

Radstock Conservation Area

Draft Character Appraisal, Proposed Boundary Changes and Management Proposals

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**Bath & North East
Somerset Council**

Preface

This document provides a draft conservation area character appraisal and management plan for consultation. Radstock is already a conservation area but some additions and exclusions to the boundary are recommended as follows, and as indicated on the Proposed Boundary Changes Map.

Although the appraisal is written to correspond with the proposed boundary changes these are subject to this consultation and final agreement.

Proposed additions to the conservation area:

Character Area 1 – Coomb End and Clandown

It is proposed to include Clandown Farm and Pow's terrace within the conservation area, along with surrounding land which forms its agricultural setting.

Character Area 5 – Ludlows and Tynning Coal-mining area

It is proposed to include the 19th century Tynning Inn and a short terrace, formerly known as Lower Butter Buildings. The new boundary also includes a single-storey century stone building within the compound of the sewage treatment facility, thought to be an early 20th century pump house.

Character area 6 - Upper Braysdown

This area was previously detached from the main boundary. It is now proposed to include a small joining section, following the landscape scar of the old colliery trackway. It is also proposed to include the c.1900 Peasedown Allotments and a pair of miners' cottages to the north-east of the colliery.

Character area 7 – Writhlington and Former Collieries

The 1999 appraisal included the Upper Writhlington Colliery site and the Church of St Mary Magdalen, but not Writhlington itself. It is now proposed to extend the boundary to include the historic core of Writhlington, continuing south down Manor Road and to parts of Frome Road, including Hylton Row, the early 19th century listed Fir Tree Inn, and St Mary's Primary School.

Character area 9 – Haydon

Haydon is proposed as a new character area. It primarily comprises of the miners' terraces which grew up around Kilmersdon Colliery (now demolished, excluded from the boundary), and the line of the former tramway. Two Grade II Listed farms which pre-date the colliery are also included.

Proposed changes to the conservation area:

Character Area 4 – Town Centre and Historic Core

The 1999 appraisal divided the town centre of Radstock between the character areas. It is now proposed to include the town centre within one cohesive area, which also extends southwards to include the earlier historic core. The area defined as the town centre has been informed by the Radstock Regeneration Action Plan (2024, Radstock Town Council and B&NES).

Proposed exclusions from the conservation area :

Character Area 6 – Upper Braysdown

The 1999 conservation area boundary includes a large agricultural shed located to the south of Braysdown Colliery. The shed was constructed in the 1990s and does not contribute to the character of

the conservation area. It is therefore proposed to exclude this from the boundary.

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1 Introduction

1.1 The Radstock Conservation Area

The town of Radstock was designated as a conservation area in March 1999 due to its special architectural and historical significance. The initial proposal underwent public consultation in 1997, and based on the feedback received, efforts were made to expand the boundary to encompass areas of special interest and importance to the local community. Consequently, the designated conservation area boundary was reviewed, leading to a character appraisal that identified eight distinct character areas. Over time, the town has experienced significant new development and urban planning, with former industrial sites, railway beds, and pathways being repurposed to extend residential areas beyond the historic core.

Within the conservation area, there are over twenty entries listed on the National Heritage List for England. In accordance with the Town and Country Planning legislation, the local council has a responsibility to preserve and enhance the character and appearance of the conservation area when making planning decisions. The boundaries of the conservation area are periodically reassessed to ensure consistency and provide a solid foundation for determining planning applications and other relevant matters in the area.

As part of this process, it is encouraged for local planning authorities to conduct character appraisals for their conservation areas. Such appraisals aim to identify features that contribute to the special interest and character of the area, as well as those

that may detract from it. This approach allows local residents to actively participate in recognizing features of particular value to them and the unique character of their area. It also serves as a basis for developing proposals to preserve and enhance the conservation area.

This document serves as an update to the 1999 assessment and has the following objectives:

- Clearly define the special interest of the Radstock conservation area and identify issues that pose a threat to its distinctive qualities, as outlined in the character appraisal.
- Provide guidelines to prevent harm and achieve enhancement through management proposals.

The 1999 conservation area boundary included the town centre, Coomb End, parts of Clandown, Tynning and Upper Writhlington, development along West Road, the Braysdown Colliery site and former Great Western Railway Land. The boundary has now been extended to include parts of lower Writhlington, Pow's Hill and Haydon.

Although the Radstock Conservation Area covers a significant portion of the historic town, there are notable variations in character within its boundaries. For instance, the town centre differs from areas like Frome Road, Wellsway, or Combe End, each possessing unique defining attributes. Recognizing and understanding this diversity is crucial for preserving character in the long term and guiding future management decisions. To facilitate this, the Conservation Area has been divided into several Character Areas, clearly marked on the provided map. The 1999 Character Areas have been updated, so that the entire

town centre and historic core is now within a single character area.

Character Areas serve as a framework for comprehending the past and present, enabling a positive approach to managing future changes while maintaining and reinforcing the historic character and individuality of each area. It is important to note that boundaries between Character Areas should be seen as approximate rather than absolute, as the outskirts of these areas may share certain characteristics with adjacent ones.

Additionally, due to their shared historical origins, physically separate areas may exhibit similar traits, particularly in relation to C19 terraced miner's housing.

This appraisal has been developed while being aware of ongoing projects in the conservation area, including the Town Council's acquisition of the Trinity Centre between The Street and Fortescue Road, as well as the broader Radstock Town Centre Regeneration Projects.

1.2 Context

Radstock is positioned in the Wellow Brook valley on the northern border of the Mendip Hills, approximately 12km southwest of Bath. It resides within Natural England's National Character Area 118 - Bristol, Avon Valleys, and Ridges, encompassing Radstock, the Mendips to the south, the Cotswolds to the east, and the Bristol Channel to the west. The region is characterized by a combination of alternating ridges, broad valleys, steep wooded slopes, and open rolling farmland. Radstock exemplifies these features with its topography, woodland surroundings, and scenic views extending over broad

valleys and farmland. The town lies at the nexus of five steep-sided valleys with the tributaries of the Wellow Brook flowing into the town from the north and south.

Two of the defining characteristics of Radstock are its industrial heritage and the complexity of the former transport system that intersected the town and surrounding landscape. Rails, roads, tramways, paths and for a short period a canal was used as a local transfer network working the unique topography and land ownership to connect with a national infrastructure. The town was once home to six large collieries with further pits to the north and west beyond the urban centre. Radstock sits in a deep valley bowl on top of the coal measures, and in consequence, intensive deep mining activity permeated the heart of the town.

Despite their industrial nature, the collieries in and around Radstock were integrated into the rural landscape, rarely imposing on the visual aesthetics. This was largely due to the construction materials used, such as white, rough-hewn Lias stone and grey slate roofs, which lent a neat and relatively inconspicuous appearance to the surface structures. Only buildings erected in the 20th century, like the pithead baths at Ludlows and Upper Braysdown, were constructed using mass-produced brick.

The landscape character of Radstock has also evolved due to the formation of batches; spoil heaps generated through the disposal of mining materials, which have now become features of the natural landscape covered in trees and wildlife; and linear fields and greenways on the site of former rail infrastructure.

Housing for both mine workers and agricultural labourers was typically situated above the valley floor, perched on the slopes and plateaus of the valley sides. These homes exhibit strong intervisibility and historic connections between the various character areas. Many buildings in the town centre constructed during the C19th and early C20 were funded by or intended to support the mining industry. Although mining activities ceased in 1973 and the rail infrastructure subsequently abandoned, the town is still undergoing a period of transition. Efforts are ongoing to repurpose former colliery sites, yards, and railway sidings. Extensive work was carried out in the 1980s and 1990s to integrate the distinct terrain left by the mining industry into the already unique topography of the area. However, the layout of central Radstock is still defined by the physical divisions resulting from the two former railway lines, a canal, and main roads, that bring traffic from Bristol, Bath, and the surrounding towns.

1.3 Summary of key characteristics

This character appraisal concludes that the conservation area of Radstock possesses a number of key positive characteristics that contribute to its high significance. These characteristics include:

- **Mining Legacy:** Radstock stands as a rare example of an early industrial landscape where small-scale mining coexisted within a rural community. Unlike its counterparts in the Midlands and the North, Radstock retains many important colliery features such as steam winding engine houses and 20th century pithead baths.
- **Attractive Rural Setting and Topography:** Radstock enjoys an appealing rural landscape setting with long vistas,

particularly into and across valleys, as one approaches the town from historic routes linking it to nearby settlements and beyond.

- **Integrated Buildings and Landscapes:** The connection between buildings and landscapes in Radstock is pragmatically determined by its industrial past and the communication routes that once existed, which have shaped the distinctive and unique landscape. The town also exhibits an unusually well-preserved relationship between the ranks of terraces, surrounding hills, and the flat valley bottoms where the historic core of the town was established and developed.
- **Early Social Hierarchy in Built Form:** The arrangement of terraces and manager's houses reflects an early form of social hierarchy and control.
- **Survival of Roman Route:** The Conservation Area still preserves remnants of the Roman route known as the Fosse Way, which cuts diagonally across its northwest.
- **Historic Communication Routes:** Various historic communication routes, including canals, railways, and colliers' paths, have survived and now offer attractive cycle routes and paths.
- **Prominent Focal Points:** The Parish Church of St. Nicholas, Manor Farmhouse, mill buildings, and former inns act as focal points within the conservation area representing pre-industrial settlement, in addition to key 19th century buildings within the centre such as the Radstock Hotel and Museum.
- **Architectural Cohesion and Use of Local Materials:** The consistent use of local building materials (primarily lias stone, lime-based mortars, and slate roofs), as well as the

proliferation of standard building types such as miner's terraces found throughout the town, contribute to the area's architectural cohesion.

- **Surviving Cooperative and Institutional Buildings:** The conservation area retains 19th-century cooperative and institutional buildings, particularly non-conformist chapels, notably from the Methodist denomination. These structures showcase the social and economic influence of these movements on Radstock.
- **Surviving Pre-industrial Historic Core:** Whilst the legacy of mining has in many ways defined the historic significance of Radstock, the layout of Radstock in early 19th century maps, at the precipice of this change, are still recognisable today. The area surrounding St Nicholas' Church containing the medieval historic core still holds some characteristics of the medieval town, demonstrating the close relationship between agriculture and village life. Sheepwash Bridge to the north also gives a clue as to Radstock's agricultural history as well the importance of Wellow Brook to life in Radstock.

1.4 Summary of key recommendations

- The preservation of the conservation area's setting is of utmost importance. Protection should be given to significant views both within, from, and towards the conservation area.
- New development must respect and enhance the existing built character and appearance, while also acknowledging the existing density, including the valuable contribution of private gardens and public green spaces.

- Preservation of the original characteristics and traditional features of historic buildings is essential, with a focus on avoiding the use of artificial materials and architectural details that may detract from their authenticity.
- Buildings that positively contribute to the area will be safeguarded against demolition, regardless of their condition. Demolition will only be considered if a high-quality replacement scheme has been agreed upon.
- Efforts should be made to restore and repurpose several undesignated heritage assets and brownfield sites in the town centre in an appropriate manner.

