Bath & North East Somerset Council

Improving People's Lives

Pre-submission Draft Local Plan (Regulation 19)

Chapter 4 – Somer Valley

Local Plan 2025-2043

Chapter 4 Somer Valley

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Chapter 4 - Somer Valley

Introduction

4.1 This Chapter sets out the spatial strategy for the Somer Valley, identifying how growth will be planned and delivered across the Somer Valley.

4.2 The Chapter establishes the strategic objectives, site allocations and infrastructure requirements needed to support development. It provides a framework for coordinating land use, transport, and community and green infrastructure, ensuring that growth is supported by sustainable transport options, protects landscape and heritage assets, enhances biodiversity, and maintains the distinct identity of individual settlements.

4.3 This Chapter should be read alongside the District-wide strategy and policies set out in Chapter 1 of the Local Plan, which establishes the overall spatial strategy, growth requirements and development principles for Bath and North East Somerset.

4.4 Building on this District-wide framework, the Chapter provides a place-specific strategy for the Somer Valley, translating the strategic priorities and policies of Chapter 1 into a locally distinctive approach that responds to the area's opportunities and constraints and guides the delivery of sustainable, infrastructure-led growth.

Context

4.5 The Somer Valley is a diverse area comprising both large and small settlements including Midsomer Norton, Radstock, Westfield, Paulton, Farrington Gurney and Peasedown St John, each with distinctive characteristics and amenities. Set within hilly countryside and green spaces, the landscape reflects its rich mining and industrial heritage, with remnants such as old mine paths, railway lines and canals now serving recreational purposes. The area has experienced notable population growth, rising from 36,546 in 2011 to 52,264 in 2021.

4.6 There is significant out-commuting and a relatively high reliance on cars for journeys to work. Employment is mostly concentrated in Manufacturing, Construction, and Transport & Storage compared to Bath and North East Somerset overall. Whilst manufacturing jobs have declined substantially in recent years there are still numerous industrial sites around the valley and skills in the local population that offer opportunities going forward.

4.7 The ecological value of former mining sites offers potential for nature recovery and for net zero innovation with the Heat from Mines feasibility being undertaken.

4.8 The Somer Valley is characterised by a generally stable and relatively affluent population, with low to moderate levels of deprivation across most communities, although inequalities exist with some communities experiencing greater financial and social challenges. The area has a balanced age profile overall, including substantial numbers of children, working-age adults and older residents, although some communities have an older population while others have a stronger family presence. Economic indicators are broadly positive, with low unemployment and comparatively low levels of child and older-person poverty across much of the area. However, there are notable pockets of greater need, particularly in Radstock, where higher deprivation, poverty, unemployment and fuel poverty suggest increased socio-economic pressures and a greater demand for support services. Fuel poverty is also a concern in some of the more rural parts of the Somer Valley, likely reflecting housing characteristics and higher energy costs associated with rural living.

West of England Growth Strategy

4.9 The proposed West of England Growth Strategy, developed collaboratively by B&NES Council and the West of England Mayoral Combined Authority, aims to drive economic prosperity through interconnected regional Growth Zones including one focussed on the Somer Valley. This highlights opportunities for increasing rural productivity and innovation in key sectors that can build on the history of engineering and manufacturing in the local population.

4.10 The Somer Valley Growth Zone, recognised alongside Central Bristol & Bath, is positioned as a showcase for rural innovation, sustainable industry, and landscape-led regeneration, building on its mining and manufacturing heritage to foster modern, green productivity. Significant investment is planned to improve transport connectivity, particularly via major routes such as the A37 and A362, enhancing the area's attractiveness to businesses.

4.11 Land to the north of Midsomer Norton has been identified as part of the Growth Zone for potential longer-term growth which will be further explored through preparation of the WECA Spatial Development Strategy and the next (new-style) Local Plan for B&NES. Delivery of development in this location requires major transport infrastructure development which would have a high cost and cannot be funded or delivered through this local plan. Improving connectivity and resolving transport infrastructure issues will be key to progressing development in this area and work will continue with WECA and other relevant agencies to try and secure funding. Growth in this location could deliver housing and employment uses, with a potential estimated capacity of 5,000 – 8,000 homes.

4.12 The Somer Valley Enterprise Zone (SVEZ) is a central element of the Growth Strategy and is set to deliver around 1,300 jobs and 35,800 square metres of high-quality commercial space, supporting advanced engineering, creative industries, and clean technology. Overall, the Strategy emphasises sustainable growth, vibrant communities, and new opportunities by transforming the region's transport network and unlocking business potential.

Key Strategic Objectives

4.13 The following list sets out the key objectives for the Somer Valley. The strategy for the Somer Valley and the sites allocated for development seek to address many of these objectives.

- Affordable Housing - Deliver new homes including affordable homes which help meet local and District-wide housing needs.
- Employment - Identify and deliver additional employment space and premises to meet the need for jobs locally, maintain and enhance local economic prosperity and help address out commuting

- Transport - Deliver enhanced bus services and improve access to public transport. Improve active travel links, including walking and cycling rotes.
- Town Centre and Local High Streets - Continue to support the regeneration of Radstock and Midsomer Norton High Streets and enhance the vitality and viability of local centres.
- Green Spaces - Enhance access to local green spaces and deliver new open spaces. Identify opportunities for green infrastructure and ecological enhancement. Protect and enhance landscape character.

4.14 The strategy for the Somer Valley and allocation of sites in the Local Plan focusses on boosting the economic role of the area and providing additional housing to help address local needs (including for affordable housing), with this development unlocked and supported by substantial investment in improving sustainable transport connectivity to and from and within the Somer Valley. Economic growth will reflect and build on the area's strengths and also shift towards green/renewable energy and creative sectors. The strategy for employment space focusses on delivering the SVEZ and providing additional space in the Peasedown area (linking also to economic needs associated with Bath), as well as Midsomer Norton and Westfield serving the needs of the more local economy and businesses.

Strategic Infrastructure Requirements

Transport

4.15 The Somer Valley has a dispersed settlement pattern, an undulating topography and is physically distant to other key settlements such as Bristol and Bath. The Somer Valley has relatively limited dedicated cycle infrastructure to connect towns and villages and no railway provision; therefore, to access rail services residents need to travel to Bath, Bristol or Frome. There is a lack of bus connections between the east and west of the Somer Valley, poor services in more rural areas, and a lack of connections between villages. The principal roads within the Somer Valley are the A367, A37, A362 and A39.There is typically congestion during peak hours on the A367, A362 and A39. Congestion and the associated impacts of traffic is also experienced within the Somer Valley, notably in the centres of Radstock and Midsomer Norton.

4.16 To support sustainable growth in the Somer Valley, a comprehensive package of transport infrastructure will be delivered alongside development.

4.17 This will include enhancements to bus services on the A367 corridor towards Bath, the A37 corridor towards Bristol, and the 522 corridor linking the Somer Valley with Keynsham, Bristol and surrounding settlements.

4.18 A network of travel hubs will improve access to public transport, providing facilities such as secure cycle parking, shared mobility options, passenger waiting facilities and opportunities for interchange between transport modes.

4.19 Significant improvements are proposed to active travel, reflecting the scale of development in this area and the underlying growth in active travel demand. The strategy seeks to improve access between homes, schools, employment areas, Town Centres, public transport services and travel hubs, enabling more residents to access day-to-day services without relying on the private car. The area already benefits from dedicated traffic-free active travel routes, including the Norton-Radstock Greenway, the Five Arches route (which runs east-west through Midsomer Norton and Radstock) and other routes, including former railway track-beds such as the Colliers Way.

4.20 Significant improvements to bus stops and active travel are also already committed from Paulton and Farrington Gurney to west of Midsomer Norton as part of the Somer Valley Enterprise Zone and Somer Valley Links programme. Whilst some corridors can accommodate dedicated active travel infrastructure, many roads are constrained by historic highway layouts. The network will therefore comprise a combination of segregated routes, quiet lanes, crossing improvements and enhanced walking and cycling connections. Together these interventions will help create safer, more direct and attractive routes for walking, wheeling and cycling, improving access to local opportunities, supporting healthier lifestyles and reducing dependence on private car travel.

4.21 Localised highway improvements will be delivered where necessary to accommodate development and address road safety and operational issues. These include junction upgrades, traffic management and speed reduction measures, new access arrangements, and the prevention of inappropriate traffic use of unsuitable rural lanes.

Education

4.22 The proposed site allocations within Radstock and Peasedown sit within the catchment for Writhlingon Secondary School. A likely result of these allocations is that the secondary school will need to be expanded. All site allocations within Peasedown and Radstock will therefore need to make financial contributions towards the school expansion.

4.23 Farrington Gurney is currently served by one single entry primary school. Therefore, the proposed site allocation will generate the need for a new primary school which can be delivered as part of the site allocation.

4.24 Proposed site allocations at North Radstock and Writhlington will generate the need for additional primary school places which cannot be accommodated within the existing schools. Therefore, both sites will require land to be safeguarded for primary school expansions.

Green Infrastructure

4.25 The Somer Valley is strongly characterised by its ridge and valley landscape, skylines and green hillsides, any development within the area must respond positively to this landscape character. All proposed site allocations include green infrastructure requirements. These requirements will provide screening of development from key views but also respond to the green character of the Somer Valley. Green infrastructure provides opportunities for nature recovery and for increased recreation.

Health Facilities

4.26 The scale of planned Growth within the Somer Valley is expected to generate significant additional demand for healthcare services. NHS Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB) has advised that, when considered alongside existing capacity pressures within the healthcare estate, the cumulative level of growth will require additional healthcare investment and infrastructure provision.

4.27 The ICB has highlighted that the cumulative impact of growth across the sub-area is a significant factor in determining future healthcare requirements. While the need for additional healthcare infrastructure is recognised, the precise form, scale and location of future provision has not yet been determined by the ICB.

4.28 Further work is required between the Council, the ICB, General Practice and wider health and care partners to consider the most appropriate response to future demand. This will include assessment of opportunities to expand existing provision, deliver new facilities, make use of wider public-sector assets, and develop integrated neighbourhood-based models that bring together healthcare, community and other public services.

4.29 The Council will continue to work with health partners through the Infrastructure Delivery Plan, neighbourhood planning and ongoing service and estate planning processes to identify the most appropriate healthcare solutions to support existing and future communities and ensure that infrastructure requirements arising from planned growth are addressed.

4.30 New housing allocation sites will be required to make financial contributions towards the expansion of healthcare facilities.

Saved Policies

4.31 A number of site allocations from the currently adopted Local Plan have not yet been implemented or are in the process of being implemented. These allocations are saved policies and the full list can be found in appendix 4.

Site Allocations

4.32 The remainder of this chapter sets out the site allocations that comprise the strategy for development across the Somer Valley. Site capacities are expressed as ‘around’ a specified number of dwellings. These figures are indicative and are based on the evidence available at the plan-making stage. They are not intended to act as a cap on development. Where proposals demonstrate that a higher number of homes can be delivered whilst complying with all relevant Local Plan policies, site allocation requirements and standards, a higher site capacity may be supported. The final capacity of each site will be determined through the planning application process, having regard to site-specific circumstances and the need to secure high-quality, sustainable development.

