**Radstock Regeneration**

### Key Issues
The Radstock Regeneration Scheme had a number of key environmental and soci-economic issues which were considered throughout the design process, including:

- The requirement for a sensitive ecology strategy that would protect retained areas designated as Sites of Nature Conservation Importance, as well as an appropriate wider compensation strategy;
- The designation of the entire site as a Conservation Area and the need to respond to potential heritage issues;
- The existing landscape setting and potential visual impacts of the proposed development and the interrelationship with heritage assets;
- Contamination issues in relation to the former use of the site as railway lands, and therefore the need for appropriate design solutions in inform drainage strategies, construction and excavation strategies, remediation strategies etc;
- Challenging topographical constraints due to the location of the site within an existing valley; and
- Socio-economic requirements to ensure the delivery of a diverse housing mix, as well as appropriate town centre uses were appropriate to meet the needs of the town.

The EIA process therefore played a key role in the design evolution of the masterplan which was prepared for the outline planning application.

### Purpose of the Project
The Project addresses a number of fundamental flaws in the existing urban structure of Radstock and is designed to act as a catalyst for the regeneration of the town. This includes the reorganisation of vehicle and pedestrian movement and establishment of a new urban structure, also delivering much needed housing within the area.

### Description of the Project
The Proposed Development comprises 8.87 ha of brownfield land, much of which was a former rail line and wagon works.

The proposal is for the redevelopment of the town centre on previously developed land, allocated in the Bath and North East Somerset Local Plan for residential and mixed use purposes. The content of the scheme comprises up to 210 residential units, employment uses, formal and informal open space and a new highways layout, set within the existing town centre context and extending along the valley of the former railway line.
**Lessons learnt**

Due to the significance of existing ecological and heritage designations, as well as the need to deliver a new infrastructure network, it was imperative that there was a close working relationship throughout the design process between the masterplanning team and members of the EIA team to ensure that an integrated scheme was delivered, minimising environmental effects and including environmental mitigation where possible.

The sensitivities of the existing environment also required that dialogue with interested parties formed an integral part of the process, with feedback from exhibitions incorporated into the design where possible.

An open dialogue with Banes and North East Somerset was also important, particularly in relation to the following:

**Ecology**

On-going discussions with Banes and North East Somerset, Natural England, Wildlife Trusts and local wildlife groups were crucial to the development of the ecology strategy and the Ecological Mitigation, Compensation and Management Plan (EMCMP), which would help to mitigate impacts identified within the Ecology and Nature Conservation chapter of the ES.

**Lessons learnt cont.**

**Conservation Area and Landscape Setting**

Early discussions with Banes and North East Somerset identified that the ES chapter should combine an assessment of landscape and visual impacts, with those considered as part of the heritage assessment, notably the effects on the Conservation Area. Numerous guidance documents were also considered as part of the assessment, particularly in relation to urban regeneration, design and development in historic areas, and the role that both landscape and built form play.

Early discussions helped to tailor the EIA process, ensuring the sensitivities of the site and interrelationships between different disciplines were successful and that the approach was one which the LPA were comfortable with and would provide the most robust ES.

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