1.5 Conservation area designation

Conservation areas are designated in accordance with Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This legislation places a legal obligation on local planning authorities to identify areas within their jurisdiction that possess special architectural or historic significance. A conservation area is defined as an area of importance in terms of its architectural or historic value, where it is deemed desirable to protect or enhance its character or appearance.

When designating a conservation area, the focus is primarily on the overall quality and interest of the area as a whole, rather than individual buildings.

The designation of a conservation area brings about certain controls, including:

- Regulations on how property owners can alter or develop their properties. Legislation and national planning policies

require the preservation and/or enhancement of the area's character or appearance, and local planning authorities must consider this in their own policies.

- Restrictions on the demolition of most unlisted buildings or structures.
- Regulations on works related to trees.
- Regulations on the types of advertisements that can be displayed, with some having "deemed consent."
- Regulations on the types and size of developments that can be carried out without the need for planning permission, known as permitted development rights.

Designation serves as the foundation for implementing national and local policies aimed at preserving or enhancing all aspects of the area's character or appearance that contribute to its special interest.

Section 71 of the 1990 Act requires local planning authorities to publish proposals for the preservation and enhancement of conservation areas, and an appraisal serves as a means to achieve this. Section 72 stipulates that special attention must be given to preserving or enhancing the character of a conservation area when considering development applications.

The National Planning Policy Framework sets out the government's planning policies and how they should be applied. Section 16 covers the historic environment and contains policies regarding the designation of conservation areas and consideration of development applications.

Conservation area appraisals are considered crucial by Historic England for the conservation of these special areas. The content

of this statement is based on the recommended approach provided by Historic England.

1.6 Community involvement

Public support and involvement are essential to the successful management of conservation areas. This document was initially drafted following a meeting with representatives from Radstock Town Council in December 2022 when the extent of the conservation area boundary was discussed together with the main problems and issues facing the local community. In 2025 this version of the draft was created following discussions with Radstock Town Council and Westfield and Peasedown St John Parish Councils.

2 Landscape setting

The National Planning Policy Framework defines "setting" as the surrounding environment in which a heritage asset is experienced. Its boundaries are not fixed and may change over time as the asset and its surroundings evolve. The elements within a setting can have a positive, negative, or neutral impact on the significance of the asset and its ability to be appreciated.

Radstock, originally a small pre-industrial settlement, underwent a significant transformation during the C18 and C19 when it became a prominent centre for coal production and distribution. This historical legacy, visible from various vantage points, has had a profound influence on the landscape. The town centre of Radstock served as the commercial hub for several surrounding areas that were formed around colliery sites. These areas were historically united by the exploitation of the unique geology, and today, there are ongoing challenges in balancing economically viable land uses with the town's heritage and mining legacy.

The development of infrastructure necessary to support and facilitate industrial growth has also contributed to the character of the landscape. New turnpike roads divided the land, and major transport facilities were constructed during the C18 and C19. The Somersetshire Coal Canal, built between 1795 and 1801, connected the North Somerset coalfields with the Kennet and Avon Canal. This canal branch followed the Cam valley and served the coal fields around Paulton, Timsbury, Camerton, and Dunkerton. Although it ceased operation at the end of the 19th century, its remnants and impact on the landscape remain. Another planned canal branch to Radstock was replaced by a

tramway and later by the Somerset and Dorset Railway, which operated until 1966. The main branch of the canal was replaced by a railway line from Limpley Stoke to Camerton, in use until 1951. Both the railways and the canal have left visible traces in the landscape.

Situated at the confluence of the west-east flowing Wellow Brook and its tributaries, Radstock is surrounded by hillsides, creating a distinctive landscape backdrop shaped by its complex stratigraphy. The ridges are covered with extensive tree vegetation, and remnants of woodlands create a sense of enclosure while directing views across the town's valleys towards the surrounding countryside. In addition to natural tree cover, conifer plantations have been established on the spoil heaps known locally as "batches," which consist of residual stone and dust. These plantations, as well as tree groups in old quarries, illustrate the area's highly folded topography and the intense coal-mining activities that took place.

While the valley floor is situated approximately 70 meters above sea level, many houses in the town are located at higher elevations. Terraces are built on the slopes of the valleys, rising to over 90 meters above sea level. The changes in the landscape have also been influenced by socio-economic factors, particularly the mix of industrial and rural classes that inhabited the town. Allotments, originally laid out near the miner's terraces and agricultural worker's cottages, were spread across the slopes and plateaus that surround the town. Some of these allotments have been subdivided into individual gardens, while others have been converted into public parks. There are also instances where allotment lands have been built upon, such as in the northern

and western areas of Springfield, near Manor Road and Hylton Row in Writhlington, and at West Hill. The presence of allotment gardens can be traced back to the early C20, appearing on the 1902 Ordnance Survey map and predating the legislation introduced in 1908, which mandated local authorities to provide sufficient allotments based on demand.

2.1 Topography and geology

The topography of Radstock is a reflection of the underlying geological formation that facilitated coal mining but ultimately contributed to its decline due to the challenging and costly nature of extraction. The oldest rocks in the geological succession are the Carboniferous limestones, characterized by their fine-grained, dark, and highly durable nature, often containing fragments of shells and corals. These limestones underwent folding before subsequent layers were deposited, including the upper coal measures. As a result of this folding, all the coal is found in basins or downfolds, making mining progressively more difficult and expensive.

Situated to the south of the River Avon, Radstock is traversed by two of its main tributaries, the Cam and Wellow Brooks, which flow roughly parallel to each other through the area. These watercourses have imparted a distinct west-to-east or southwest-to-northeast grain to the topography. The Cam and Wellow Brooks run close to each other and are separated from the River Chew, the third tributary, by the Lias Limestone plateau. As the Cam and Wellow Brooks pass through Radstock, they have carved steep-sided valleys, cutting through harder Lias

in the valley bottoms and Oolitic Limestones on the upper reaches where the rocks are softer.

The dominant sub-surface rock in the uplands area is primarily Triassic limestone, from which White Lias limestones emerge, providing the local building stone used in structures such as the Radstock Hotel (formerly the Waldegrave Hotel), Bell Inn and Trinity Centre and other buildings that contribute to the town's distinctive character. The Mercia Mudstone, found in the valley bottoms as alluvial deposits, gives rise to a unique red soil in ploughed fields, giving Radstock its name, which means "red" settlement or farmstead. The thermal properties of the Mercia Mudstone can be utilized in the design of infrastructure, such as ground source heating and cooling systems and electrical cable conduits. Jurassic-age rocks were subsequently deposited, giving rise to Bath Stone and the distinctive landscape in the northeastern part of the area.

While the complexity of the underlying geology and the drainage pattern are the primary factors determining the diverse topography of the area, industrial activities, particularly coal mining, have also had a noticeable but secondary influence on the landscape. These activities have resulted in significant man-made "hills," such as those at Tynning, just northeast of Radstock. The spoil heaps, known as "batches," are a constant presence. The Upper Tynning tips, originally devoid of vegetation unlike some older neighbouring batches that were planted in the late 19th century, were later landscaped by the National Coal Board. The substantial amount of spoil removed from Radstock.

2.2 Relationship of the conservation area with its surroundings

The designated conservation area encompasses the primary coal-mining areas, buildings, and associated features that contribute to the historical form and character of Radstock. It also includes sections of open landscape to reflect the unique characteristic of Radstock, where the surrounding countryside merges into the town centre. This integration is partly due to the proximity of the historic collieries to the town centre and the remaining batches that serve as markers of their former locations. While many of the batches have been sifted, with the extracted stone used for road maintenance, the remaining waste has been shaped into undulating mounds that transform the natural terrain or in the case of new structures used as a base layer.

In close proximity to Midsomer Norton, which shares some historical and developmental aspects, the conservation area incorporates the once-distinct hamlet of Welton. Despite ribbon development blurring the boundaries, Radstock maintains its own distinct character with a central nucleus and tendrils of development extending towards the open countryside.

The unique topography of the area offers numerous viewpoints, primarily informal in nature, allowing views across and along the valleys. These views can be glimpsed between trees and buildings or revealed as one descends into the town along old roads and pathways.

Green buffers of undeveloped or reclaimed land generously provide rural pockets amidst the gritty urbanization caused by the car and metal trades at Clandown, Coomb End, and Mill Road. These buffers encircle the Writhlington and Braysdown areas while also serving as a cushioning element for

development north and south of Waterside, which continues along the course of Wellow Brook.

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3 Archaeology and Historic development

The conservation area holds a moderate potential for both visible and buried archaeological remains that are relevant to its historical development. Clues about the pre-Radstock landscape, as well as the origins and evolution of the industrial settlement, may be discovered below the ground in the form of archaeological features and deposits, while above ground, the standing structures of buildings may provide valuable insights. Surveys conducted thus far have revealed a complex and changing pattern of land use and adaptation.

Noteworthy prehistoric activity is evident in the vicinity, with the presence of Bronze Age and several Iron Age features concentrated within a small area. The proximity to Camerton, where Bronze Age barrows, a cremation site, and a significant Iron Age settlement have been found contributing further to the archaeological significance of the region. The influence of a major Roman road, the Fosse Way, which passes between Radstock and Midsomer-Norton at Coomb End, has also shaped development along its route connecting the area to a Romano-British settlement at Camerton.

Limited information is available regarding the subsequent settlement history of the area until the Domesday survey of 1086 when Radstock was recorded as "Stoche" and later appeared with the prefix "Rad" in 1221 as "Radestok." However, the survival of many Old English names in the vicinity indicates a settlement that predates the medieval period. It appears that Radstock developed as a typical manorial settlement comprising a church, manor, and farm surrounded by glebe and pasture

lands. Evidence of a medieval settlement can be found in early features within St. Nicholas Church, located on the southern slopes of the valley near the entry point of the Waterside stream. Initially, the manor was closely associated with its neighbouring settlement, Kilmersdon, which explains why it developed away from the main road, the Fosse Way.

Apart from the original settlement, another small community emerged around two inns, namely the Waldegrave Arms (now Radstock Hotel) and the Bell Inn. By that time, the road from Bath had deviated from the Fosse Way and followed the ridge above the valley, descending the steep hill to cross the Wellow Brook. Over time, a bridge replaced the ford, and the road ascended the valley's southern side to rejoin the Fosse Way in the Westfield area.

The early road pattern was completed by the Bristol Road, which entered the village from Timsbury to the north. It intersected the Fosse Way at Clandown and then the newer Bath Road before descending the steep northern valley slope to cross Wellow Brook at Sheepwash Bridge, slightly east of the original crossing. Just beyond the stream, it connected to the Frome Road. The medieval road network can still be identified, augmented by the addition of Turnpike Trusts after 1700. These trusts straightened and improved the gradients of several roads and introduced new routes to Bath and Frome.