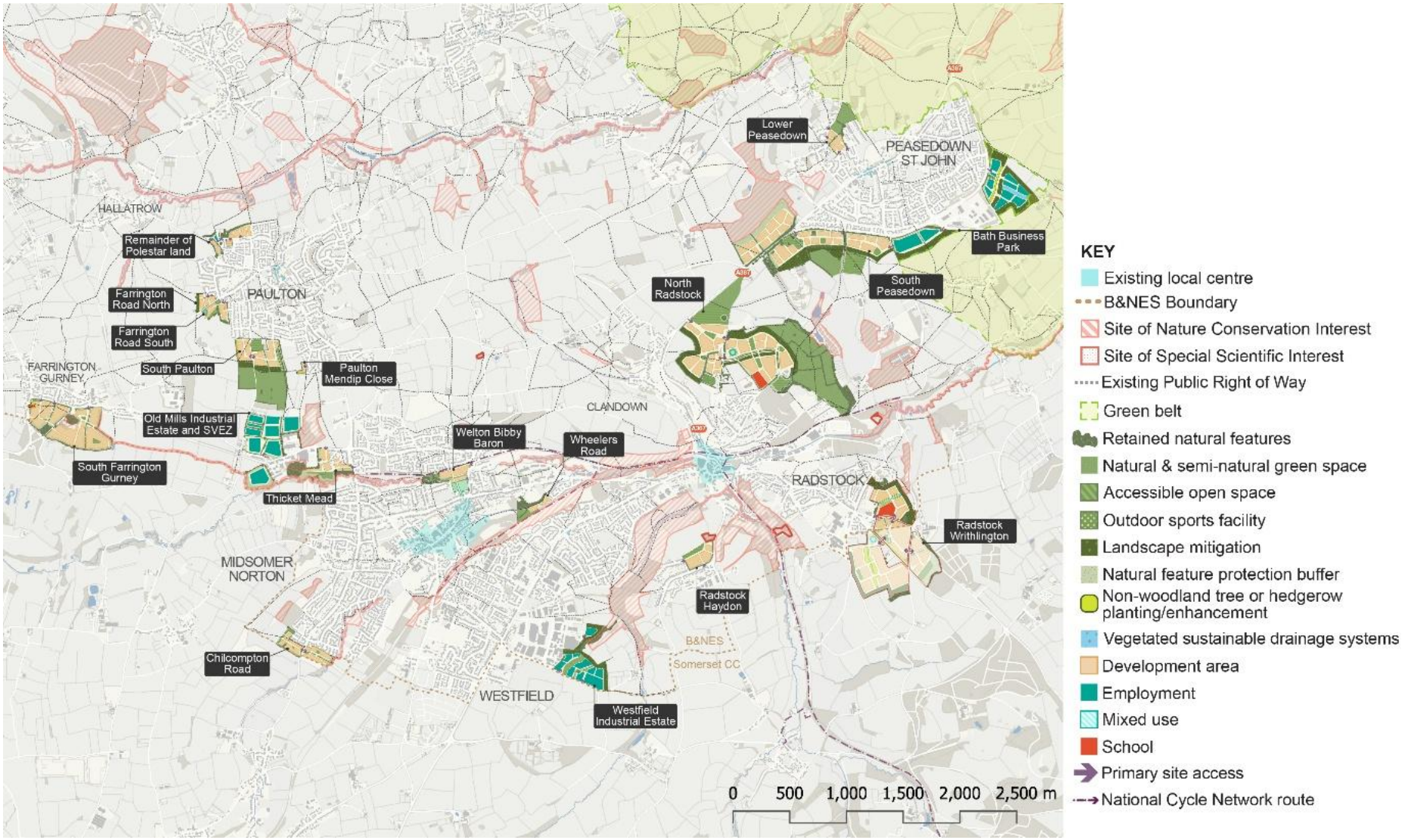


Figure 4.1 Strategy Diagram.

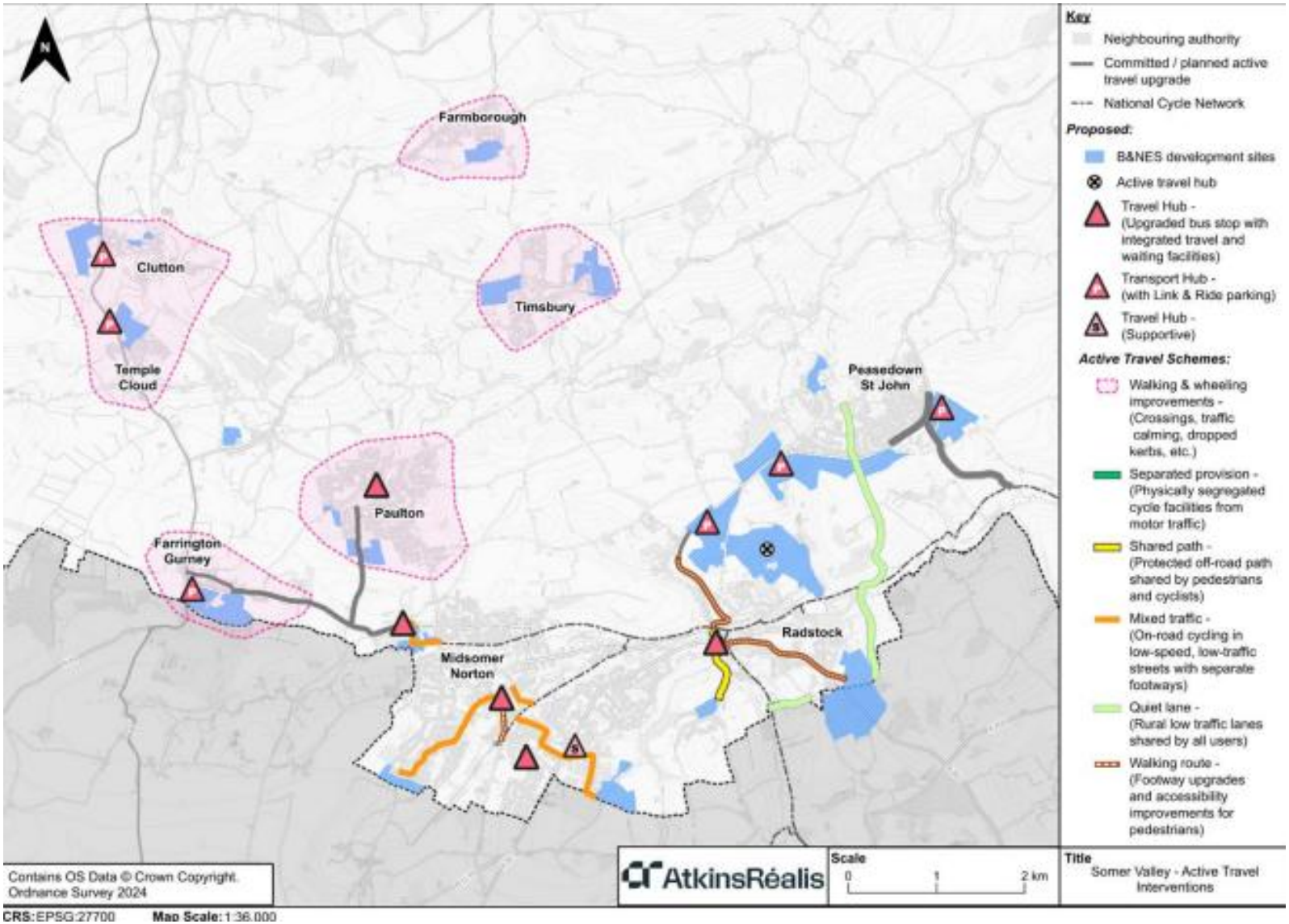


Figure 4.2 Active Travel Improvements

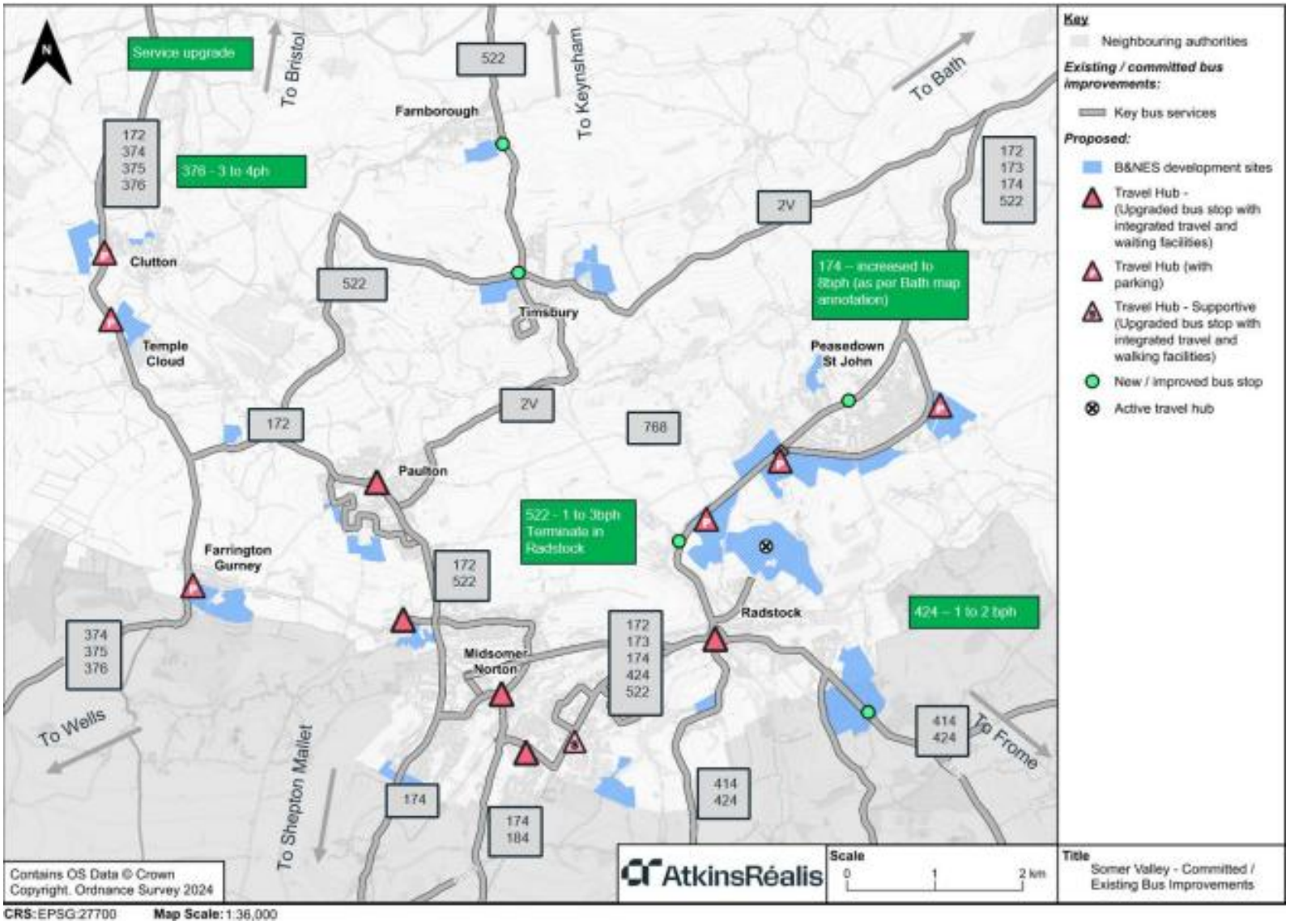


Figure 4.3 Bus Service Improvements

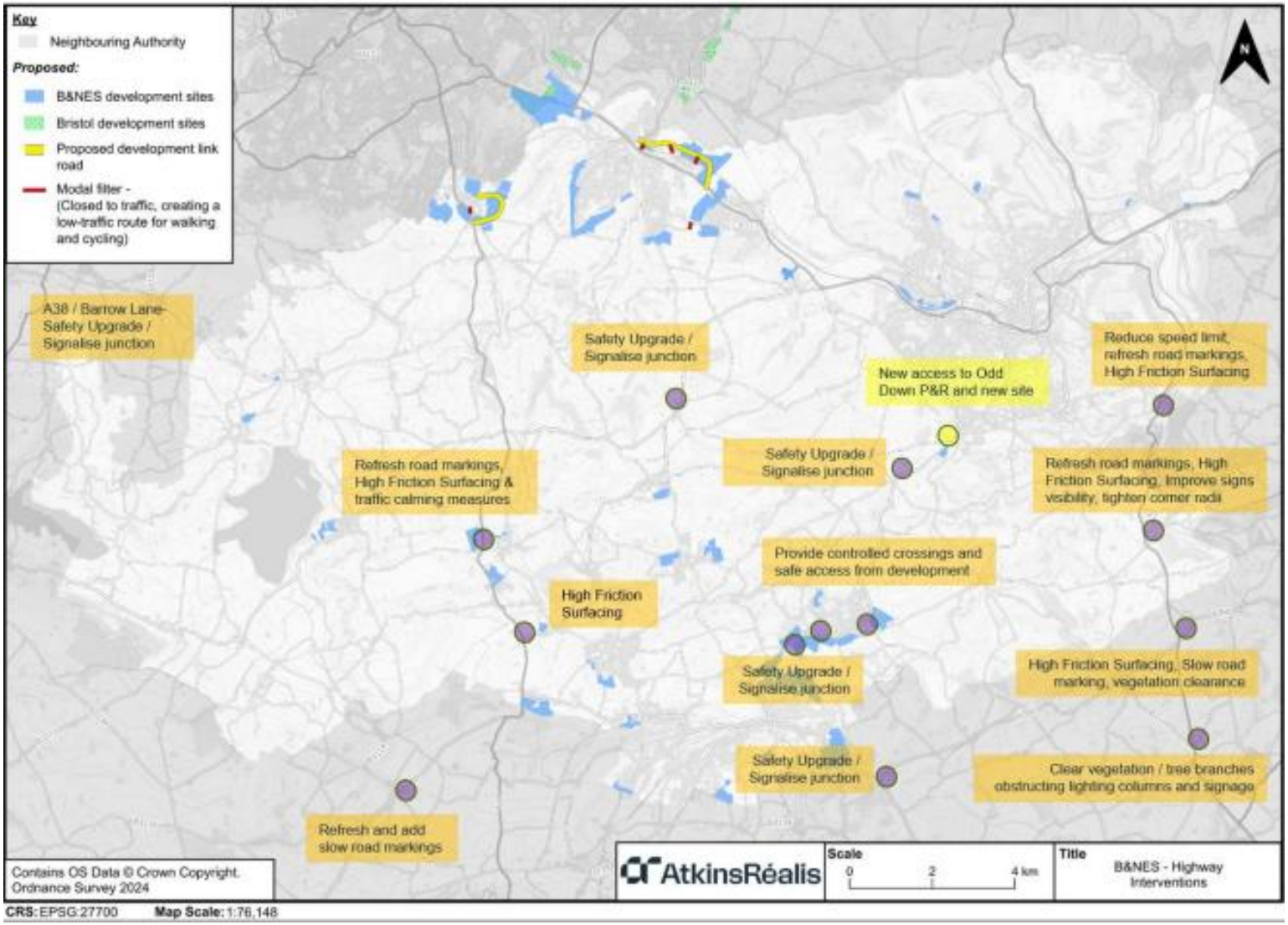


Figure 4.4 Highway Improvements

Peasedown

4.33 Peasedown St John is a village situated to the south-west of Bath, perched on a plateau above the Cam Brook and Wellow Brook valleys. Both brooks are designated Sites of Nature Conservation Interest (SNCIs), and provide important locations for local nature recovery and habitat enhancement. The village, home to approximately 6,500 residents, has a rich mining heritage with the hamlet of Carlingcott predating the significant expansion spurred by the Industrial Revolution and the Somerset coalfield. By the mid-20th century, at least six collieries operated within a 3km radius of Peasedown St John, with remnants such as the Braysdown Colliery batch still visible in the landscape.

