the need to ensure that there are no odour impacts on existing residential properties located in proximity to the works.
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	Currently awaiting for response from BT with details on local assets.

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Flood risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with some areas of the site having 'medium risk' (greater than 3.3% annual probability) due to existing ditch courses, the Wellow Brook and natural depressions in the land. For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within the new primary school.
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	Development is not of a sufficient scale to generate provision of a new secondary school, therefore contributions are required.
	Health centre	Provision or contribution for a new primary care centre.
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.97 ha, 960 m / 20 minutes walk time
	Amenity green space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.97 ha as per SPD, 600 m / 12-13 minutes walk time
	Parks and recreation grounds (incl. outdoor sports)	Partly provided on site but insufficent space for all, so partly compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 4.19 ha, 600 m / 12-13 minutes walk time
	Play space (children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.16 ha, 480 m /10 minutes walk time • As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha as per Fields in Trust guidelines, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play space (youth)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.10 ha, 600 m /12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural green space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 4.19 ha

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