In 1759, an estate survey and map commissioned by James Earl Waldegrave, whose family had been lords of the manor since the 1640s, documented the historical development of Radstock. According to the survey, there were 21 tenants in Radstock who collectively held 854 acres of land. Additionally, there were 25

manorial dwelling houses, including 4 described as "cottages" and one referred to as "new built." The central area of Radstock was leased to 14 prominent local families. The map depicted the C18 settlement of Radstock, which encompassed St. Nicholas's Church, Coomb End, the market place, the lower end of Old Bath Road, and the lower end of Wells Road. However, the map did not show non-manorial houses or the residences of artisans, farm labourers, craftsmen, or shopkeepers, which would have added approximately 75-80 more houses. Overall, the map portrayed Radstock as primarily a rural village.

The development of coal mining in the area during the 18th century brought significant changes to the landscape and the town. While there were earlier references to coal mining in North Somerset, serious exploration for coal in the Radstock area did not occur until 1749. Mining in this region started later compared to other parts of the Somerset coalfield due to the thin coal seams and difficult access. The Duchy of Cornwall and the Waldegrave family, as major landowners, granted licenses for exploratory work on their land. The breakthrough in coal mining happened in an area known as Upper Radstock, which later became known as Old Pit as more pits were established.

The discovery of coal brought significant changes to the landscape as first the Somersetshire Coal canal and then the Somerset & Dorset and Great Western railways came to Radstock. Growth of the collieries had been impeded by poor transport, and it was not until the introduction of the canal that coal could be transported more easily. Work on the canal began in 1795 and the section on Radstock was completed in the early years of the C19. The southern branch terminated at a wharf to

the south of the Radstock Hotel and contemporary maps show four docks with horse-drawn tramways leading to Welton Pit, Middle Pit and Old Pit. Expansion plans to connect Radford to Midford collapsed due to unresolved problems with the canal and led to its replacement in 1814 by a tramway that ran along the former towing path.

In 1847 the Countess of Waldegrave took direct control of her Radstock Collieries managing them through an estate and colliery manager, a Scotsman, James McMurtie who made Radstock his home. He held the position for many years involving himself in many aspects of Radstock life and as a consequence wielded substantial power and influence locally which extended to providing Waldegrave land for the erection of chapels, shops and social and educational institutes as a benign form of social control. Small mining communities grew up around the collieries often merging with existing agricultural communities, such as at Writhlington and Braysdown, determining how the area developed thereafter.

By the mid-19th century, eight collieries were being worked adjacent to or in the Radstock area. The coalmines around Radstock were principally owned by the Waldegraves' and included Old Pit, Middle Pit, Ludlows Pit, Wellsway Colliery and Tynning Colliery. The Writhlington Collieries were close to the Waldegrave Collieries, but further east of Radstock and under different ownership. In 1896 they were owned by the Writhlington, Huish and Foxcote Colliery Co., and in 1908 by the Writhlington Collieries Co. Ltd. The Upper and Lower Writhlington, Huish & Foxcote pits were later merged into a single colliery. As with the Waldegrave's, local colliery owners

left their mark on the town through the buildings they built or sponsored or, more enduringly in road names – Waldegrave Terrace; Hylton Terrace; Fortescue Road (named after Countess Waldegrave's 4th husband).

The industry reached its peak in the second half of the C19 by which time Radstock with Midsomer Norton had become the centre of Somerset mining. Narrow seams made production expensive, limiting profits and investment. The nature of the seams and the poor quality of the coal compared with that from the South Wales and Midland coalfields ensured that industrial activity in the area was never on a very large scale. In national terms the pits were still small and technologically backward, dwarfed by huge purpose-built collieries being developed in the Midlands, South Yorkshire, and the North East. By 1897, the Radstock Coal Series was exhausted, and only the deep seams were being worked. Over the next forty years many of the mines closed or merged to enable existing infrastructure to continue in use. Falling national demand and competition from more economical coalfields led to the closure of the last remaining pit in 1973.

Although mining has ceased it has left an important local legacy. It is a rare example of an early industrial landscape in which small-scale mining existed in a rural community. Radstock is one of the best-preserved coal mining towns in England and unlike its midland and northern counterparts it still retains many important colliery features such as steam winding engine houses, a rare example of a screens building, pit baths and huge spoil heaps, now landscaped.

A striking reminder of the coal industry is the vestiges of the transport infrastructure found in and around Radstock. Although the railways were late to develop in the area, in the second half of the C19 Radstock became an important junction of the Somerset & Dorset Railway and the Bristol & North Somerset Railway, which both passed through the town. In addition to the two stations in the middle of Radstock, there were stations on the south side of Midsomer-Norton and at Welton Hill. The wide sweep of the two main railway lines in the centre of the town had a strong presence influencing a new layout incorporating the re-modelling of the High Street to include a new shopping street at Fortescue Road laid out at the end of the 19th century. Imprints in the landscape of the haulage inclines and transport network remain discernible.

The industrial features associated with coal mining were just one aspect of the broader socio-economic landscape of Radstock. The town's development before the C19 was primarily residential and lacked a cohesive layout. However, as miners' living standards improved in the mid-C19 and early C20, more shops and retail outlets were added to the town centre. The Radstock Co-operative Society, founded in 1868, played a significant role in the town's economic and social life, operating various businesses collectively owned by its members. Little remains of a pre-industrial market place as key buildings like the Market Hall were replaced. An extract from the *Church Rambler* from 1877 informs the reader that: 'Several prosperous tradesmen have rebuilt their houses in substantial style, otherwise we have the buildings of a village in the midst of a town, clustering together at varying levels with the vaguest notion of streets' – despite the

degree of re-building witnessed from the late C19 this description remains familiar.

The original Waldegrave Inn was replaced by a larger three-storey building known as the Waldegrave Hotel (now Radstock Hotel) in the C18. Across the road, the original Bell Inn was rebuilt by the brewer George Coombs in 1880, becoming known as the Bell Hotel, behind which is the old brewery site with its distinctive 'tower'. A covered Market Hall with its wooden clock tower was erected also instigated by Coombs in 1897 beside the Bell Hotel providing a more hygienic environment for the preparation and selling of meat, fish, and poultry.

Radstock has a proud working-class heritage exemplified in the continued presence of non-conformist chapels, the Co-operative Society and working men's clubs that have exerted a significant social and architectural influence on the character and appearance of the town. Several ranks of houses were built for their employees and families, stretching up the steep hillsides in various directions. In 1877 the Society started trading from a new purpose-built store at 3 Wells Road, Radstock and a new bakery was built on 'Blood Ground' in 1909. This field, so called as the site at the centre of the town where locals settled grudges in public was adjacent to the short-lived Somersetshire Coal Canal, later Waterloo Road Open Space, and now the site of the new Hope House Healthy Living Centre. In the 1940s the Rectory site on Wells Hill was cleared to make way for RADCO, a sprawling shopping centre and car park that many felt blighted the town centre. Recently demolished, the site is now being re-developed to provide housing and mixed-use leisure and retail units.

Religion also had a strong influence on the community, with non-conformist religions gaining prominence from the mid-C18. At Coomb End a cottage next to Middle Pit, unable to accommodate a growing Methodist congregation was abandoned and replaced by the building of the town's first chapel in 1816. This building underwent enlargement in 1840, later changing its use first to a variety palace, then a cinema and for many years now, a carpet retailing warehouse. It was replaced by a new Methodist Church built between The Street and Fortescue Road which also had a School Room and offices attached (now Trinity Centre). This was one of several renewals and enlargements of chapels in Radstock indicating the strength of the movement towards the end of the 19C.

By the end of the 19th century the natural coal resources were becoming exhausted, and mines gradually closed throughout the early 20th century until the final pit closed in 1973. The cessation of the mining Industry, combined with the widespread restructure of the railways in the mid-20th century, led to the closure of the Radstock West station (Bristol & North Somerset Railway) In 1959 and Radstock North station (Somerset & Dorset Joint Railway) In 1973, and the dismantling of railway infrastructure associated with transporting goods from the pits.

Wide-scale removal of redundant railway infrastructure cleared several large sites. The west-east railway running from central Radstock towards Tynning was redeveloped in the 1980s to form Waterloo Road and the surrounding residential roads to the east. A memorial garden was created c.2000 opposite the former Radstock Market Hall, which was converted to the new location for the Radstock Museum, opening in 1999. A new health centre

was also completed on Waterloo Road In 2022 to a high-quality modern design.

Another major site was the line which ran through the centre and south-eastwards out of Radstock. After the tracks were removed c.1990, the land remained a large stretch of linear green space until the major residential redevelopment scheme of the 2010s. This scheme had a substantial impact on the character of central Radstock, due to the construction of new roads and roundabouts as well as the dwellings themselves.

The growth of road infrastructure through the 20th century has unfortunately led to the domination of traffic within the centre. It has also led to the loss of civic spaces such as the area in front of the Radstock Hotel and Bell Inn, which was previously used for markets, events and as a meeting place, and is now dominated by the A367. The 2010s redevelopment, despite the uninteresting design of the buildings themselves, has created a more cohesive centre through the re-linking of roads, restoring some of the historic road layout that was severed by the coming of the railways in the early 19th century.

Beyond the centre, there have been several instances of 20th century residential development, typically comprising terraces of two and three houses. This has created a suburban quality in areas formerly of spare groups of housing, for example in Tynning. The area of Southfield developed around what is now the A362 towards Writhlington, connecting the formerly separate village. Unlike many other towns in the 20th century, this residential growth has not led to complete infill or conglomeration of distinct areas, due mostly due to the topography and historic

transport routes which form break points between clusters of development.

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4 Spatial analysis

4.1 Layout and street pattern

Today Radstock comprises six predominantly rural settlements that originated around the collieries. At its core is a nucleated medieval settlement with a second settlement established around two hostelries; the two areas merged to become the socio-economic focus for the various dispersed rural communities that clung onto the surrounding slopes from the C18 onwards. An increase and intensification of development over the past two hundred years has expanded the town and knitted together most of the outlying areas, infilling fields, allotments, colliery yards and railway sidings with housing and industrial estates creating a densified townscape. The historic pattern of development tended to be sinuous, with roads following the contours of hills or tracing abandoned inclines from the collieries, as development became tighter and denser and lanes and streets narrowed as seen at Coomb End and Wellsway. Later development adopted a more grid-like and orderly layout, and in recent times, there has been an emergence of curving suburban-style cul-de-sacs.

The primary routes leading into Radstock converge at the base of Wells Hill, with Bath New Road coming from the north, Frome Road approaching from the east, Wells Road from the southwest, and Somervale Road from the west. Substantial development has taken place in the C20 between the historic urban cores of Radstock and Midsomer Norton, incorporating areas like Welton into the modern town.

The Roman Fosse Way approaches Radstock from the northeast, following the path of Bath New Road until Clandown, where it passes through the village core before reemerging as a pathway crossing the fields. It continues in a southwestern direction until it aligns with Wells Road. Secondary roads wind through the valley, reflecting their origins as well-established historic routes and maintaining a distinct rural character.