4.34 Expansion on the south-east side in the 1990s brought the Peasedown bypass on the A367, now marking the village's southern boundary. Bath Business Park, situated nearby, is almost fully occupied, contributing to the local economy and helping to meet some of the need for economic space from businesses in Bath. The village benefits from several amenities, including a primary school, local shops, and sports facilities. Transport links are provided by bus services along the A367, connecting Peasedown St John with Bath and Radstock, supporting both commuting and access to wider regional opportunities

4.35 To improve access to public transport, proposed allocations along the A367 will include travel hubs with associated parking to facilities Link and Ride services.

South Peasedown

4.36 The land to the south-west of Peasedown St John consists of three fields situated along the northern side of the A367, extending beyond the current settlement boundary. Despite this, the area is closely linked to the urban core, presenting opportunities to enhance connections, particularly for active travel. The site is bordered by ancient woodland to the north and mature roadside trees with hedgerows, helping to screen it from the wider landscape, though these features are susceptible to harm from development.

4.37 South of the Peasedown St John bypass, the landscape comprises open arable fields, formerly part of a local estate, and parkland trees. Several public rights of way begin at the village centre and pass through this area, which lies on a skyline sloping towards the south and is visible from across the valley. Existing buildings face away from the bypass, which forms a distinct southern edge to the village.

4.38 Development here requires substantial green infrastructure to integrate with the landscape and safeguard public rights of way, providing new walking and recreational routes. The bypass currently isolates the site from the village, so crossing points, reduced traffic speeds, and improved pedestrian access are necessary.

4.39 Within the site it is proposed to accommodate a travel hub with parking to improve access to public transport and active travel. Braysdown lane which connects Peasedown with Writhlington will be designated as a quiet lane to encourage active travel.

The A367

4.40 The A367 currently functions primarily as a traffic corridor, with its character and design focused on the movement of vehicles. Whilst it performs an important movement function, it also acts as a barrier within Peasedown St John, severing communities and limiting opportunities for walking, wheeling and cycling.

4.41 Growth along the corridor provides an opportunity to rebalance the A367's role as both a movement corridor and a place. Future development will be expected to contribute towards creating a safer, more attractive and more accessible environment that strengthens connections between neighbourhoods and the village centre, supports local journeys, encourages a greater choice of travel options, and supports the delivery of strategically located travel hubs along the corridor.

4.42 Development proposals should demonstrate how they contribute towards the long-term transformation of the corridor whilst continuing to accommodate essential movement along the A367. The Council expects developers to work

with local communities to explore appropriate interventions and develop preliminary designs to support planning applications.

Place and people focused

4.43 A key objective for the corridor is to create a better balance between movement and place. This means shifting the emphasis away from a highway environment dominated by traffic and towards a street that better supports community life, local activity and sustainable travel choices.

4.44 This may be achieved through measures such as reducing the visual and physical width of the highway corridor where appropriate, reallocating space to walking, wheeling, cycling and public realm uses, improving crossing opportunities, and introducing landscaping and street trees. Together, these interventions can help reduce severance, improve accessibility, improve connectivity between woodlands and create a more welcoming environment for all users.

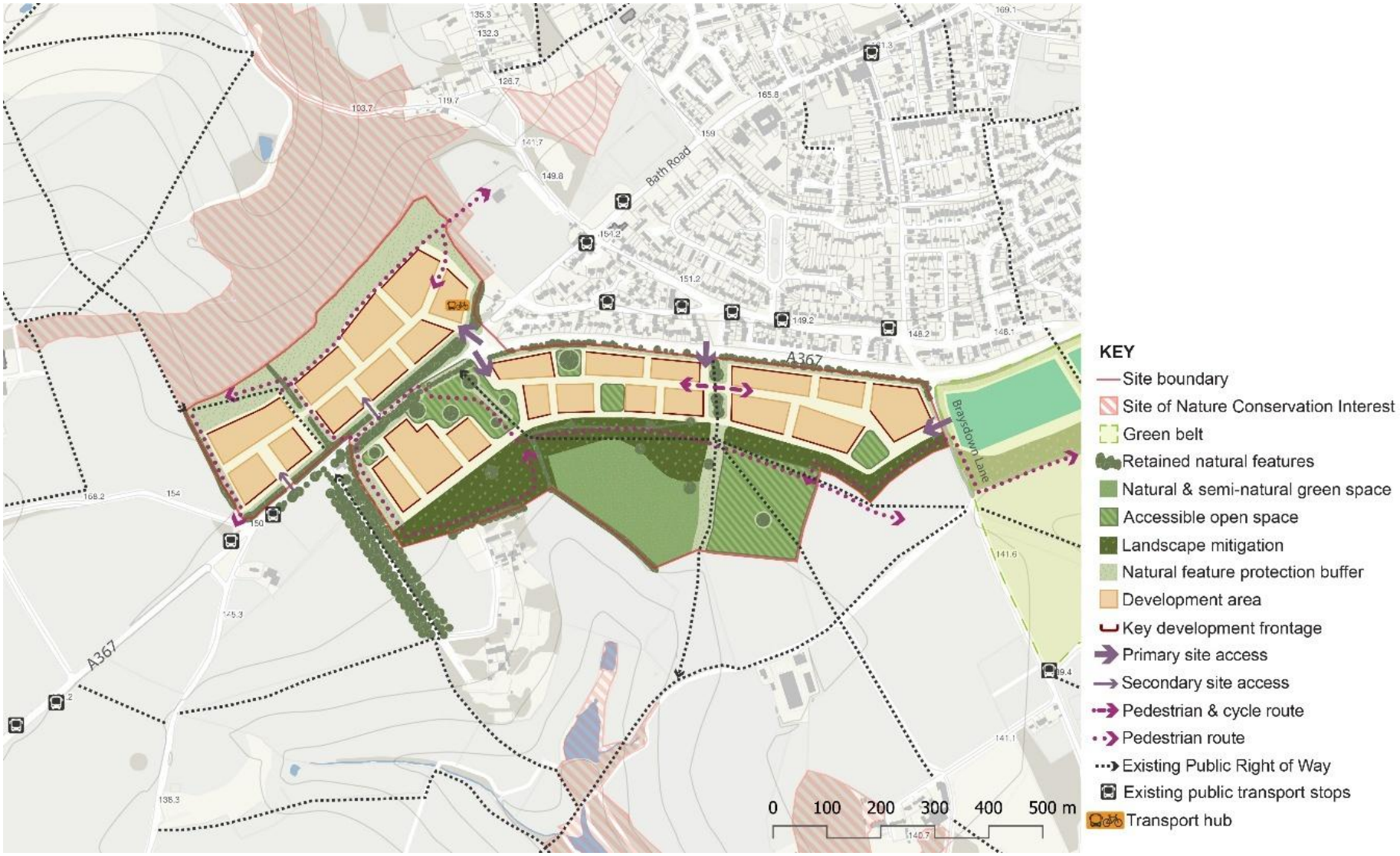


Figure 4.5 South Peasedown, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.1: South Peasedown

Development Requirements and Design Principles

Land Use

Development proposals will:

1. Deliver around 860 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education Facilities, including:

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development
4. Safe walking routes to Peasedown St John Primary School and Writhlington School.

Infrastructure

5. A Local Centre providing small-scale retail provision
6. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
7. Enable delivery of strategic Green Infrastructure to support nature recovery and recreation, providing land and access for the provision of a Neighbourhood Greenspace.

Development proposals will:

8. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
    a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
    b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
    c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
    d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.

9. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

10. Provide a travel hub within this broad location. The detailed specification, scale and mix of facilities will be determined through the site masterplanning and/or development management process, informed by a detailed assessment of local context, transport needs and opportunities. Travel hubs should be located close to the principal transport corridor(s) they serve enabling efficient public transport operation and convenient interchange between modes. They should function as multi-modal interchanges that enable and encourage transfer between walking, wheeling, cycling, micromobility, public transport and shared transport services, supported by facilities appropriate to the location and scale of demand, with an expectation that it will not exceed 100 spaces.
11. Provide safe vehicle access from the A367 and Braysdown Lane
12. Provide pavement access alongside the A367 to the Bath Road
13. Deliver improvements to the A367/Bath Road junction as part of the wider transformation of the A367 corridor, supporting safe access to the development and improved connectivity between the site and Peasedown St John.
14. Deliver a series of safe active travel crossing points on the A367, to overcome severance and provide safe, direct access to Peasedown St John village centre.
15. Provide proportionate contributions towards the delivery of a strategic active travel route between Peasedown St John village centre and National Cycle Network Route 24, including improvements to Braysdown Lane.
16. Reduce the speed limit on the A367 to 30mph between the junctions of Wellow Lane and Skinners Hill supported by self-enforcing design measures including carriageway narrowing, frontage development, landscaping and traffic-calming features.
17. Retention and enhance the existing public rights of way, integrating them within a comprehensive movement network serving both new and existing communities.

Climate and Nature

Development proposals will:

18. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:

a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.

d) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

e) Achieve dark corridors through the site.

f) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

19. Protect existing woodland within or adjacent to the site through provision of the following habitat buffers:

a) A minimum 20m buffer provided to all recent woodlands, measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. The inner 10m of this buffer should be designed to facilitate woodland extension and the establishment of woodland edge habitat through natural succession or planting and must remain free of built development and hard infrastructure.

b) A minimum 50m buffer provided to all ancient woodlands, including Plantations on Ancient Woodland Sites, measured from the outer edge of the RPZ or canopy edge, whichever is greater. The inner 15 metres of buffer should support woodland extension and woodland edge habitat through natural regeneration and must remain free of and hard infrastructure.

20. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
21. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Air Quality

22. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design Quality and Placemaking Principles

Development proposals will:

23. Optimise density across the site, while ensuring the that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character and the form of the existing settlement.
24. Ensure that affordable homes are fully integrated within the development, delivered proportionately across the site, and built to the same external design standards as market homes
25. Provide a multifunctional network of green and blue infrastructure throughout the site and established through the retention, enhancement and adequate buffering of existing natural features such as hedgerows, woodlands, significant trees, water courses, and any protected wildlife sites where present, and integrating landscape mitigation.
26. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into account local landscape character including the heritage and parkland aspects, landform and the visual prominence of the site south of the bypass which is in a skyline location with views which extend over the Wellow valley and as far south as Faulkland and the A366.
27. Development should provide a positive frontage to the A367.
28. Landscape mitigation across the site will include;

Southern Parcel

a) 35m to 50m deep woodland tree belt on the southern boundary to ensure 8 to 10 rows of mature trees to ensure full screening of the development and a climate resilient woodland structure of sufficient depth.

b) 20m buffer to existing woodland on the western boundary of the site.

c) The key visual mitigation planting required along the southern skyline boundary of the whole site area must be designed and implemented before any building construction begins. This is to ensure that planting establishes early and then achieves successful integration of the site into the wider landscape in this prominent skyline location.

Both Sites

d) Development must be confined to the levels on the ridge top and must not break the skyline or be visible from the south.

e) Where possible the retention of trees along both side of the roadway, where trees need to be felled or thinned, replacement should be large growing avenue-type species to retain the tree-lined character of the road.

f) Create a strong tree structure within the development ensuring tree-lined streets contribute to climate resilience as well as soften impacts on the skyline

29. The development should informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on the surrounding landscape and heritage assets, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

30. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Historic Environment

31. Preparation of a desk-based assessment to include a settings assessment, assessment of the hinterland of the Roman town/earlier settlement activity, and field evaluation (geophysical survey & trial trenching). To be followed up with a programme of archaeological mitigation & publication, where appropriate. Should the fieldwork demonstrate evidence for heritage assets of National Significance, it may be necessary to exclude areas of the proposed allocation site from development.

Delivery and Implementation

32. In developing the site, the landowner, developer or promoter must work collaboratively with neighbouring landowners, developers and promoters for North Radstock. Masterplans, design codes and infrastructure strategies for each of the sites must be aligned, and demonstrate how proposals integrate with adjoining sites in terms of accesses, movement networks, Green and Blue Infrastructure, education, health and community infrastructure, ensuring co-ordinated delivery.

Land Adjacent to Bath Business Park

4.45 Adjacent to the hospital and existing employment site (and, therefore, taking advantage of the existing highway junction) there is an opportunity for suitably scaled industrial/commercial development.

4.46 The current development is highly visible within the landscape. The site is located within the Green Belt. Due to its close proximity to the village (rather than a town or large built-up area) the land meets the definition of Grey Belt. Green Infrastructure on the south and eastern boundaries will provide screening from the wider landscape and reduce visual harm to the green belt.

4.47 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. The site allocation boundary is larger than that which is proposed for release from the Green Belt and allocated for development. This provides for significant areas of green infrastructure that is compatible with Green Belt policy, delivering net benefits for the environment.

4.48 The land parcels are visually very prominent sites in a skyline location, visible from a considerable distance away across the Wellow valley including along the A366 to the south in and around Faulkland. Landscape mitigation requires the near complete screening of the Business Parks from these views including around Faulkland. Screening and internal planting must deliver more effective screening than has been achieved for the original business park.

4.49 As set out in chapter 1 the employment requirements for the Somer Valley requires a net additional office floorspace of 6,000sqm and net additional industrial floorspace and land requirements of 11,000 – 15,000 sqm.

4.50 The proposed employment allocations within the Somer Valley will exceed the amount of floorspace required. However the Somer Valley has been identified as a growth zone within the West of England Growth Strategy. Therefore the increase in economic floorspace reflects its identification and role as a growth zone and responds to relatively high levels of out-commuting from the area to work. This proposed development site sits on the main arterial route between Bath and the Somer Valley on a well used bus route. Therefore, development

here can help to address the employment needs of the Somer Valley, as well as those arising in Bath and the Rural areas.

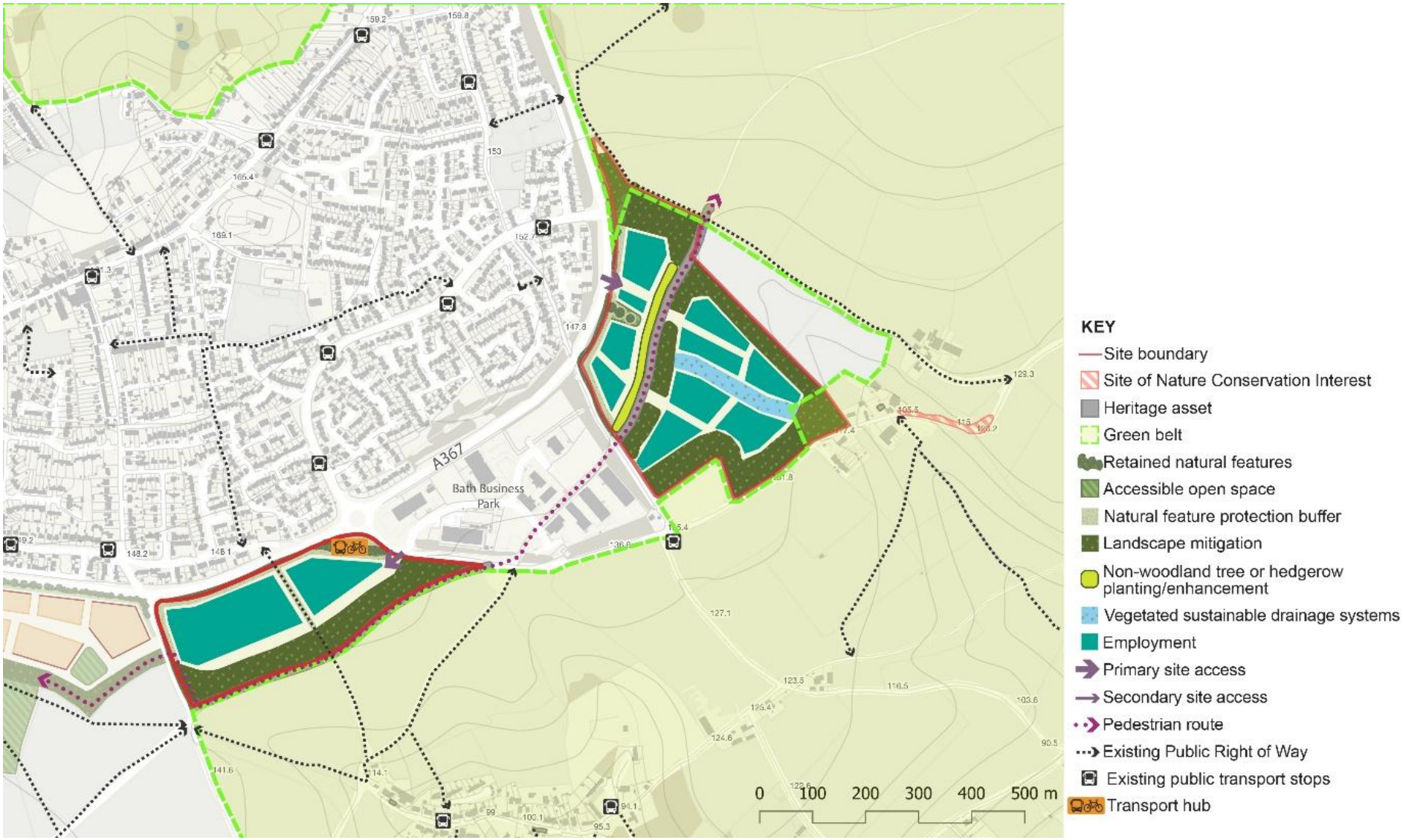


Figure 4.6 Bath Business Park, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.2:Land adjacent to Bath Business Park

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Employment floorspace to provide a minimum of:
   - 56,175 sqm of employment floor space broken down as follows;
     - 21,400 – Office (in Eg use class)
     - 21,400 – Industrial (in Eg and B2 use classes)
     - 13,375 - Warehouse (in B8 use class)
2. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Development proposals will:

3. Enable delivery of strategic Green Infrastructure to support nature recovery and recreation, providing land and access for the provision of a Neighbourhood Greenspace.
4. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   b) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain;
   c) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
5. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

6. Provide a travel hub within this broad location. The detailed specification, scale and mix of facilities will be determined through the site masterplanning and/or development management process, informed by a detailed assessment of local context, transport needs and opportunities. Travel hubs should be located close to the principal transport corridor(s) they serve enabling efficient public transport operation and convenient interchange between modes. They should function as multi-modal interchanges that enable and encourage transfer between walking, wheeling, cycling, micromobility, public transport and shared transport services, supported by facilities appropriate to the location and scale of demand, with an expectation that it will not exceed 100 spaces.
7. Provide safe vehicular access from A367 and Wellow Road.
8. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area.
9. Secure the delivery of improved active travel connections to National Cycle Network Route 24 along Hang Hill.
10. Deliver a series of safe active travel crossing points on the A367, including crossings aligned with Eckweek Lane and Orchard Way, to overcome severance and provide safe, direct access to Peasedown St John village centre.
11. Reduce the speed limit on the A367 to 30mph between the junctions of Wellow Lane and Orchard Way, supported by self-enforcing design measures including carriageway narrowing, frontage development, landscaping and traffic-calming features.
12. Provide proportionate contributions towards the delivery of a strategic active travel route between Peasedown St John village centre and National Cycle Network Route 24, including improvements to Braysdown Lane.
13. Provide bus stops at Wellow Lane.
14. Retention and enhance the existing public rights of way, integrating them within a comprehensive movement network serving both new and existing communities.

Climate and Nature

Development proposals will:

15. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

d) Achieve dark corridors through the site.

16. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Boundaries should be designed to be permeable to hedgehogs.

17. Potential to provide green facades and modular living walls

18. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

19. Increasing areas of green roofs

Design Quality and Placemaking Principles

20. Development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation, where readily recognisable physical features do not currently exist, to establish a robust, readily recognisable and defensible Green Belt boundary.

    Development proposals will:

21. Be informed by a comprehensive Landscape and Visual Impact Assessment, taking into consideration potential visual impacts on the wider countryside to the south, views towards the village, and other sensitive landscape features. Mitigation across the site will include:

Eastern Land Parcel

a) A 50-120m wide tree buffer /woodland belt (this includes a 12m buffer strip between planting and development), along the southern, eastern and northern boundaries to ensure full screening of the development and a climate resilient woodland structure of sufficient depth.

b) Retain and enhance the byway separating the two parcels and reinforce it by including an avenue of trees within a 12m wide grassland strip on the northern side of the byway.

Western Land Parcel

c) A 10m hedgerow and roadside tree belt buffers

d) Retain and enhance the public right of way (byway) running along the southern boundary by adding hedgerow trees at 7-10m intervals along the southern boundary hedgerow.

e) Provide a woodland mitigation zone of 50m in depth (plus additional 12m buffer strip on development side), along the southern boundary to ensure full screening of the development and a climate resilient woodland structure of sufficient depth.

Both Sites

f) Provide a strong internal tree structure with large species trees lining all internal roads at 6m intervals.

g) Large trees species to be planted in all car parks to ensure tree canopy cover of parking spaces.

22. Key visual mitigation planting measures across both sites must be designed and implemented before any building construction begins. This is to ensure that planting establishes early and then achieves successful integration of both sites into the wider landscape in this prominent skyline location. This is to include:

a) All tree/woodland screen planting around the boundaries of both sites as well as where indicated within the sites on the concept plans

b) Comprehensive avenue tree planting along all access roads

Historic Environment

23. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on heritage assets, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

Delivery and Implementation

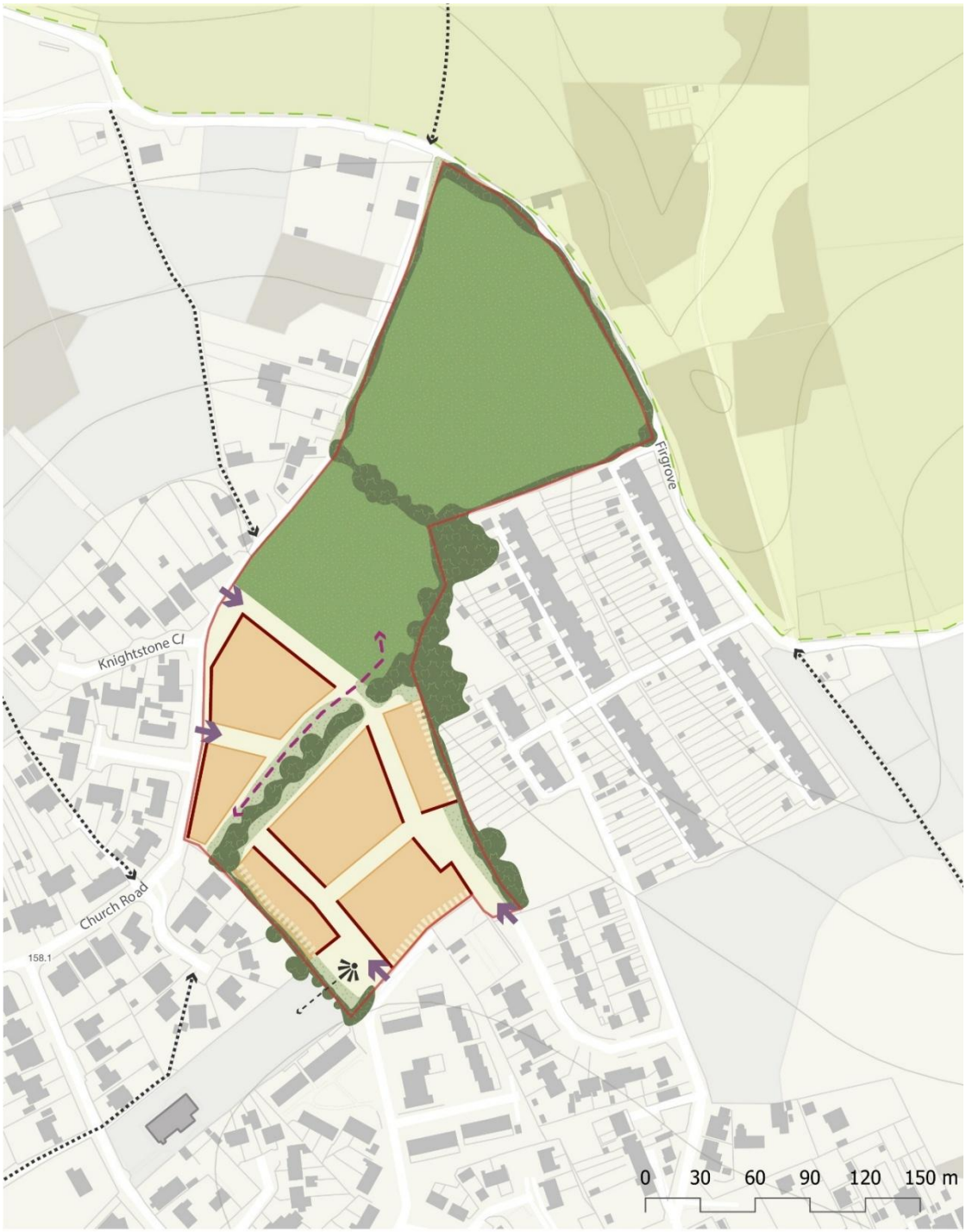
24. In developing the site, the landowner, developer or promoter must work collaboratively with neighbouring landowners, developers and promoters for land to the west and east of Bath Business Park. Masterplans, design codes and infrastructure strategies for each of the sites must be aligned, and demonstrate how proposals integrate with adjoining sites in terms of accesses, movement networks, Green and Blue Infrastructure, education, health and community infrastructure, ensuring co-ordinated delivery.