The centre of Radstock lies at the nexus of several valleys with the valley bottom running diagonally north west to south east. The current layout at the centre is the result of former communication routes, railways, tramways, canals, and roads which passed through or terminated in the town centre. With the cessation and clearance of all but the roads linear fissures were left in the townscape. Development on the sidings, tracks, and former station sites is indifferent and the resulting road layout has isolated the ovoidal centre around which traffic circulates. Despite the architectural quality and cohesive ensemble of commercial and municipal buildings in the centre, it is largely overlooked.

Until recently, the RADCO development had the largest footprint in the centre, but since the site was cleared for redevelopment, the Market Hall has become the dominant structure. The development in the area is of medium density, with irregularly sized and scaled buildings, varying footprints, and heights. Most historic buildings consist of two to three storeys, showcasing a relatively grand but provincial scale and massing on the back of pavement. Building lines are generally uniform but other than the Fortescue Road and The Street laid out in the late C19 there is little by way of a planned layout to the outer ring. Recent

residential development on former Great Western Railway (GWR) land, extending southeast from the centre, features uniform building heights, plot sizes, and building lines, providing definition to the space at the expense of character and visual interest.

Heading south from the centre, the junction with Church Street marks the historic core, where development is irregular with a change of level. Buildings on the west side are elevated on a grass verge, including St. Nicholas Church, positioned near the edge of the enclosed churchyard. Manor Farmhouse on the east side, flanked by former barns, sits at road level, its long frontage aligned with Church Street. As you leave the centre a more spacious quality quickly takes over, and mature trees and low boundary walls give way to open countryside on the west side. Set well back from the road, behind a tree-lined avenue, the newly constructed St. Nicholas Primary School occupies a large plot backing onto former railway sidings now the site of a recent housing development. As Kilmersdon Road climbs out of Radstock, there is a brief change in the grain, with a small residential development featuring compact semi-detached houses and terraces with shallow front gardens on one side, and detached houses and short terraces on the other side, set back behind front gardens. Meadow View, unusually straight, consists of regularly spaced houses with consistent building lines and plot sizes. Recent housing has been built as a continuation of the road, linking back to former GWR land which is linear in character and flanked by steep valley sides providing a distinct element of enclosure which naturally restricts views to and from the area.

Returning to the town centre, Waterloo Road follows the valley bottom and then ascends eastward towards Tynning, terminating at Lower Whitelands, which remains remote but visually connected to the centre. Arranged across the slopes of Tynning and laid out in series ranks are numerous compact, mainly two storey terraces that follow the contours of the surrounding hills. Similar street patterns can be found on the western side, where later housing was designed in the style of miner's terraces, creating a strong visual unity throughout the conservation area. Development initially began with individual cottages, but the rapid and haphazard growth of mining in the valleys, coupled with the need to accommodate a growing workforce, necessitated large-scale construction on new ground. Terraces proved to be both cost-effective and suitable for the steep terrain, thus becoming a unifying element across the conservation area. While most terraces were built for miners, there are also surviving examples of agricultural cottages, such as Springfield Cottages, Pow's Cottages in Clandown, and Woodborough Farm cottages, which are all exemplars of a typology that continues to find favour in new housing developments.

Large-scale public housing built from the early 20th century onwards imposed an ordered layout on fringe areas of the town. At Clandown grid like streets were laid out around allotments in a detached section of ground away from both the C18 grouping around Holy Trinity Church and a second settlement established close to the colliery area. Likewise, ordered, rectilinear estates laid out in regular sized plots that characterise West Hill Gardens were built alongside more organically evolved historic development at Wellsway. Tynning has similar juxtapositions. In

contrast, the villages of Writhlington and Braysdown remain predominantly rural and isolated.

A characteristic feature inherited from the earlier terraces and replicated in early C20 public housing schemes was the provision of nearby allotment gardens, echoing the large communal areas found at Whitelands and elsewhere. Encroachment on the allotments due to subsequent development has resulted in a loss for the community and a transformation of these spaces from public to private. A common occurrence has been the sub-division of previously open areas to linear private gardens with a proliferation of intrusive privacy measures and boundary treatments. Another ongoing threat to the historic layout is the encroachment and obstruction of paths and alleys at the front and rear of the terraces.

Terraces built for workers often included a larger end house intended for supervisors of higher social standing and work position who were expected to exert social control over their peers. Manager's houses were often set apart on higher ground so they could observe from a distance but still maintain a further level of social control. It is worth noting that there is a noticeable absence of larger houses intended for the professional classes, which would typically be found in C19 towns. There are exceptions, such as Frome Hill, which features several substantial pairs of semi-detached houses strategically positioned to enjoy views away from the collieries and industrial town.

Coomb End differs from the nucleated settlements that developed around colliery sites. It is essentially linear in form transitioning from a mixed-use townscape in the south to the predominantly residential semi-rural areas that characterise

Clandown. At the southern end of Coomb End there is a clearly defined sense of enclosure with closely packed terraces which is reflected in recent developments. As the road ascends northwards, the development becomes more dispersed, with varying plot sizes and irregular building lines. This landscape encompasses the Roman Fosse Way, which cuts diagonally through the area before disappearing into field boundaries. Initially, this part of Clandown developed along the road, extending into narrow lanes that terminated at the former colliery yard, now a metal recycling centre giving way to informal, organic spaces as the road rises northwards. Here development becomes more dispersed, building plots vary in size and building lines are irregular. This landscape includes the Roman Fosse Way, which runs diagonally through the area before disappearing into field boundaries.

The character of development at Clandown is predominantly small-scale, with residential cottages and terraces, built to the frontage of plots. The area once supported chapels, welfare institutes, school buildings and public houses occupying larger formal plots. While the school buildings and public house remain, the former is in a state of decay and fenced off. Cleared ground with building debris and hidden foundations have become overgrown hostile areas that harm the streetscape.

Upper Braysdown is situated on the outskirts of an established agricultural area and forms a satellite community with only a few residential properties, including a detached colliery manager's house and two miner's terraces. These two terraces are aligned on either side of the formal entrance to the former colliery yard, accompanied by adjacent castellated towers. The remaining built

elements on the site consist of low-level industrial units located on one side of an open yard, as well as a recent development of timber lodges positioned between two imposing landscaped embankments perched atop the hill. The approach to Upper Braysdown follows a straight access road, with the only other road curving downward towards a small cluster of farms and cottages surrounding Woodborough Farm.

Surviving remnants of the collieries and their subsequent reuse have left a lasting impact on land use. The proximity of residential areas to former colliery sites has created a palpable tension between housing and commercial needs. After the mines closed, the former colliery structures, including engine houses, pit baths, and stables, were hastily adapted for light industrial purposes, resulting in pockets of commercial activity bordering predominantly residential areas. New housing developments have now been established around the historically significant housing associated with the collieries. However, many of these important colliery remnants have been engulfed by modern industrial units constructed on the former colliery yards. These newer industrial units often occupy large footprints that starkly contrast with the closely knit urban fabric of residential housing.

4.2 Open spaces, trees and landscape

Areas of open landscape have been included in the conservation area where they have a direct visual relationship with the core areas of historical interest, and where the open landscape has directly influenced the form and nature of development and contributes to the character of the conservation area. The conservation area boasts expansive tree belts, parks, and playing

fields, which are valued shared community assets. Farmland with restricted rights of way still constitutes the majority of land use around Radstock. Access to permissive and public footpaths is sometimes unmaintained with many entrances overgrown and paths like the Fosse Way from Clandown to Wellsway disappearing underfoot.

Unlike similar areas in the north, large-scale industrial development has not supplanted colliery areas around the town. Most pit areas where colliery buildings still exist are now small-scale light industrial estates, and the spoil heaps, or batches integral parts of the landscape. The batches vary in size, the older ones were long in shape. One particularly striking example is the conical batch at Tynning, created from waste brought up from Ludlows Pit. Treatment of the batches has varied as well. At Upper Braysdown, the high mounds are accentuated with planted conifers, emphasizing their height. In contrast, the batches off Mill Lane have a more natural, uneven appearance. Some uniformly contoured batches have been preserved and sown with grass in the play area at Tynning Park, Woodborough Road, serving as both a landscape feature and a reminder of the area's heritage. While some batches consist of rough grassland and scrub, they serve as valuable green buffers and help limit urban sprawl. Due to the central location of certain collieries, the town now benefits from informal green spaces near the centre, which serve as important green breaks to the urban parts of the conservation area. These areas not only enhance the aesthetic appeal but also contribute to the overall visual character of the conservation area.

After the cessation of rail operations, the original routes of the rail companies have been preserved as public footpaths, along with numerous former colliers' paths, narrow gauge tramway routes, and branch railway lines leading to the collieries. These pathways are highly valued by the community and visitors alike. Adjacent to Tom Huyton Park, located in the heart of Radstock, is the much-valued green space accessible from the town—the linear Greenway. This natural green corridor is bordered by woodlands, fields, and hedgerows.

Public realm improvements within the centre of town include the miner's memorial garden created on former railway land adjacent to Radstock Market Hall which houses the Somerset Coalfield Museum. A colliery pit wheel mounted on a dais shares space with the town's War Memorial, re-sited from its' previous position near Fortescue Road, encircled by raised and planted beds. Elsewhere there are parks, small play areas and sports grounds located within residential areas close to, but mostly outside the boundaries of the conservation area. On the periphery at Clandown is a large sloping area of green public space between Holy Trinity Church and Duchy Road with the character of a village green. Green open space on Woodborough Rd, opposite the former station at the Charlton Road junction, positively contributes to the open low-density character and setting of this part of the conservation area.

Some trees in the conservation area are protected by Tree Preservation Orders. Others in any event would require notification to the Council of intended works to them. The hillsides surrounding the conservation area are abundantly covered with conifers and self-seeded trees, creating an

appealing skyline feature and backdrop. In the more rural parts of the conservation area, at Lower Writhlington and Upper Braysdown for instance gentle hills, meandering brooks, high, verdant hedges and ploughed fields are integral to their character.

The connection between the open countryside and the developed edge of Radstock experienced in Clandown serves as an important "point of arrival" at the historic settlement, also experienced at Manor Road, Writhlington. It is worth noting that deliberate tree arrangements are not commonly found, except along the stretch of road leading from Church Street to Kilmersdown Road near St. Nicholas Church. Here, an avenue of mature trees and wide grass verges in front of St. Nicholas Primary School contribute positively to the overall attractive appearance of this section of the street scene and are highly valued.

Steep-sided ridges to the west of the Coomb End valley have experienced minimal development, unlike the slopes nearer the town. The wide gaps between existing developments offer glimpsed scenic views across the valley. Additionally, the steep green slopes on the east side create a noticeable buffer zone between Coomb End and Clandown. Hillsides that have remained undeveloped hold significant landscape value. One noteworthy area is a wooded piece of land that overlooks Coomb End, formerly known as Coomb Hill. This location, which was intersected by the Bath New Road in 1874, has retained its natural beauty and is now densely covered with trees. It stands as the largest surviving pre-industrial feature from the mid-C18, as depicted in the Waldegrave survey conducted in 1759.