Lower Peasedown

4.51 The site is located to the north of Peasedown above Hillside View. The site is relatively flat and the steep slope within the site is not proposed for development. The site can be accessed from Church Road and Hillcrest.

4.52 The site is within walking distance of Bath Road where the majority of shops and services are located, including the primary school and community centre.

4.53 The village is served by a frequent bus service which runs between Radstock and Bath. Transport mitigation includes the provision of a travel hub within the village centre to improve access to public transport.



KEY

- Site boundary
- Site of Nature Conservation Interest
- Green belt
- Heritage asset
- Retained natural features
- Natural & semi-natural green space
- Natural feature protection buffer
- Development area
- Backgardens
- Key development frontage
- Key view
- Primary site access
- Pedestrian & cycle route
- Existing Public Right of Way

Figure 4.7, Lower Peasedown, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.3: Lower Peasedown

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 80 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education Contributions Including;

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.
4. Safe walking routes to Peasedown St John Primary School and Writhlington School.

Infrastructure

Development proposals will:

5. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
6. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.
7. There are existing sewers crossing the site. Standoff distances must be observed to allow maintenance and repair.

Access and Movement

8. Development proposals will:
   a) Provide safe vehicular access from Hillcrest and Church Road
   b) Provide safe pavement access to the village centre
   c) Provide financial contributions toward sustainable transport measures within the Somer Valley, including, but not limited to a Travel hub within Peasedown St John Village.

Climate and Nature

Development proposals will:

9. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
   a) Deliver biodiversity net gain in accordance with policy 6.9.
   b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
   c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
10. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
11. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Contaminated Land

12. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. Should the Phase 1 study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a

methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design Quality and Placemaking Principles

13. Development proposals will:

    a) Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.

    b) Ensure that built form responds positively to the surrounding hillside and adjacent Grade II listed St Johns Church

    c) Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the Cam Brook Valley, and other sensitive landscape features.

    d) Where possible retain and enhance the central hedgerow running east-west to provide screening to development

    e) Encourage the planting of woodland in the north eastern field to contribute to screening of development and contribute to nature recovery in the Cam Valley

14. The development should accord with the Somer Valley Design Code Supplementary Planning Document.

Radstock

4.54 Radstock sits within the valley of Wellow Brook, surrounded by hillsides once home to numerous collieries. The town's extensive Conservation Area, stretching from Lower Writhlington and including parts of Westfield, is recognised primarily for its mining heritage. Historically, the Somerset Coal Canal and later a tramway facilitated coal transport, with Radstock emerging as a crucial railway hub for the Somerset Coalfield. By 1874, it hosted two stations—one on the Great Western Railway (Bristol to Frome) and another on the Somerset and Dorset Railway (Bath to Poole)—which shaped the town's distinct development, with growth concentrated near collieries and outside the heritage core. Radstock encompasses smaller former villages such as Clandown, Haydon and Writhlington.

4.55 Radstock shows comparatively higher deprivation than neighbouring areas, reflected in elevated child and older-person poverty rates. The age structure includes a relatively high proportion of younger residents, indicating demand for early years and family services. Unemployment levels are higher than in nearby areas, and fuel poverty is more prevalent, signalling financial pressures among households.

4.56 The Town Centre offers a variety of retail and community facilities, with ongoing improvements planned under the Radstock Town Centre Regeneration Action Plan. Additional commercial zones are found east of the centre near Wellow Brook, while Coombe End to the west comprises small businesses and housing. Key amenities include the Radstock and Somerset Coalfield Museum, Radstock Town Football Club, the Trinity Hub, and the Old Print Works. The town provides several recreational spaces and three schools. Bus services along the A367 link Radstock to Peasedown St John and Bath, though public transport is less comprehensive in the southern areas. Educational provision includes two primary schools and one secondary school.

North Radstock

4.57 The area immediately north of Radstock comprises agricultural fields situated on a plateau above the town, with Bath Old Road, a historic route, running through this landscape. There are a few homes along Bath Old Road, and Trinity Church School is located at the southern edge, accessible via Woodborough Lane.

4.58 Landscape character is a key feature, as the area is in a prominent ridge-top location overlooking Radstock and beyond, and forms part of the setting of Radstock's Conservation Area. New developments must minimise and mitigate landscape and visual impacts by using robust planting frameworks to ensure integration with the existing hillsides, maintaining the green backdrop for Radstock.

4.59 To the north-west lies a Scheduled Ancient Monument, the Camerton Romano-British town, along with prehistoric and early medieval sites. Although this proximity suggests potential for archaeological remains, prior landfill activities near the monument may have removed any such evidence, with no remains reported from those works.

4.60 Bath Old Road is currently used as a shortcut, with speed limits only enforced at the southern end of the road within the built-up areas. There is a lack of pavement access through parts of the area, and existing walking, cycling, and wheeling connections to the Town Centre and Trinity Church School are poor. Development must deliver substantial improvements to these connections, including works to Bath Old Road to reduced speed limits, and new pavements, with crossings, for better pedestrian access. Additionally, new vehicular access onto the A367 would be necessary to avoid reliance on Bath Old Road and to provide direct access to bus stops.

4.61 A travel hub is proposed alongside the A367 as part of the wider transformation of the corridor, improving access to public transport, supporting active travel, and providing a convenient interchange for local journeys.

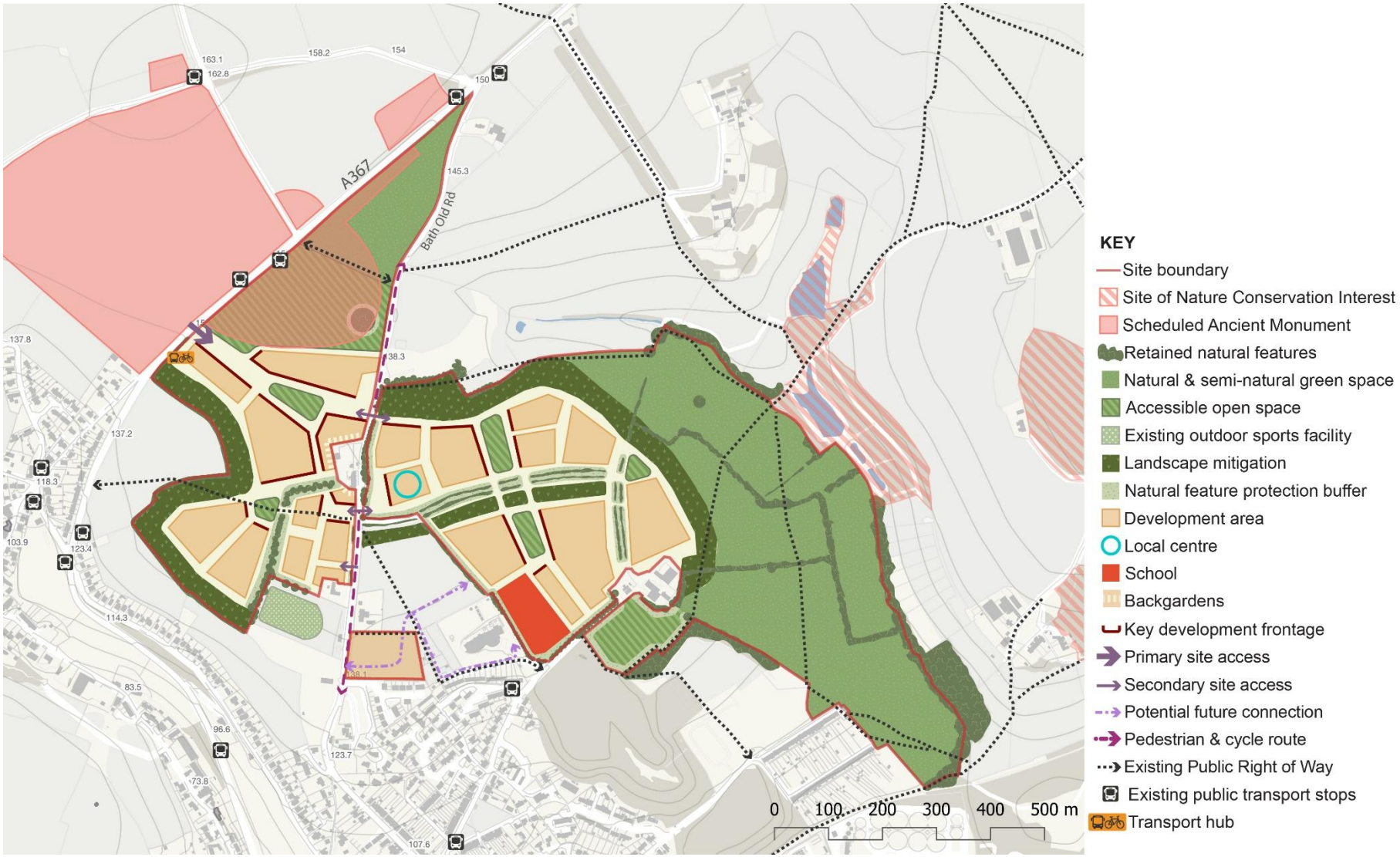


Figure 4.8, North Radstock, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.4:North Radstock

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver around 950 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education facilities, including:

3. Financial contributions towards the expansion of Trinity primary school and safeguarded land to allow for future expansion of a further 210 school places.
4. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.

Infrastructure

5. A Local Centre providing small-scale retail provision
6. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
7. Enable the delivery of strategic Green Infrastructure to support nature recovery and recreation providing land and access for the provision of a Wider Neighbourhood Accessible Natural Greenspace.
8. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
9. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it

falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

10. Provide a travel hub within this broad location. The detailed specification, scale and mix of facilities will be determined through the site masterplanning and/or development management process, informed by a detailed assessment of local context, transport needs and opportunities. Travel hubs should be located close to the principal transport corridor(s) they serve enabling efficient public transport operation and convenient interchange between modes. They should function as multi-modal interchanges that enable and encourage transfer between walking, wheeling, cycling, micromobility, public transport and shared transport services, supported by facilities appropriate to the location and scale of demand, with an expectation that it will not exceed 100 spaces.
11. Deliver an active travel hub within the eastern part of the development, incorporating facilities for shared mobility modes, cycle parking and wayfinding to support sustainable travel choices.
12. Provide a safe vehicular access onto A367 Bath New Road
13. Deliver highway and public realm improvements along Bath Old Road to support safe and attractive walking and wheeling, including footway provision and speed management, as appropriate and to be agreed with the Local Highway Authority.
14. Provide the following financial contributions to public transport and active travel enhancements:
    a) A contribution toward improved public transport waiting facilities along the A367 Bath New Road
    b) A financial contribution toward Radstock Town Centre Travel Hub.
    c) A contribution toward highway and public realm improvements within Radstock Town Centre, proportionate to the impacts of the development.
15. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including the provision of a pedestrian and vehicular access to
    a) Bath New Road
    b) Trinity School
    c) Radstock Town Centre

16. Address existing deficiencies in connectivity between the site and Radstock by improving the safety, directness and attractiveness of walking, cycling and wheeling routes, helping to reduce reliance on private car journeys.
17. Retain, and where possible, enhance existing public rights of way, integrating them within a comprehensive movement network serving both new and existing communities.

Climate and Nature

Development proposals will:

18. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Achieve dark corridors through the site.
    e) Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.
19. Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.
20. Protect the existing woodland adjacent to the site south of Woodbrough Lane through provision of at least a 20m buffer, measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater.
21. Provide and maintain a minimum 20m buffer to Lower Wood Site of Nature Conservation Interest (SNCI). The buffer must comprise a complementary habitat of demonstrable ecological value.