Private gardens within the conservation area also provide visually important green spaces which contribute to the setting of buildings and also that of the conservation area. Many of the historic miner's terraces have long narrow allotment style rear gardens designed for growing vegetables. Some are visible from the public realm due to the local topography. These provide 'green' breaks which contribute to the quality of the townscape. Specific to the terraces low stone front garden boundary walls adjoin footpaths and edge the back of pavements, some supplemented by hedging and trees. There is no boundary treatment common to all parts of the conservation area with a mix of fencing, low walls, railings, and planting defining private space.

The preserved hillsides, glimpses of valleys, and the connection to the open countryside collectively contribute to Radstock's aesthetic appeal. Views in Radstock are egalitarian in nature and unplanned with many of the terraces having spectacular views across the valleys. This aspect is considered a unique and defining characteristic of the conservation area. Drama and interest are created by trees and foliage unintentionally withholding and revealing views as you descend or ascend the valley slopes weaving between the many terraces.

4.3 Focal points, focal buildings, views and vistas

Focal points

Due to the historic character and development of the conservation area there are no 'planned' focal points. Some are fortuitous and result from the way the area has developed over the centuries.

Key focal points:

- The area around Radstock Museum in the town centre, signified by the winding wheel and key historic buildings such as the Radstock Hotel and former Bell Inn. This key visual point is adjacent to the convergence of the main traffic routes into and through Radstock.
- The mini-roundabout junction of The Street and Church Road, adjacent to the Victoria Hall, library and Working Men's Club, and nearby to the Trinity Hub.
- The mini-roundabout junction of The Street and the A367, adjacent to historic Radstock Co-operative buildings, and the major redevelopment site of the former RADCO supermarket.
- The Church of St Nicholas and surrounding churchyard, and adjacent former St Nicholas Primary School.
- Tynning Inn and the surrounding land to the front and rear, including Lower Butter Buildings and Tynning House. The character of this group has been eroded by the introduction of hardstanding, but the character of a former community focal point remains evident.
- In Writhlington, a focal point is formed around the green space where the top of Manor Terrace and bottom of Church Hill. Surrounding historic buildings including the listed Manor Farmhouse and the former primary school.

- The convergence of Frome Road and Manor Road in Writhlington, close by to the village hall, primary school and play area, and the listed Fir Tree Inn.
- The junction of Wellsway with Welton Road forms a focal point along the A367 leading from the centre of Radstock towards Westfield, and is adjacent to a cluster of listed buildings including the Railway Public House.
- Woodborough Road play area, surrounded by the terraces of Woodborough Road and Shaftesbury and Morley Terraces.

Focal buildings

Key focal buildings in the conservation area street scene, both listed and undesignated heritage assets include:

- Church of the Holy Trinity, Clandown (Grade II)
- The Waldegrave Arms Hotel, now Radstock Hotel (Grade II)
- Radstock Market Hall (Grade II)
- The Railway Public House (Grade II)
- Working Men's Club (Grade II)
- Parish Church of St Nicholas (Grade II)
- Church of St Mary Magdalen (Grade II)
- Fir Tree Inn (Grade II)
- Victoria Hall
- Trinity Centre
- The Bell Inn
- St Nicholas's Infant School and old School House, Church Street

- Tynning Inn and Tynning House
- Writhlington Methodist Church
- Whitelands Buildings
- Methodist Chapel, Coomb End
- Braysdown Colliery
- The Lamb Inn, Clandown
- Five Arches Viaduct
- Wellsway engine house
- Town Mills, Mill Road

Key views and vistas from within the conservation area:

The most important views are described below but the omission of a view does not mean it has no significance.

Key Viewpoint 1 – Bath Road looking southwards across the valley towards Haydon.

Key Viewpoint 2 – Town centre mini-roundabout looking towards the Radstock Museum, former Bell Inn, and winding wheel.

Key Viewpoint 3 – Wells Road, looking towards the town centre, with views across the valley beyond.

Key Viewpoint 4 – View from the public green space adjacent to Church Street Car Park, towards the town centre.

Key Viewpoint 5 – Frome Road looking towards the former Ludlow's Pit site. Whilst the site contains modern industrial buildings, it also contains numerous historic buildings relating to the former colliery, and surviving tram tracks.

The most complete surviving site relating to Radstock's industrial heritage.

Key Viewpoint 6 – Field south of South View, Clandown, looking southwards towards the town centre.

Key Viewpoint 7 – standing at the junction of Woodborough Road and Shaftesbury Terrace, looking towards Woodborough Road Play Area – views of the distinctive miner's terraces

Key Viewpoint 8 – Writhlington, at junction between Manor Road and Frome Road, looking north towards the uniform terraces of Manor Road.

Key Viewpoint 9 – Colliery Lane, looking towards the castellated buildings of Braysdown Colliery and the batch behind.

Key Viewpoint 10 – various viewpoints along the Fosse Way, allowing glimpses and panoramic vistas across the valley.

4.4 Boundaries

Boundaries are generally restricted to stone walling and natural planting, including hedging. The most visually dominant treatment is the use of rubble white lias stone set in lime mortar for walls which vary in height throughout the conservation area and make a significant contribution to local character. The practice of removing front garden stone walls to form parking spaces removes the enclosure they provide and is visually intrusive, harming the appearance of the conservation area. Some walls have

been repointed in cement based mortars, which has a detrimental physical and visual effect.

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5 The buildings of the conservation area

The main building types within the conservation area fall into one of the following categories: residential – principally ranks of terraces with some older farmhouses and cottages typically in outlying areas; buildings that demonstrate the socio-economic and cultural life of townspeople; religious buildings, chapels, halls, and churches; and buildings and structures associated with the town's industrial development.

As previously described, the one unifying element of the conservation area character is the consistent use of local white Lias limestone and lime mortar for walling, together with slate and red clay tiles for roofs. There are a few Oolitic limestone buildings built in a rubble stone, and many have ashlar embellishments in a matching or contrasting stone. Visually, these natural materials complement each other and significantly contribute to the overall sense of place.

Within the conservation area, traditional fenestration on residential properties has not fared well over time. The original character has been diminished by the replacement of vertical sash windows with horizontal casements or poorly designed plastic and metal alternatives. However, architectural details on the more impressive late 19th-century buildings in the centre, such as The Bell Inn, Market Hall, and Victoria Hall, have managed to survive reasonably well. The height and size of buildings vary, ranging from grander two to three-story structures to more modest vernacular cottages and rows of terraces, typically one and a half to two stories tall. Whitelands' Terraces are an exception at three stories. National designation

has primarily focused on farmhouses, churches, and inns with few lower status domestic examples identified. Industrial and transport related buildings have not been included and very few buildings associated with the mining industry that transformed the area are recognised to be of national significance. Buildings associated with the mining industry, which had a significant impact on Radstock's past and present, such as colliery buildings, train sheds, bridges, and related infrastructure, have been largely overlooked in terms of their national significance. It is important to acknowledge that the mining industry has strongly influenced the town's unique and distinctive special character, layout, landscape, and urban form.

Several of the undesignated, modest vernacular buildings throughout the conservation area are regarded as 'positive' buildings which are undesignated heritage assets. As are all the remaining colliery buildings and structures, irrespective of condition or reuses that may have caused harm to their character. They are identified in paragraph 5.2, and their retention and preservation play a crucial role in maintaining the town's character.

5.1 Listed buildings

The National Heritage List for England includes a total of twenty-four buildings within the conservation area, all of which have been designated as Grade II. This classification acknowledges their special architectural and historical significance on a national level. These buildings are predominantly grouped in small clusters, representing the development and evolution of dispersed historic settlements such as Clandown, Writhlington,

and Coomb End, which eventually merged to form the town of Radstock during the C19. Most of these buildings were constructed in the late C18 and early C19. The specific list of these buildings can be found below and can also be identified on the Conservation Area Character Appraisal Map. It is important to note that the provided date ranges are approximations based on the statutory list, and further examination and research may yield more precise dates.

Grade II

- Clandown Farmhouse – datestones 1721 & 1724 (early C18)
- Holy Trinity Vicarage, (mid-C19)
- Church of the Holy Trinity, Clandown (mid-C19)
- 1 Fosseway (early C19)
- Powderhouse, 120M east in field (late C19)
- 8, Coomb End (late C18)
- Ham Buildings (early C19)
- 2, Market Place (mid to late C19)
- The Waldegrave Arms Hotel, now Radstock Hotel (early C19)
- Radstock Market Hall (late C19)
- Radstock War Memorial (early C20)
- Co-operative House, former Rectory (late C18)
- The Railway Public House (early C19)
- 11, Welton Road (early C19)
- 12, Welton Road (early C19)
- Hope House Surgery and Number 10 to rear (early C18)
- Working Men's Club, formerly Radstock House (late C18)
- Manor Farmhouse and Manor Farmhouse Barn (early C18)
- Parish Church of St. Nicholas (early C15 tower, rest rebuilt late C19)
- Church of St Mary Magdalen (C19 with C17 features)

- The Old Rectory, Lower Writhlington (Front late C18 – early C19 and rear earlier C18)
- Combe Farmhouse, Writhlington (C18)
- Manor Farmhouse, Writhlington (C18)
- Fir Tree Inn (early to mid-C19)
- Barton Meade House (formerly listed as Tynning Farmhouse) (c.1720)
- Haydon Farm (mid-C18)

5.2 Locally Listed Heritage Assets

While the conservation area primarily includes the most notable buildings listed on the National Heritage List, there are also additional buildings and structures of importance, referred to as "locally listed". These buildings, as indicated below and displayed on the Character Appraisal Map, are classified as "non-designated heritage assets" in national planning policy. Recognized for their significance, these buildings are deemed worthy of being included in a Local List, and conducting a comprehensive survey would aid in better understanding and safeguarding their distinctive character. As part of this process, it may be worth considering a review of the National Heritage List.

Buildings and groups of buildings identified as locally listed will vary, but commonly they will be good examples of relatively unaltered historic buildings where their former or current use, style, detailing and building materials provides the streetscape with interest and variety. Most importantly they make a positive contribution to the special interest of the conservation area. Where buildings are heavily altered, and restoration would be impractical they are excluded.