22. Maintain a 20m naturalised buffer to the watercourse draining into the Wellow Brook, with no hard infrastructure within the 10m riparian zone.

23. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

24. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Air Quality

25. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Contaminated Land

26. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. Should the Phase 1 study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design Quality and Placemaking Principles

Development proposals will:

27. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site’s context, including heritage assets, landscape character, and the form of the existing settlement.

28. Ensure that affordable homes are fully integrated within the development, delivered proportionately across the site, and built to the same external design standards as market homes

29. Provide a multifunctional network of green and blue infrastructure throughout the site established through the retention, enhancement and adequate buffering of existing natural features such as hedgerows, woodlands, significant trees, watercourses, and any protected wildlife sites where present.

30. Be informed by a comprehensive Landscape & Visual Impact Assessment, taking into consideration potential visual and character impacts on the hillsides dropping down into Radstock immediately around the site, as well as more widely in all directions around the site and in particular to the south, south-west and south-east across the surrounding valleys. Mitigation across the site will include:

    a) For site area west of Bath Old Road, provide a 35m wide tree / woodland belt of along the southern / south-western boundary of the site around the skyline

    b) For the site area east of Bath Old Road, provide a 35m tree / woodland belt around the northern and eastern skyline boundaries

    c) Landscape mitigation area of 35m of wood pasture or similar, to the north of the site to provide a buffer to the Scheduled Ancient Monument of Camerton Romano Settlement

    d) An average 35m wide tree / parkland tree belt through the central avenue allowing homes to sit against a backdrop of trees along the highest part of this domed site area,

31. Key visual mitigation planting measures across the whole site allocation area as described above, must be designed and implemented before any building construction begins. This is to ensure that planting establishes early and then achieves successful integration of the site into the wider landscape in this prominent skyline location.

32. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Historic Environment

33. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on Camerton Romano settlement, scheduled ancient monument and undesignated heritage assets of mining heritage, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

34. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

35. Prepare a desk-based assessment to include a settings assessment, assessment of the hinterland of the Roman town/earlier settlement activity, and field evaluation (geophysical survey & trial trenching). To be followed up with a programme of archaeological mitigation & publication, where

appropriate. Should the fieldwork demonstrate evidence for heritage assets of National Significance, it may be necessary to exclude areas of the proposed allocation site from development.

Delivery and Implementation

36. In developing the site, the landowner, developer or promoter must work collaboratively with neighbouring landowners, developers and promoters for South Peasedown. Masterplans, design codes and infrastructure strategies for each of the sites must be aligned, and demonstrate how proposals integrate with adjoining sites in terms of accesses, movement networks, Green and Blue Infrastructure, education, health and community infrastructure, ensuring co-ordinated delivery.

Writhlington

4.62 Writhlington sits to the south east of Radstock on the border with Somerset

4.63 The A362 runs through the area providing vehicular access to both the northern and southern parts of the locality. Writhlington has one secondary school and one primary school..

4.64 The existing five-way junction at Frome Road, Old Road and Manor Road is heavily congested. In particular, at peak times with school traffic either side of the junction.

4.65 The site itself lies on gently sloping land on the skyline at the northern edge of an extensive rolling and indented plateau.

4.66 Writhlington benefits from, local schools, community facilities and the wider Somer Valley network. Development will be supported by improved walking, wheeling and cycling connections into Radstock, enhanced links to the National Cycle Network, safer routes to schools and local services, and new travel hubs that make sustainable travel the easiest choice for many journeys.

4.67 These improvements will be complemented by enhanced bus services connecting Radstock, Midsomer Norton, Bath and Frome, including significant upgrades along the A362 corridor, providing residents with frequent and reliable public transport options for education, employment and leisure trips. Together, these measures will reduce car dependency, support healthier lifestyles and strengthen connections across the Somer Valley.

4.68 Targeted highway and junction improvements will then address remaining traffic and road safety impacts, ensuring the transport network operates safely and efficiently as the area grows.

4.69 Landscape character is a key feature. New developments must minimise and mitigate landscape and visual impacts by using robust planting frameworks to ensure integration with the existing hillsides, maintaining the green backdrop for Radstock.

Duty to Cooperate

4.70 This is a cross-boundary site with the majority of the proposed site allocation sitting within Somerset. The Council is working closely with Somerset Council with regards to the cross-boundary issues. The councils will seek to agree the provision of transport works, education facilities and affordable housing.

Development Requirements and Design Principles

4.71 Somerset are at an earlier stage to B&NES with regards to plan preparation. The land within B&NES can be allocated through this plan and the land within Somerset will form part of the Somerset Local Plan process. Due to Somerset being at an earlier stage in the plan making process a framework masterplan will be prepared by the two councils which will be a material consideration in the determination of planning application.

Figure 4.9 Writhlington, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.5: Writhlington

Land Use and Infrastructure

Development proposals will:

1. Deliver around 300 homes on land within B&NES and around 1,020 homes on the entire strategic site, including a mix of dwelling types and sizes in B&NES in line with requirements in the B&NES Local Housing Needs Assessment
2. Within B&NES deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education facilities including:

3. Financial contributions to enable expansion of the existing primary school and safeguarded land to enable the addition of 210 school places.
4. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development
5. Safe walking and cycling routes to St Marys Primary School and Writhlington School.

Infrastructure

6. A Local Centre, within Somerset, located on or adjacent to Frome Road, providing small-scale retail and community facilities that enable people to live more locally and reduce the need to travel. The centre should be integrated with existing facilities, creating a shared focal point for existing and new residents, and should include enhanced bus stop infrastructure, cycle parking and attractive walking and cycling connections to support sustainable travel.
7. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB) and Somerset Intergraded Care Board, either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
8. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England and Somerset Local Nature Recovery Strategies.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.

9. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

10. Provide safe vehicular access from Frome Road, Old Road and Knobsbury Lane
11. A reduction in speed limit to 30mph on Frome Road, Old Road and Knobsbury Lane alongside traffic calming measures.
12. The provision of new and enhanced footways, crossings and active travel infrastructure along key desire lines, including connections to Writhlington School, St Mary's Primary School, Radstock Town Centre, local shops and community facilities and bus stops on Frome Road.
13. The provision of an additional road junction to the south of the existing five-way junction with the potential to include the reconfiguration of the existing junction of Knobsbury Lane, Frome Road, Manor Road and the Old Road junction to improve road safety, reduce congestion and provide access to the development.
14. Deliver a connected network of walking, cycling and wheeling routes throughout the site, integrated with the surrounding area, including connections to Writhlington School, St Mary's Primary School, Radstock Town Centre, local shops, community facilities, bus stops on Frome Road and National Cycle Network Route 24 via routes to be agreed with the Local Planning Authority.
15. Provide financial contributions toward Radstock Town Centre Travel Hub
16. Provide the following public transport enhancements:
    a) Enhanced bus stop infrastructure integrated within or adjacent to the local centre, including high-quality passenger waiting facilities, accessibility improvements, cycle parking and safe pedestrian connections to support public transport use and efficient operation of services on the A362 corridor.
    b) Provide a financial contribution, to be secured through a planning obligation, towards enhancements to bus services operating along the A362 corridor, improving connections between Writhlington, Radstock, Midsomer Norton and Frome, including service frequency, reliability, passenger facilities and supporting infrastructure.

Climate and Nature

Development proposals will:

17. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver biodiversity net gain in accordance with policy 6.9.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Achieve dark corridors through the site.
18. Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.
19. Protect existing woodland within or adjacent to the site through provision of the following habitat buffers:
    a) A minimum 20m buffer provided to the woodland adjacent to the south of the site west of Green Parlour Road. The buffer to be measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. The inner 10m of this buffer should be designed to facilitate woodland extension and the establishment of woodland edge habitat through natural succession or planting and must remain free of hard infrastructure.
    b) A minimum 50m buffer provided to Peak's Wood ancient woodlands, measured from the outer edge of the RPZ or canopy edge, whichever is greater. The inner 15 metres of the buffer should support woodland extension and woodland edge habitat through natural regeneration and must remain free of hard infrastructure.
20. Provide and maintain a minimum 20m buffer to Writhlington Combe Site of Nature Conservation Interest (SNCI). The buffer must comprise a complementary habitat of demonstrable ecological value.
21. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features,

such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

22. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Air Quality

23. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design Quality and Placemaking Principles

Development proposals will:

24. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.
25. Ensure that affordable homes are fully integrated within the development, delivered proportionately across the site, and built to the same external design standards as market homes
26. Provide a multifunctional network of green and blue infrastructure throughout the site established through the retention, enhancement and adequate buffering of existing natural features such as hedgerows, woodlands, significant trees, watercourses, and any protected wildlife sites where present.
27. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration the skyline location and visual prominence both to the north and west/southwest, potential impact on existing tree structure, hedgerows, hillside and associated ancient woodland to the southeast, and other sensitive landscape features. Mitigation across the site will include:
    a) A strong tree infrastructure will be required throughout the site using large growing species to provide both GI nature-based solutions and structural landscaping to mitigate the visual impacts on the wider countryside. This to include tree belts around the northern and western / south-western skyline edges to break up extensive massing of buildings.
    b) A 35m deep tree belt along Knobsbury Lane to screen development from panoramic views
28. Key visual mitigation planting measures across the whole site allocation area must be designed and implemented before any building construction begins. This is to ensure that planting establishes early and then achieves successful

integration of the site into the wider landscape in this prominent skyline location.

29. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Historic Environment

30. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on;

a) Second world war anti-tank ditch

b) Second world war post box

and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

Haydon

4.72 Haydon village is located to the south of Radstock. Whilst it sits as a standalone village it has close links within Radstock, including being within walking distance of the town centre and primary school. The village includes an existing industrial estate which provides employment opportunities.

4.73 The site is located to the north east of Haydon village, sitting on a plateau above Radstock Town Centre. To the north of the site is a Regionally Important Geological Site and Site of Special Scientific Interest (SSSI).

4.74 Cycling and walking links alongside the Kilmersdon Road will be improved to allow for better access to active travel.

Figure 4.10 Haydon this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.6: Haydon

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver around 140 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Infrastructure

3. Financial contributions to healthcare facilities specified through early engagement with the Integrated Care Board (ICB).
4. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.
5. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
6. Deliver a comprehensive, nature-based sustainable drainage strategy

   (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

7. Provide safe vehicular access from Kilmersdon Road

8. Deliver a shared usage path for walking, wheeling and cycling between the site to St Nicholas' Primary School.
9. Deliver a connected network of walking, cycling and wheeling routes throughout the site, integrated with the surrounding area, including connections to Radstock Town Centre.
10. Provide financial contributions toward Radstock Town Centre Travel Hub

Climate and Nature

Development proposals will:

11. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver biodiversity net gain in accordance with policy 6.9.
    b) Retain, restore and enhance existing boundary hedgerows. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
12. Provide and maintain a minimum 20m buffer to Kilmersden Quarry SSSI and SNCI. The buffer must comprise a complementary habitat of demonstrable ecological value and remain free of hard infrastructure.
13. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
14. Respond to the site's location within the SAC Bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B) including avoiding direct or indirect loss of and/or harm to juvenile foraging habitats and the retention, protection and/or provision of key commuting and foraging habitats for wider SAC bat populations, with focus on lighting issues.

Contaminated Land

15. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. Should the Phase 1 study identify the potential presence of contamination and potential pollutant linkages, then full

characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design Quality and Placemaking Principles

Development proposals will:

16. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.
17. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on existing skyline, and other sensitive landscape features. Mitigation across the site will include:
    a) A new hedgerow along the north-western boundary to include hedgerow trees at 7-10m intervals throughout
    b) Ensure the provision of planting to soften edges and reduce visual impact
18. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Westfield

4.75 Westfield is a Parish situated between Midsomer Norton and Radstock, designated in 2011. Its boundary encompasses the Westfield Industrial Estate and Norton Hill to the south, stretching north-east towards central Radstock. The A367 serves as the main thoroughfare, with residential and industrial developments branching off primarily as cul-de-sacs. Westfield boasts a rich heritage, beginning with Roman settlement and evolving into a significant coal mining area from 1763. The area remained largely rural until the early 19th century, after which mining led to expansion and the construction of iconic Miners' Cottages. With the closure of the mines in the mid-late 20th century, brownfield sites were repurposed for residential estates, and the industrial estate became the focus for new businesses.

4.76 Recent housing developments have occurred south of Westfield, across the Somerset border. Despite neighbouring Radstock having a Town Centre, Westfield itself lacks a central hub other than a relatively small local centre. The Parish provides educational facilities including a primary school, Fosse Way School, and Bath College's Somer Valley Campus. Two significant green corridors—Waterside Valley and the land bordering the cycleway in the north offer recreational space, opportunities for nature recovery and scenic views of the surrounding countryside, enhancing the Parish's amenity and environmental value.