The criteria for "local listing" is set out in the B&NES Locally Listed Heritage Assets SPD Draft (2018). Criteria include:

- Age
- Rarity
- Aesthetic Value
- Group Value
- Archaeological Interest
- Historic Association
- Archival Interest
- Designed Landscapes
- Landmark Status
- Social and communal value

Locally Listed heritage assets in Radstock

- Victoria Hall – late C19
- Trinity Centre (former Methodist Church) – early C20
- Fortescue Road Shops (1-7) – early C20
- Co-operative Store, Frome Road, 1906
- Former central colliery workshops, Frome Road, C19
- Former fire engine house, Frome Road, C19
- 1-7 The Street - C19
- The Bell Inn – late C19
- Sheepwash Bridge - c.1800
- South Station Ticket Office (now café) - early C20
- Coombes Brewery, Waterloo Road – late C19
- Co-operative Buildings, Wells Hill – late C19
- Baptist Chapel, Wells Road, 1871
- St Hugh's Roman Catholic Church/ former agricultural building, Wells Road
- St. Nicholas's Infant School and old School House, Church Street, 1857
- Manor Farm, Church Street, C19

- Former GWR Train Shed, Nelson Ward Drive – late C19
- Tynning Inn and Tynning House– early C19
- Former Co-operative Dairy and Bakery, Tynning Hill - C19
- Morley Terrace & Stanley Terrace - C19
- Writhlington Methodist Church, early C20
- Writhlington Old School House, Church Hill, c.1846
- Victorian Postbox, St Mary Magdalen Church, Writhlington
- Lower Writhlington Pillbox
- Second World War anti tank blocks, Manor Road, Writhlington
- Bronze Age standing stone, Writhlington (opposite 186 Church Hill).
- Whitelands Buildings - C19
- Methodist Chapel, later cinema, Coomb End, early C19
- Middle Pit engine winding house, Coomb End, 1905
- Former Pithead Building, Chapel Road, Clandown, C19
- The Lamb Inn, formerly Lamb Hotel, Clandown, C18
- Former Methodist Chapel, Springfield Place, Clandown, C19
- Ludlow's Colliery Pithead Baths and other pit buildings - c.1940
- Town Mills, Mill Road - C19 with earlier origins
- Braysdown Colliery, C19
- Five Arches Viaduct, C19
- Wellsway engine house, early-mid C19
- The Old Dairy, Welton Road, mid C19
- Fosseway Cottages and outhouses, Somervale Road, C19
- Bronze Age Barrow, Jubilee Field, Haydon
- Fosseway Roman Road

Walls can also be considered as positive buildings. The most significant of these are fragments of historic boundaries, either in isolation where a small section of Middle Pit wall survives at

Coomb End or estate walls and piers at Writhlington, remnants of a country house estate.

5.3 Building types

Terraces are the pre-dominant building form in Radstock. Most are residential but some in the centre on The Street and Fortescue Road are terraces of purpose-built shops with living accommodation above. Historically there were a high proportion of churches and chapels in the town and as a result of dwindling congregations and mergers became redundant and subsequently demolished or reused with varying degrees of success. Recently the same phenomenon of redundancy is affecting historic inns and public houses with several permanently closed.

Exceptions to the vernacular are the formalised C18/C19 architecture of Radstock House, and Co-operative House, a former Rectory, and the monumental architecture of St. Nicholas Church, Trinity Centre and Victoria Hall at the centre and the Victorian Gothic qualities of the former school and school house next to the church.

5.4 Building styles, materials and colours

The traditional vernacular terrace in Radstock is characterised by the repetitive use of window designs and sizes providing rhythm and uniformity, coupled with architectural emphasis provided by locally available stone. Lias stone plays a significant role in the town's architectural character, whether it be in residential, commercial, industrial, or religious buildings.

The historic buildings in Radstock generally exhibit a domestic and vernacular character. They are modestly sized, typically two

storeys high, with traditionally proportioned spans, pitched and gabled roofs, and many featuring stone chimney stacks. The roof ridge lines generally run parallel to the roads and lanes. Older cottages and outbuildings often feature orangey-brown clay pantiles, a visually distinct roofing material that was locally produced before the advent of railways. Grey Welsh slate, which became available with the railway network, was commonly used on most mid to late C19 terraces.

Stone is utilized in various forms, including squared and coursed rubble stone, un-coursed rubble stone, and ashlar for window and door dressings. Notable but understated stone-carved panels can be found adorning shop frontages on Fortescue Road and other nearby shops, adding a touch of quality and special interest that extends to many similar historic buildings in the town. The distinctive character of Radstock is clearly displayed in its commercial buildings, including the Co-operative buildings that feature elaborate carvings, lettering, and decorative embellishments on their facades. In the terraces, the use of Lias stone is varied, with formal coursed stone employed on front elevations and informal uncoursed stone on the sides and rear. This intentional variation in stone treatment reflects an architectural hierarchy of elevations, contributing to the nuanced overall effect of the town's aesthetics.

There is an opportunity for future development to be firmly rooted in the local architectural tradition emphasized in this appraisal and incorporate materials that reflect their historical context.

6 Character areas

Under this review of the Conservation Area, 9 distinct areas of distinct character have been identified. These have evolved from the 8 areas previously identified in the 1999 appraisal. The 9 character area boundaries as now assessed are identified on the Proposed Character Areas map accompanying the appraisal.

6.1 Character Area 1: Coomb End and Clandown

The transformation of Coomb End in the C18 can be attributed primarily to the influence of railways and mining activities. According to the 1839 tithe map of Radstock, Coomb End had undergone significant development within a short span of time from a quiet, rural lane to a highly industrialised area. In 1763 the area experienced a shift towards industrialisation with the establishment of Old Pit, a coal mine located at the Clandown end of Coomb End. This was followed by the establishment of Middle Pit in 1779 nearer to Radstock, later a gasworks was built on the same site in 1858. These mining activities played a crucial role in shaping the landscape and character of Coomb End. At the head of the Clandown Valley is an imposing batch associated with Clandown Colliery serving as a prominent and recognisable feature in the area, symbolizing the historical significance of mining activities in Coomb End and Clandown.

The character of Coomb End and Clandown continues to be influenced by the three former collieries and their associated infrastructure, by alterations to the landscape by tramroad inclines and batches, and the tramway that occupied the valley floor which all define the area. Today very little of the pits

remain to be seen. The shafts are covered over and hidden by dense undergrowth, and only the tree-covered batch is evident. While most of the industrial structures and surface features of the pits have now been removed, the terraces of miner's cottages, churches, chapels, public houses, school, and community buildings remain as evidence of the socio-economic factors that have shaped the area.

The character area itself follows a linear form, transitioning from a mixed-use townscape in the south to predominantly residential semi-rural areas. As one moves from south to north, the land gradually rises, while the western side features steep banks that accentuate the changes in elevation. This unique topography provides opportunities for views up the valley and across the slopes where terraces are situated. The main roads leading into the town offer open views from above and into the character area. Along Fosseway and Coomb End, various viewpoints allow glimpses and panoramic vistas across the valley. Particularly noteworthy are the distinctive gradient, mounds, and terrain of the southwest-facing slopes between Holy Trinity and Chapel Road, as well as the western slopes flanking Coomb End. These features, formed by batches and inclines, serve as significant elements of the landscape and provide primary evidence of the mining industry's impact on the terrain.

The upper Clandown area saw the establishment of a compact and orderly settlement in the early 20th century, characterized by short terraces that emulated the earlier mining terraces. Surrounding this core, older developments consist of stone farmhouses and cottages, accompanied by a mix of traditional and modern outbuildings and barns. These structures are

situated amidst irregularly shaped fields, demarcated by trees within hedges and tree belts, serving as remnants of the area's mining and agricultural heritage.

Vestiges of the community's history can be found in various buildings, such as the converted chapel, Springfield Cottages (a short terrace of farm cottages), Chapel Row (representing the last of the C19 miner's terraces in this part of the character area), and the Lamb Inn.

A cohesive architectural character is achieved through the use of local lias stone and slate roofs. Both cottages and terraces feature coursed rubblestone construction, with dressed stone and smooth ashlar accents employed for window and door surrounds. While newer buildings may incorporate smooth render, it does not align with the local palette. Recent developments have failed to embrace the design principles and materials that are sympathetic to the vernacular, instead opting for generic designs and tokenistic use of materials.

Within the character area there are several listed buildings, all designated as Grade II. These include Church of Holy Trinity and Holy Trinity Vicarage, at the north-west of the character area. Additionally, several older dwellings, such as 38 Coomb End (one of the oldest cottages in Radstock), Middle Pit Cottage, Chapel Row, and the Old Pit Terraces, contribute to the non-designated heritage assets.

Following updates to the conservation area boundary, it now includes Clandown Farm and Pow's Terrace, a row of modest brick agricultural cottages from the early 20th century. Another notable terrace in Clandown, South View, consisting of two

adjacent short terraces built across the slope with views across Radstock, is included due to its mining association and as a model for housing developments by Radstock Urban Council on Prince's Terrace and Duchy Road. Behind these terraces, allotment gardens were laid out, later surrounded by less notable housing.

Negative features:

There are several heritage sites within the character area poor condition. These sites are vulnerable to change but offer significant opportunities for sensitive redevelopment. One such site of concern is the former Methodist Chapel in Coomb End, which was later used as a cinema and is now a carpet warehouse. The condition of the building is of concern, as intrusive additions and signage obscure its historical significance. Built around 1816, it is Radstock's earliest Methodist chapel. It was later rebuilt and expanded around 1840 to accommodate the growing movement, but it eventually ceased its functions with the establishment of Trinity Church in the town centre. Encouraging sensitive redevelopment of this site would be beneficial.

Another prominent structure in the area is the former engine winding house of Middle Pit, dating back to around 1905. Although set back from Coomb End, its scale and massing make it a notable feature visible across the roofscape from Bristol Road. The building was converted into offices in the 1990s, but subsequent additions and a lack of maintenance have somewhat diminished its architectural quality. Nevertheless, it remains one of the largest surviving examples of this type of structure on the Somerset coalfield, and its impressive functional quality reflects

the success and pride felt by colliery owners. The surrounding yards exhibit traces of their past use as sidings and screen roads. Adjacent to the Winding House, the pit wall of Middle Pit once marked the location of a shaft, providing evidence of the area's mining heritage. However, it is now obscured by vegetation and is no longer easily recognisable. Any redevelopment plans for the area and its buildings should consider enhancing the public realm beyond the immediate curtilage to create a more cohesive and appealing environment.

At Clandown the former primary school, schoolhouse and associated land, which opened in 1861, was closed in 2005 and is harmed by its lack of use, harsh setting, and poor condition. Nearby a large, detached stone building, currently part of a metal recycling operation, is of interest though its' character is compromised by its current use. The building is shown on the 1839 tithe map at the bottom of an incline from Clandown Colliery. New uses for these sites, compatible with their historic character offer opportunities to enhance the area.

Two prominent industries in the region, scrap metal recycling and vehicle maintenance, significantly influence the character of the area. These activities contribute to the proliferation of vehicles, and the visual impact is exacerbated by the presence of parked or abandoned vehicles on pockets of semi-derelict land. The combination of these industries creates a harsh urban environment that sits uneasily with the increasing number of infill residential developments in the vicinity.

Boundary treatments in the area vary depending on the land use. Commercial sites often suffer from unsightly security fencing, barbed wire, CCTV cameras, and substandard signage. Low stone

walls are a notable feature in the area, particularly along roads where there are no pavements. There has been a regrettable trend of removing walls and widening openings to allow for parking in front of properties. This results in a lack of definition to the highways and the loss of front gardens, a development that should be discouraged.

Overall, the area would benefit from revitalisation efforts that respect its historical character, address the issues with industrial activities, and promote more visually appealing boundary treatments.