Westfield Industrial Estate

4.77 The site is located on the southern edge of Westfield and sits adjacent to Westfield Industrial Estate.

4.78 Development for employment uses would support the growth of Westfield Industrial Estate and help meet identified local needs for additional employment space. This approach would be consistent with the findings of the Employment Land Review, which highlights a requirement for further employment land provision within the area.

4.79 As set out in chapter 1 the employment requirements for the Somer Valley requires a net additional office floorspace and requirements for B&NES Sub

Areas (2023 – 2043) in the Somer Valley of 6,000sqm and net additional industrial floorspace and land requirements for B&NES Sub Areas (2023 – 2043) in the Somer Valley of 11,000 – 15,000 sqm.

4.80 The proposed employment allocations within the Somer Valley will exceed the amount of floorspace required. However as noted above the Somer Valley has been identified as a growth zone within the West of England Growth Strategy.

4.81 New pavements would be required alongside Charlton Road to allow for pedestrian access to the Fosseway and associated travel hubs.

Figure 4.11 Westfield Industrial Estate, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.7: Westfield Industrial Estate

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Employment floorspace of around 32,000sqm broken down as follows;
   a) 12,200 – Office (in Eg use class)
   b) 12,200 – Industrial (in Eg and B2 use classes)
   c) 7,600 – Warehouse (in B8 use class)

Infrastructure

Development proposals will:

2. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   b) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   c) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
3. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.
4. Provision of standoff distance from existing sewer in the northern boundary of the site

Access and Movement

Development proposals will:

5. Provide safe vehicular access from First Avenue, Third Avenue and Charlton Lane
6. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including pavement access along Charlton Lane.

7. Retain and enhance existing public rights of way, integrating them within a comprehensive movement network serving both new and existing communities.

Climate and Nature

Development proposals will:

8. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
   a) Deliver biodiversity net gain in accordance with policy 6.9.
   b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
   c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
   d) Achieve dark corridors through the site.
9. Provide and maintain a minimum 20m buffer to Waterside and West Hill Gardens Site of Nature Conservation Interest (SNCI). The buffer must comprise a complimentary habitat of demonstrable ecological value.
10. Provide and enhance a semi-natural habitat buffer of at least 20m alongside the watercourse draining into Waterside Brook. Development must avoid encroachment of built form and hard infrastructure within the buffer.
11. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Boundaries should be designed to be permeable to hedgehogs.
12. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations
13. Increasing areas of green roofs

Contaminated Land

14. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. Should the Phase 1 study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design Quality and Placemaking Principles

Development proposals will:

15. Ensure that built form responds positively to the existing hillside and watercourse
16. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the existing watercourse and northern and eastern boundaries, and other sensitive landscape features. Mitigation across the site will include:
    a) Provide a 35m wide tree buffer along the northern and eastern boundary of the site to provide a landscape buffer to the SNCI and to screen the development from the wider landscape
    b) Ensure provision of planting to soften edges and reduce visual impact
    c) Provide green infrastructure along the existing watercourse
    d) Require key visual mitigation planting measures across the whole site allocation area to be designed and implemented before any building construction begins. This is to ensure that planting establishes early and then achieves successful integration of the site into the wider landscape in this prominent skyline location

Midsomer Norton

4.82 Midsomer Norton is a historic market town that evolved into a coal mining hub during the 18th and 19th centuries, particularly after coal was discovered at Welton. The arrival of the railway in the 1870s further boosted development, with Norton Hill Colliery providing substantial employment. The town's historic centre lies mainly to the south and east along the B3355, encompassing Welton, an area noted for its 18th-century mining heritage.

4.83 The Conservation Area is centred on the River Somer valley, including Welton and featuring numerous listed buildings. Midsomer Norton benefits from a Town Centre undergoing improvements via the High Street regeneration programme and ongoing masterplanning. Leisure amenities include Dragonfly Leisure and the new Town Park. Educational provision consists of two secondary schools and five primary schools.

4.84 Midsomer Norton Town Centre acts as the main market town centre for the Somer Valley, serving a broad population from nearby towns and villages. The Town Centre offers a variety of retail outlets, a library, community spaces and leisure facilities, addressing most local needs.

4.85 Bus routes connect Midsomer Norton with Bristol, Bath, and Wells, although connectivity is limited in some parts such as Welton and Radstock Road. The town is linked to active travel routes, including the Colliers Way, promoting sustainable travel between neighbouring settlements.

Chilcompton Road

4.86 The site is located on the southern edge of Midsomer Norton adjacent to existing housing estates. The current pavement access ends adjacent to the site.

4.87 Chilcompton Road is a busy traffic route, with extensive on-street parking and narrow footways, so a parallel route, following Withies Park and Redfield Road, is proposed as a mixed-active travel corridor for walking and cycling towards the Town Centre.

Figure 4.12 Chilcompton Road, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.8: Chilcompton Road

Development Requirements and Design Principles

Land Use and Infrastructure

Development will :

1. Deliver around 160 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education contributions, including:

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.

Infrastructure

Development proposals will:

4. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
5. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

6. Provide safe vehicular access from Chilcompton Road

7. Ensure that vehicle speeds on Chilcompton Road are appropriate, including the delivery of speed limit changes and traffic-calming measures where necessary to support safe movement for all users, including a reduction in speed limit to 30mph
8. Provide crossing points on the Chilcompton Road between the land parcels
9. Deliver active travel improvements along Chilcompton Road and Withies Park into Midsomer Norton Town Centre.
10. Retain and enhance existing public rights of way, integrating them within a comprehensive movement network serving both new and existing communities.

Climate and Nature

Development proposals will:

11. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver biodiversity net gain in accordance with policy 6.9.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Achieve dark corridors through the site.
12. Provide and maintain a minimum 20m buffer to the River Somer Site of Nature Conservation Interest (SNCI). The buffer must comprise a complimentary habitat of demonstrable ecological value.
13. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
14. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation

Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Design Quality and Placemaking Principles

Development proposals will:

15. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.
16. Provide strong tree infrastructure throughout the site using large growing species to provide both GI nature-based solutions and structural landscaping to break up extensive massing of buildings.
17. Allow for development to address the streetscene of Chilcompton Road
18. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Thicket Mead

4.88 The sites are located on the western edge of Midsomer Norton close to the Tesco store at Old Mills. Northmead Road is a sloping site that sits close to the valley floor and Thicket Mead is a plateau site adjacent to Tesco that slopes down toward the valley. Wellow Brook runs to the south of both sites and development should not encroach onto the banks of the brook and should sit outside the floodplain.

4.89 The two sites are not currently interlinked but there is a future opportunity to use the old railway line in the south of the site to provide active travel. The sites are separated by six residential gardens which if available for development in the future could allow for the two sites to connect and provide a new walking route through the proposed allocations.

4.90 Thicketmead sits adjacent to proposed cycle links to connect to the Somer Valley Enterprise Zone. This will then further connect to Farrington Gurney through the new cycle connection facilitated by the Somer Valley Links project.

Figure 4.13 Thicket Mead, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.9: Thicket Mead

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver around 130 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education facilities including:

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.

Infrastructure

4. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
5. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

6. Provide safe vehicular access from Northmead Road and Thicket Mead
7. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including a

through-site connection between the Norton Radstock Greenway and the A362, whilst safeguarding the former railway corridor for potential future active travel use.

8. Provide a direct pedestrian and cycle access to the adjoining supermarket site.
9. Retention and enhancement of existing public rights of way, integrating them within a comprehensive movement network serving both new and existing communities.
10. Provide financial contributions to Thicket Mead roundabout travel hub.

Climate and Nature

Development proposals will:

11. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Achieve dark corridors through the site.
12. Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.
13. Protect existing woodland within and adjacent to the site through provision of:
    a) A minimum 20m buffer, measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. Which must remain free of built development and hard infrastructure.
14. Provide and maintain a minimum 20m buffer to the Wellow Brook Site of Nature Conservation Interest (SNCI) and to Springfield Colliery SNCI. The buffers must comprise a complementary habitat of demonstrable ecological value.

15. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
16. Consider and mitigate against lightspill onto Wellow Brook
17. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Contaminated Land

18. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. Should the Phase 1 study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design Quality and Placemaking Principles

Development proposals will:

19. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site’s context, including heritage assets, landscape character, and the form of the existing settlement.
20. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on Wellow Brook, and other sensitive landscape features.
21. Provide a 20m Green Infrastructure buffer to the railway line and eastern woodland
22. Ensure that the layout of the development does not impede the potential delivery of future development sites.
23. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Midsomer Norton High Street

4.91 Midsomer Norton Town Centre acts as the main market town centre for the Somer Valley, serving a broad population from nearby towns and villages. The Town Centre offers a variety of retail outlets, a library, community spaces and leisure facilities, addressing most local needs. The High Street, characterised by two-storey buildings, lies along the valley base, with residential areas situated on higher ground.

4.92 The River Somer runs through the town and has shaped its historical growth. The town's built character is further defined by the widespread use of white lias limestone, and its mix of architectural styles.

4.93 The Conservation Area covers the High Street and Welton, highlighting the town's compact, linear layout and its enclosure by higher ground, which offers views of open fields and woodlands.

4.94 Coal mining heritage is evident in landscape features around the town and in Victorian architecture. The River Somer and Wellow Brook create green valleys, which historically enabled rail connections and now provide opportunities for attractive waterside routes.

4.95 Midsomer Norton will become the go-to place for people living in, working in and visiting the Somer Valley. The Town Centre will be known as a welcoming gateway to Somerset's natural beauty, and for its quirky and eco-friendly shopping. Its calendar of unique community-led events - such as wassailing, the town fayre and the illuminated carnival - will strengthen its individual character and its connections to historic seasonal rural activity.

4.96 The Town Centre will be recognised and celebrated for its local history, still visible in distinctive heritage buildings like the Italianate Town Hall, medieval tithe barn, high street alms houses, and rows of miners' cottages. Mixed-use Town Centre development will focus on the lower end of the high street and centres on the Old Brewery buildings, also known as the former Bob's Palais or Savoy Rooms.

4.97 Town centre development sites will blend sustainability with heritage conservation, showcasing the town's rich architectural history while offering

much-needed affordable housing, flexible space for businesses, leisure facilities and a more diverse job market. Thoughtful transport planning will ensure accessibility, with pedestrian-friendly streets, safe cycling routes, and well-integrated public transport options reducing car dependency and enhancing connectivity.

4.98 The River Somer will remain a special asset for the high street, acting as an important, wildlife-rich habitat that improves community well-being, biodiversity and urban cooling. Connections to Midsomer Norton Town Park, and other local natural spaces will be improved, and public spaces on the high street will be further enhanced and greened to give visitors more opportunities to enjoy nature on their doorstep, whilst also adapting to our changing climate and allowing wildlife to thrive.

Midsomer Norton Town Centre Masterplan

4.99 A masterplan for Midsomer Norton Town Centre has been adopted. The policy below will replace policy SV2 and provides a more flexible approach to development reflecting the aims of the masterplan. The masterplan outlines opportunity areas for development. The sites are grouped into four opportunity areas;

- High Street North
- High Street South
- Excelsior Terrace
- High Street East

Policy 4.10: Midsomer Norton Town Centre Masterplan

Development proposals within Midsomer Norton Town Centre will be required to be in general conformity with the Midsomer Norton Town Centre Masterplan (2025), including its spatial framework and identified opportunity areas, and any subsequent adopted or endorsed regeneration frameworks for the town centre.

1. Key Opportunities/Priorities

   b) Unlock redevelopment sites in the Town Centre (boundary defined on the Policies Map) to avoid the need for out of centre retail development, particularly in respect of vacant/underused buildings such as the former brewery.

   c) Enhance the public realm.

d) Enhance leisure provision including the Town Park.

e) Focus public realm and other improvements on the southern end of the High Street and facilitate enhancements to the wider Town Centre.

2. Scope and Scale of Change

Make provision for:

a) Residential development as part of mixed-use schemes

b) Modern office and creative workspaces to offset the loss of manufacturing jobs.

c) A district heating network.

3. Placemaking Principles

Development will:

a) Strengthen the shopping offer in the High Street and reinforce its role as the primary focus for retail, leisure and Town Centre activity, including improving the range of leisure and visitor attractions.

b) Provide a safe, accessible and legible Town Centre environment by improving pedestrian connections, routes and key entrances, including links from main car parks to the core retail area and creating a stronger frontage to South Road;

c) Reduce the impact of traffic within the retail core of the High Street and improve the environment for pedestrians;

d) Conserve and enhance the Town Centre's heritage assets and its unique townscape character;

e) Enhance the River Somer as a positive feature of the Town Centre;

f) Improve access to green infrastructure including the proposed Town Park.

g) Improve linkages to Sustainable Transport Routes including walking, cycling and public transport networks;

h) Support a mix of Town Centre uses that contribute to vitality, viability and a thriving community.