6.2 Character Area 2: Fosse Way Ridge

Character Area 2 primarily consists of undeveloped land with a distinctive topography that holds significant importance in the vistas observed from Coomb End towards the northeast, as well as Wellsway and the Wellow Brook valley to the south. The hillside is characterised by fields used for grazing, while the plateau is an arable landscape. Within this landscape, a section of the Fosse Way can be found. Originating around A.D. 60, the Fosse Way was a major road stretching from Exeter to Humberside, representing the farthest extent of the Roman Empire following the Roman invasion in A.D. 43. Although barely noticeable in the current landscape, there is a need to reinstate and clearly delineate the track as it descends the steep incline towards Wellsway. The top of the slope affords extensive views of Radstock, Frome Hill, and even further afield towards Ammerdown. Given its proximity to the Roman road, this area holds significant archaeological potential.

The area contains two listed buildings, designated grade II. The first is a rare Gun Powder house, accompanied by an earthwork incline, which can be found in a field above the valley to the west of Coomb End. The second is Ham Buildings, a house originally intended for the colliery manager, strategically positioned on an elevated terrace to provide a commanding view over Middle Pit colliery. In the past, there were footpaths connecting the manager's house with Rookhill Cottages and Clandown Colliery, but these routes have fallen into disuse and are no longer evident in the landscape. While these connections were previously acknowledged for their historical significance to the mining community, they no longer contribute as distinctive features within the current landscape.

An unusual characteristic of the town's morphology is the encroachment on the urban core by natural areas of the countryside between developed areas. This is a consequence of the historic use of land for mining determining settlement patterns around the nucleus of the industry. Hence, the distinctive open character of the area, and its' relationship with adjoining developed areas is considered important to retain.

Negative features:

The character area suffers from a loss or absence of clear definition in its key routes, as paths and access points have become obscured and overgrown, limiting both access and visibility. To encourage the use and appreciation of these historically significant formal and informal routes, it would be beneficial to reinstate the paths, improve maintenance practices, enhance signage, and provide better interpretation of their importance.

6.3 Character Area 3: Wellsway

The character of Wellsway is determined by the reuse of the track beds of the dismantled Somerset & Dorset Railway, and mining that centred around Wellsway pit. Both have left distinctive earthwork formations that have in recent years been designated as areas of Local Landscape/ Nature Conservation Interest.

A network of footpaths, a children's park, greenways, seated areas, and cycle routes laid out on former railway track beds along the valley bottom, has transformed the area into a valuable and well-used resource for the town providing an alternative route from Radstock to Midsomer Norton. The main path passes through the North Somerset Viaduct, comprising five arches from which the local history journal took its name. The Five Arches served as a crossing point for the Somerset & Dorset Railway, and the Bristol & North Somerset Railway and was positioned between rival stations at Radstock and Midsomer Norton. Although the viaduct has survived intact, it is not especially high, and this has enabled surrounding trees to engulf much of it. Constructed in blue engineering brick, decorative detail is minimal but crisp and is representative, though larger scale of other railway bridges in the area. The viaduct was restored by Wansdyke Council in 2000 and is a local landmark.

Alongside the linear Greenways, completed in 2011, various stone and iron structures from the area's past use have been conserved *in situ*. Interpretation is provided by purpose made coal trucks and interpretation boards seen throughout the

conservation area that celebrate the heritage and ecology of the area.

Towards the northern part of the character area are the remains of Wellsway Pit, which operated from 1833 until closure in 1921. In 1897 the pit was united underground with the workings of nearby Ludlow's Colliery. A winding engine house and a structure which housed the shafts survives, as does the weighbridge and the colliery stables, all strongly tied to the historic function of the area. Just before the pit was closed an accident occurred winding up a full tank of water and the tank and cage smashed part of the head gear and stoved in one end of the engine house, discernible today. The stables feature low arched entrances, specifically designed for the sturdy pit ponies that were employed in local mines until 1952.

A trackway leads past the colliery buildings and descends the hill to miner's cottages associated with Wellsway, located southwest of the pit area and visible from Somervale Road. These cottages, constructed in the local Lias limestone form a well-ordered rectilinear group. The terraces illustrate the local custom of including a larger, superior dwelling on the end gable for a pit supervisor or manager intended to exert a moderating influence over their neighbours.

On the south side of Wells Road, there are rows of houses built in 1913 by Radstock Urban Council for social housing. These houses mimic the style of the older miner's cottages opposite. The character of this particular section of the character area is softened by the presence of greenery in gardens, grassy areas, trees on embankments, and self-seeded screed that has colonised between-spaces.

Key buildings in the character area include the listed public house, The Railway Inn built in the C19. There were two public houses on the site, built side by side, one called the Railway Inn and the other The Wellsway Inn. In the 1950s the Wellsway Pub was incorporated into the Railway Inn as one building. The Rookery is an interesting example of Victorian Gothic style with an exaggerated steep roof and gables.

Negative features:

Improvements to the public realm undertaken in the early 2000s are now beginning to degrade making the area appear neglected and inhospitable. Regular maintenance and replacement of play equipment should be re-introduced to ensure continuity and protection of the initial investment encouraging greater public use.

6.4 Character Area 4: Town Centre and historic core

This area comprises the town centre of Radstock and the earlier historic core, incorporating the primary community and civic spaces and shopping areas.

Most of Radstock's landmark buildings are in this area, marked out by their variety. Some are highlighted by their status and formal architecture: the principal examples are the Trinity Centre (former Wesleyan Methodist Church); Victoria Hall; buildings associated with the Co-operative movement; and Radstock House (Working Men's Club). Others to the north of the centre include the Radstock Museum (originally the Market Hall) and the Waldegrave Arms Hotel (now Radstock Hotel). Most were

built as prominent civic and commercial buildings of the 19th and early 20th century that embody the history of the town's social and economic development.

The historic core of the town is centred on Church Street, notably the medieval church of St. Nicholas (largely rebuilt in 1879 retaining a C15 tower and a medieval south wall) and Manor Farmhouse which dates from the early C18 but occupies the site of an earlier manor house. The relationship between the two is indicative of the establishment of a nucleated settlement here between the C9 and C12. It is likely that a weekly village market was held at the junction of Church Street and Fortescue Road in the medieval period and that it was also the site of a village cross.

The Rectory, located on the former RADCO site and demolished in the late C20, and Radstock House on The Street were the two principal residences in the town. Radstock House, later home of George Coombs, the brewer credited with re-building the Bell Inn and the Market Hall, is shown on the Waldegrave map of 1759. The grounds to the rear and side of the house had a detached gardener's cottage and two other cottages with frontages on Wells Hill, that still exist. George Coombs sold one of the orchards in 1870 to the railway company for the erection of a detached house for the Station Master. After the closure of the GWR Station, the house was demolished, and a new library built in its place. Radstock House was sold by the Coombs family in 1954 when it became Radstock Working Men's Club, which it remains today.

Shops on the west side of Fortescue Road, fronting The Street, at the bottom of Wells Hill and built on the bridge in the late C19

and early C20 to support the mining community are notable for their fine architectural detailing and common use of materials. Fortescue Road was laid out in the C19; Hope House was the only notable building here before the site was chosen for railway stations for both the Somerset & Dorset, and the Bristol & North Somerset Railways. Existing structural conditions restricted the size of the stations and goods yard with Waterloo Road running along the northern part of the site. Colliery waste was used to build up the valley floor to grade the incline which caused the station platforms to be substantially above the original valley floor (and canal). Trinity Centre, the former Wesleyan Methodist Church was built on an irregular shaped, dual-facing site in the early 1900s. The gap left by one of the stations was built on in the 1960s to create a curved row of shops on the north side of Fortescue Road.

An earlier iteration of the current Victoria Hall was erected on the site in 1860, originally built as a Working Men's Institute. In commemoration of Queen Victoria's diamond jubilee in 1897, the foundation stone for the present enlarged building was laid, adding a Reading Room, Library, and a Billiards and Refreshment Rooms to the Hall. It's later use as municipal offices are shown on a plaque on the side of the building. Although not listed, Victoria Hall, Trinity Centre and the shops mentioned above are regarded as non-designated heritage assets and make a significant contribution to the established character of the area.

There has always been a distinction between the north and south of the central area, originally due to the river running west to east, then by the Somersetshire Coal Canal from the 1790s until 1815, then the railways and now by roads and roundabouts.

Many of the local rail and tramways leading to the collieries once converged around this point, and a section of a 20th century station building survives as a café on the southern bank of the river. There is a cluster of important Victorian buildings to the north of the river including the former market hall, the former Bell Hotel and the Waldegrave Arms Hotel, which formerly faced onto the Market Place. This would have been an important public space which has unfortunately been cut through by the A367. Positive 21st century redevelopment within this area includes the Memorial Garden (opposite the Museum) and the Hope House Centre, providing green public space and a modern health centre on former railway land.

The character area boundary encompasses the entire urban core (including negative areas) and historic nucleus of the town. Included in the setting is an open hillside to the south containing significant archaeological potential. Its' position adjacent to the historic core of Radstock is an important component of the setting of St. Nicholas Church, Manor Farm, and the earlier settlement area.

Negative features

While this area boasts the highest concentration of listed buildings, it also suffers from sites that negatively affect its overall appeal due to neglect or lack of architectural value, or sometimes both. In close proximity to the church, several sites hold potential for sensitive development and reuse, but currently require attention, such as the old school building, which is in a hazardous state of disrepair. To ensure the town centre remains sustainable and attractive, it is crucial to prioritise the continued

and increased utilisation of designated and non-designated heritage assets for residential, leisure, and communal purposes.

Of concern in the centre is traffic management, as the proliferation of signage, bollards, roundabouts, traffic lights, and other street infrastructure creates a visually cluttered and confusing public realm. Unfortunately, the current prioritization of traffic flow has unintentionally isolated the central area, as it is encircled by busy roads, adversely affecting local businesses located here.

6.5 Character Area 5: Ludlows and Tynning Coal-mining area

The Ludlows and Tynning Character area fully encapsulates the history and development of Radstock in built and landscape form. It is now the most densely developed housing area in the Conservation Area with a wide range of dwellings, from historic terraces to substantial semi-detached villas and modern flat developments. Colliery areas initially sited for geological reasons became the nucleus of subsequent socio-economic development comprising miner's terraces, traditional inns and co-operative buildings now set within well-preserved landscapes formed from the batches. To the northeast of the character area lies the large batch of Tynning colliery and to the southwest, the smaller Ludlow batch encroaches on the town centre. Late C19 semi-detached villas along Frome Road provided Radstock with its only middle-class speculative housing. Each pair differs slightly but were built to a set of requirements that governed the scale, materials, and massing of the development. They continue to benefit from extensive views across a steep sided valley the northern slopes of Tynning.