Paulton

4.100 In Paulton the decline in coal mining brought opportunities in manufacturing and, notably, printing, with the Purnell 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 northwards. In the northeast of the village, there is a concentration of recreational/sport facilities including Paulton Sports Club, Purnell's Bowls Club and the Cam Valley Sports Club. Paulton High Street is narrow with narrow footways meaning the area is dominated by the car. The Paulton Memorial Hospital is positioned to the south of the village along the B3355. Paulton is served by one primary school and a pre-school.

4.101 Paulton Conservation Area is split into several parcels, with the original part of the Conservation Area focused on the core of the village 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.

Farrington Road North

Figure 4.14 Farrington Road North, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.11: Farrington Road North

Land Use and Infrastructure

Development proposals will:

1. Deliver around 30 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education contributions, including:

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.

Infrastructure

4. Financial contributions to healthcare facilities specified through early engagement with the Integrated Care Board (ICB).

Development proposals will:

5. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
6. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

7. Provide safe vehicular access from Farrington Road
8. Provide pedestrian access to Westview
9. Provide pavement access to the village centre
10. Provide financial contributions toward Paulton Travel Hub
11. Provide financial contributions toward sustainable transport measures within the Somer Valley

Climate and Nature

Development proposals will:

12. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:

    a) Deliver biodiversity net gain in accordance with policy 6.9.

13. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
14. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Design Quality and Placemaking Principles

Development proposals will:

15. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.
16. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on existing hillside, and other sensitive landscape features.
17. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Farrington Road South

4.102 Farrington Road South is accessed from Abbots Farm Close and slopes upwards to the south.

Figure 4.15 Farrington Road South, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.12: Farrington Road South

Land Use and Infrastructure

Development proposals will:

1. Deliver around 70 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education contributions, including:

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.

Infrastructure

4. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
5. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

6. Provide safe vehicular access from Farrington Road or Abbots Farm Close
7. Provide pavement access to the village centre
8. Provide an active travel connection into Specklemead.

9. Provide financial contributions toward Paulton Travel Hub
10. Provide financial contributions toward sustainable transport measures within the Somer Valley

Climate and Nature

Development proposals will:

11. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver biodiversity net gain in accordance with Policy 6.9.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Achieve dark corridors through the site.
12. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
13. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Design Quality and Placemaking Principles

Development proposals will:

14. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.
15. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on existing hillside, and other sensitive landscape features. Mitigation across the site will include:

a) All hedgerows within the site must be retained where possible as important screening to the development .

b) Ensure provision of planting to soften edges and reduce visual impact

16. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Paulton South

4.103 The allocation site sits at the south of Paulton adjacent to the Miners welfare recreation ground. The site lies partly within the plateau and then slopes downwards towards the A362, so that part of the site is visually prominent within the hillside.

4.104 The site is located either side of Old Mills Lane, which is a low traffic lane and proposed as an active travel route connecting to the Somer Valley Enterprise Zone. Development along the road should front the roadside and include crossing points between the land parcels.

4.105 Given the site location along the plateau development must be confined above the 145m contour and land to the south used to provide green infrastructure and screening.

4.106 To the west of the site is the Arnheim Memorial. The memorial and its setting must be kept free from development and green infrastructure used for screening.

4.107 Access to the recreation ground should be maintained and enhanced.

Figure 4.16 Paulton South, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.13: Paulton South

Development Requirements and Design Principles

Land Use

Development proposals will:

1. Deliver around 300 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.

Education facilities including:

3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.
4. Safe walking routes to Paulton Infant School and Paulton Junior School

Infrastructure

5. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
6. Enable delivery of strategic Green Infrastructure to support nature recovery and recreation providing land and access for the provision of a Neighbourhood Accessible Natural Greenspace.
7. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
8. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust

measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

9. Provide safe vehicular access from Old Mills Lane
10. Provide financial contributions toward Paulton Travel Hub
11. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including crossing points on Old Mills Lane and an extension of the 20mph speed limit to an appropriate location.
12. Pedestrian access from both parcels to the recreation ground.
13. Retain and, where appropriate, enhance existing public rights of way and integrate them into a comprehensive movement network connecting the site with surrounding communities and key destinations.
14. Relocation of Odd Mills Lane modal filter to a suitable location as agreed with the Local Highway Authority.
15. Provide financial contributions toward sustainable transport measures within the Somer Valley

Climate and Nature

Development proposals will:

16. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver biodiversity net gain in accordance with Policy 6.9.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Achieve dark corridors through the site.
17. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat

walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

18. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Design Quality and Placemaking Principles

Development proposals will:

19. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement.
20. Ensure that affordable homes are fully integrated within the development, delivered proportionately across the site, and built to the same external design standards as market homes
21. Provide a multifunctional network of green and blue infrastructure throughout the site established through the retention, enhancement and adequate buffering of existing natural features such as hedgerows, woodlands, significant trees, watercourses, and any protected wildlife sites where present, and as shown on the concept plans.
22. Be informed by a comprehensive Landscape and Visual Impact Assessment, taking into account a requirement to fully mitigate for potential visual impacts of this skyline development. Development should be confined to the northern half of the site within the 145m contour line.
23. Provide a 35m wide tree / woodland screening belt along the southern skyline boundary of the whole site.
24. Planting of the 35m wide tree/woodland screening belt as described above must be designed and implemented before any building construction begins. This is to ensure that planting establishes early and then achieves successful integration of the site into the wider landscape in this prominent skyline location.
25. A strong tree infrastructure will be required throughout the site with street trees throughout, using large growing species along key access roads and elsewhere wherever possible, with smaller growing street trees along secondary roads.
26. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on the Arnheim Memorial, and undertake detailed

evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

27. The site layout should positively respond to Paulton Miner's Welfare Recreation Ground.
28. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Paulton Mendip Close

4.108 Mendip Close is located on the south eastern side of Paulton. The site is allocated for 20 homes with access from Mendip Close.

Figure 4.17 Paulton Mendip Close, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.14: Paulton Mendip Close

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver around 20 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.
4. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

Access and Movement

Development proposals will:

5. Provide safe vehicular access from Mendip Close
6. Provide financial contributions toward sustainable transport measures within the Somer Valley

Climate and Nature

Development proposals will:

7. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
   a) Deliver biodiversity net gain in accordance with Policy 6.9
   b) Retain, restore and enhance key boundary hedgerows as shown on the and provide a minimum 10m habitat buffer, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
   c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

8. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
9. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

Design Quality and Placemaking Principles

Development proposals will:

10. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site’s context, including heritage assets, landscape character, and the form of the existing settlement.
11. The layout should not prejudice the provision of future development
12. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Farrington Gurney

4.109 Farrington Gurney sits on the junction of the A37 and A362 and has good access to the surrounding towns and cities. The village is well served by a variety of facilities including a school, pub, convenience store, recreation ground and a memorial hall.

4.110 Historically, the development of the village has moved away from St John's Church, which is a listed building and now stands on its own in fields to the east of the village. The isolated setting of the Church will be an important consideration for any development proposals.

4.111 Farrington Gurney is surrounded by rolling, relatively flat countryside. The gentle escarpment to the south creates a boundary for any proposed development. The Nature Reserve at Hollow Marsh and countryside are accessible via local Public Rights of Way. The Mendip Hills National Landscape sits to the south west of the village, whilst not directly adjacent to the village the nearby landscape is integral to the village setting.

Farrington Gurney South

4.112 The development site is located to the south of the historic village and requires vehicular access off the A362. Development of the site will need to be supported by changes to the highway environment through the village to facilitate safe pedestrian and cycle movement, including appropriate crossing opportunities.

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

4.114 The new development needs to be respectful of the historic character of the village and connect well 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.

4.115 The proposed development will result in a substantial increase in size to the village. The policy requirements are set out to require a high quality development including extensive improvements to green infrastructure and

ecology. Transport mitigation will enhance access to public transport and improve the sustainability of the village. Given the quantum of development proposed a new primary school will be provided on site. Small-scale employment space will be included within the allocation.

4.116 There is an Air Quality Management Area within Farrington Gurney at the junction of the A37 and A362. An increase in development at the village may impact on air quality and any new development may need to be designed so as to avoid damage to future air quality.

4.117 A travel hub with parking is proposed within the site, alongside the A37 and A362 to facilitate interchange opportunities along the A37.

4.118 The south of the site slopes upwards towards the Mendip Hills. Therefore development is not proposed on the steeper hillsides within Somerset and green infrastructure is required on the south boundary.

Figure 4.18 Farrington Gurney South, this diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 4.15: Farrington Gurney South

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver around 500 homes including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment
2. Deliver 30% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Small-scale local employment space.

Education facilities including:

4. A new one form entry Primary School
5. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.
6. Financial contributions towards highway improvements to allow for a non-hazardous walking route to Norton Hill School.

Infrastructure

7. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.

Development proposals will:

8. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
   a) Deliver open space in accordance with the standards set out in Appendix 2 of the Local Plan.
   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
9. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it

falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

10. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers. Standoff distances must be observed to allow maintenance and repair from an existing rising main which crosses the north east of the site. The rising main must not run through enclosed private rear gardens.

Access and Movement

Development proposals will:

11. Provide a travel hub within this broad location. The detailed specification, scale and mix of facilities will be determined through the site masterplanning and/or development management process, informed by a detailed assessment of local context, transport needs and opportunities. Travel hubs should be located close to the principal transport corridor(s) they serve enabling efficient public transport operation and convenient interchange between modes. They should function as multi-modal interchanges that enable and encourage transfer between walking, wheeling, cycling, micromobility, public transport and shared transport services, supported by facilities appropriate to the location and scale of demand, with an expectation that it will not exceed 100 spaces.
12. Provide safe vehicular access from Marsh Lane and the A362
13. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including pavement access and crossing points to the local facilities.
14. Ensure that vehicle speeds on the A362 are appropriate, including the delivery of speed limit changes and traffic-calming measures where necessary to support safe movement for all users.
15. Retain and, where appropriate, enhance existing public rights of way and integrate them into a comprehensive movement network connecting the site with surrounding communities and key destinations.
16. Provide a proportionate financial contribution towards enhanced bus services serving the site, including improvements to the frequency, capacity and attractiveness of services operating along the A37 corridor.
17. Financially contribute toward delivery of sustainable transport measures within the Somer Valley.

Climate and Nature

Development proposals will:

18. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:

a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

b) Retain, restore and enhance key existing internal and boundary hedgerows. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

d) Achieve dark corridors through the site.

19. Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

20. Protect existing woodland within or adjacent to the site through provision of the following habitat buffers:

e) A minimum 20m buffer provided to all recent woodlands, measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. The inner 10m of this buffer should be designed to facilitate woodland extension and the establishment of woodland edge habitat through natural succession or planting and must remain free of hard infrastructure.

f) A minimum 50m buffer provided to all ancient woodlands, including Plantations on Ancient Woodland Sites, measured from the outer edge of the RPZ or canopy edge, whichever is greater. The inner 15 metres of buffer should support woodland extension and woodland edge habitat through natural regeneration and must remain free of hard infrastructure.

21. Provide and maintain a minimum 20m buffer to Marsh Lane Coal Tip Site of Nature Conservation Interest (SNCI). The buffer must comprise a complimentary habitat of demonstrable ecological value.

22. Provide and enhance a semi-natural habitat buffer of at least 20m alongside the Wellow Brook SNCI. Development must avoid encroachment of built form and hard infrastructure within the 10 metre riparian zone.

23. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks

and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

24. Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations.

Contaminated Land

25. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. Should the Phase 1 study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Air Quality

26. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design Quality and Placemaking Principles

Development proposals will:

27. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site’s context, including heritage assets, landscape character and the form of the existing settlement.

28. Ensure that affordable homes are fully integrated within the development, delivered proportionately across the site, and built to the same external design standards as market homes.

29. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the southern hillside, identified as part of the landscape setting of Farrington Gurney, and other sensitive landscape features.

30. Provide a multifunctional network of green and blue infrastructure throughout the site established through the retention, enhancement and adequate buffering of existing natural features such as hedgerows, woodlands, significant trees, watercourses, and any protected wildlife sites where present, and as shown on the concept plans.
31. Provide an accessible linear greenspace along the southern and eastern site boundaries that averages 20m in width, and which includes a 10m wide semi-natural riparian / hedgerow zone with no hard materials or structures including underground utilities
32. Where possible retain and enhance the existing trees along the A362 site boundary
33. Where possible retain and buffer internal hedgerows along Marsh Lane
34. The development should accord with the Somer Valley Design Code Supplementary Planning Document

Historic Environment

Development shall include

35. Preparation of a desk-based assessment to include a settings assessment, assessment of the hinterland of the Roman town/earlier settlement activity, and field evaluation (geophysical survey & trial trenching). To be followed up by a programme of archaeological mitigation & publication, where appropriate.