Many former pit buildings remain scattered across the character area, some in new commercial uses, many of which are light industrial workshop or storage/retail uses. Radstock Collieries' central workshop, located on a sharp corner at Frome Road has recently undergone a mixed-use and retail redevelopment, albeit marred by large-scale and garish signage. Across the street, the former offices, and buildings of Ludlow's pit, established in 1782 and closed shortly after nationalisation in 1954, still stand. Among the surviving structures are an Engine House dating back to 1893, a rare and nationally significant Screens Building, and a functionalist-style Pithead Bath House constructed in red brick during the 1940s. Rails remain embedded in the entranceway to the former colliery and provide evidence of the complex system of transportation distinctive to the area. The site is in light industrial use and incremental alterations have cumulatively degraded the historic character and importance of these key buildings.

In response to a series of mining floods, Tynning Pit, due to its deep shaft, was chosen as the location for a central pumping house in 1876. A cost-effective waterway system was constructed, connecting it to other active shafts. A significant amount of water was pumped into Welton Brook, which runs through the heart of the character area, ultimately influencing the placement of the town's sewage treatment works and leading to the straightening of the brook along Mill Road. Another notable development that has shaped the area was the establishment of a central dirt-tipping area at Tynning by the Waldegrave collieries. This area received dirt from their various pits via a network of tramways.

Tyning Pit ceased operation in 1909 but continued to be used for water pumping and dirt tipping from Middle Pit and Ludlows until the closure of the latter in 1954. Today, little remains of the original pit, as the site has been levelled, built upon, or used for tipping. Approximately 2,500,000 tons of dirt have been tipped at Tyning over the years, leaving behind massive batches that stand as prominent landmarks on the hillside above Radstock, serving as a testament to the impact of the coal industry. The batches at Tyning were among the first to undergo an ecological experiment initiated by James McMurtie, the manager of the Waldegrave mines in the late C19. He introduced the planting of trees, primarily conifers, on the batches, resulting in the well-wooded slopes that now contribute significantly to Radstock's landscape. Many of the former colliery buildings and yards in the area are now utilized for light industrial purposes, and cleared mining areas have presented opportunities for redevelopment, although the overall quality of infill and replacement buildings is generally low.

Within the character area, there are several intact miner's terraces situated across the slopes of the valley sides. The earliest of these, known as Whitelands, were constructed in the 1840s immediately to the east of Tyning Colliery batches. Originally consisting of two shorter and higher terraces, Whitelands Buildings were the first purpose-built miner's terraces in Radstock. Their construction reflected the mine owners' desire for social control over their workers and the establishment of a separate industrial community away from the town. These terraces are distinctive due to their three-story height, while most other terraces in the town have only two stories. Unfortunately, the two upper terraces were demolished

in the late 1960s and early 1970s, leaving scars and debris in the landscape. Despite this loss, the remaining terraces still form a cohesive group representative of the area's mining heritage.

Although many of the houses have lost their original windows, one house in the upper terrace still retains its multi-paned windows. Notwithstanding its poor condition a record of the house and its plan form should be made before any significant work is carried out. The houses are fronted by shallow front yards and long terraced gardens, which were originally communal allotments, highlighting the self-sufficient nature of the Whitelands community. Footpaths run along the front of the terraces separating the immediate domestic curtilage from terraced allotments, now individual gardens that step down the steep valley slope. These paths are characteristic of most of the terraces in the character area and efforts to integrate them into the gardens should be discouraged. Shared washhouses were attached at the rear, one for every three houses and have now been integrated into the terraces.

The terraces offer extensive views of the town to the southeast and the surrounding countryside to the south and west. The open hillsides and land surrounding the terraces contribute to their overall setting within a post-industrial rural landscape, enhancing their significance. Furthermore, their visual and associative connection with the nearby Tynning spoil heaps reinforces their historical and cultural importance.

Additional rows of terraces were constructed in the second half of the C19, closer to the town centre. The layout of Waldegrave Terrace and Waterloo Cottages reflects the social manipulation seen elsewhere, as each terrace had a larger house on the gable

end occupied by colliery officials. These terraces, along with several other unlisted ones, situated on both sides of Bath Old Road, along with their associated gardens, play a fundamental role in preserving the mining heritage of the town. Waterloo Road is said to have acquired its name in 1815 when a cavalry regiment, the Royal Scots Grey, camped along a track near the earlier Bell Inn as they travelled to Southampton for the forthcoming battle. Officers were accommodated at the Waldegrave Arms.

Historic development along Mill Road, along with the presence of Riverside Cottages strategically located by the now-shallow tributary river, represents another important grouping that predates the industrial development of the town. Mill Road encompasses an industrial estate, and the adjacent sewerage works (which is not part of the Conservation Area), situated within a valley that held significance for communication routes and previous industrial activities. The conservation area boundary has been extended to include a single-story stone building with ashlar details and attractive arched multi-pane sash windows, within the compound of the sewage treatment facility. Although this modest structure does not appear on historic maps of the area, its architectural style is evidently 19th century and is presumed to be associated with Tynning Pit. The building is of notable architectural merit and even more important given the loss of nearly all buildings and structures associated with Tynning Pit.

The line of the railway cutting through from the north east is preserved as a footpath and cycle route and has been included within the boundary along with an C18 century watermill, built

on medieval foundations. The fields to the south and re-graded batches are significant to the character of the area reflecting its' industrial ethos and active contribution to the prosperity of the town. As housing increased local amenities were improved from the early C20. A playing field was provided by the local Miners Welfare Committee for families who lived in the Whitelands and Springfield Buildings area and the Urban District Council also provided a recreation ground one at Mill Road, no longer there.

The conservation area boundary has been extended to include Tynning Inn and a short terrace, formerly known as Lower Butter Buildings. Butter Buildings, Tynning Inn, and Tynning House were all prominent buildings in a yet undeveloped landscape in the 1884 OS map. They are now surrounded and subsumed by less attractive 20th century two and three storey blocks of flats with minimal grassed areas.

Negative features:

As elsewhere buildings associated with the town's industrial past have been adapted to light industrial use. While the intrinsic value of these buildings is enhanced by their continued use, and they make a valuable contribution to the local economy, incremental changes and extensions have diminished and obscured their heritage value. This is particularly evident on the Mill Road Industrial estate where a mill building has been altered and extended repeatedly to the detriment of its' historic character; and where the former Ludlows' Pit buildings have been subsumed into a rundown collection of industrial units concealing any historical association.

Tyning Inn, a non-designated heritage asset, closed in 2021 and is vulnerable to re-development. Furthermore, a small outbuilding on an adjacent plot has been the focus of re-development proposals that the Planning Inspectorate deemed would be over-development that would harm the area.

6.6 Character Area 6: Upper Braysdown

Upper Braysdown is unusual in its isolation. The conservation area boundary is detached here and encircles the area of special interest. Upper Braysdown represents the best example of an industrial landscape of small-scale mining co-existing in a rural community. It exists on the edge of an established agricultural area and forms a satellite and insular community though firmly associated with the rest of the town where much of the workforce lived.

Surviving colliery buildings are to one side of the formal grand entrance to Braysdown Colliery marked by two castellated towers, undoubtedly built with display and prestige in mind. One of the towers is now in residential use attached to one of the two rows of miner's cottages that flank the entrance. The second terrace is in a parlous and unused state. Despite its' condition the almost monumental scale and size of the stone detailing demonstrates the quality of their construction and their potential for future reuse. The pit site remained intact until 1970 when it was largely demolished. Since then, the site has been re-populated with light industrial buildings that sit alongside the former pithead baths built in a red brick national style and opened in 1956. Almost immediately coal winding at Braysdown ceased and the colliery was permanently closed in 1959.

The agricultural land immediately surrounding Upper Braysdown comprises large irregular fields in arable and occasional pastoral use which is dominated by the two immense wooded batches that sit astride the former colliery site. A recent timber-clad cabin-style development sits well against this backdrop. Set away from the colliery in an isolated position is Braysdown Manor, a recent barn-style country house replacing a pre-war bungalow and outbuildings situated on top of a hill. Though concealed from view on the east by woodlands it is visible from Frome Road across the valley in Radstock. Extensive views of surrounding countryside are afforded from various vantage points in the character area though to the south and west there is restricted public access.

The boundary has been extended to include the Peasedown Allotments to the north-east of the colliery, and a pair of semi-detached 19th century limestone miners' houses opposite. The allotments date to c.1900 and would likely have served the mining community of Braysdown Colliery.

Negative features:

There are several sites within the character area that are in poor condition and vulnerable to change. The dilapidation of the row of mining cottages and outbuildings detracts from Braysdown's prevailing rural character, and alterations to adjoining dwellings has obscured or removed architectural embellishments that reflected the heightened status of the colliery. The character of the area could be enhanced by encouraging sensitive changes.

6.7 Character Area 7: Writhlington and Former Collieries

This character area encompasses the historic core of Writhlington, as well as the surrounding rural landscape featuring the former batches of Upper Writhlington Colliery, farms and cottages, expanses of Irregular fields, and areas of scrub and woodland. The boundary of the area excludes the sewage and water treatment works that were established in the C20. Hidden within the woods and the built up areas are the remnants of defence and observation structures from the Second World War.

Writhlington, located on the road leading out of Radstock towards Frome, is a small settlement that has a strong association with coal mining. In close proximity to Writhlington there were collieries such as Lower Writhlington, Foxcote, Huish, and Kilmersdon (Haydon). Originally, Writhlington was established during the medieval period and consisted of a few scattered stone farmhouses. However, with the onset of coal extraction, the area underwent a significant transformation for a relatively short period of time.

Upper Writhlington pit ceased its operations in 1898, but the site was repurposed as a sawmill and wagon works to cater to Lower Writhlington pit. Some of the buildings' locations and the two capped shafts can still be observed today. The former offices and manager's house have been converted into private residences. According to local lore part of the batches were levelled around the companies' offices and used as a tennis court by officials, but no trace now remains.

Writhlington was situated close to key communication routes developed in the C18, since overlaid by later transport infrastructure. An extension of the Somerset & Dorset Railway between Lower Writhlington and Radstock greatly influenced canal engineers of the Somersetshire Canal Co. who followed a somewhat curvaceous route along the valley with the new formation sat more-or-less on top of the old navigation route. After the cessation of the railways the track beds, bridges and sidings have been successfully re-purposed for leisure use as footpaths and cycle ways. Burgeoning coach travel is demonstrated by the Grade II listed Fir Tree Inn and associated buildings, dating from 1834.

Manor Road, built in the early C20, was previously excluded from the conservation area due to unremarkable modern development of the late C20 abutting the terraces at the rear. Following re-appraisal the terraces of uniformly detailed houses, particular at Seward Terrace along the west with matching ironwork gates and low boundary walls, meet the criteria of special character and interest to be included in the conservation area. Opposite Seward Terrace, the row of solidly built semi-detached houses, built by Radstock Urban District Council similar to those built at Clandown and West Hill, also merit inclusion.

Hylton Row, the group of three terraces plus corner shop facing onto Frome Road, merit inclusion not only for their traditional character and planned layout, but for the rare survival of a uniform row of stone wash houses to the rear, accessed via a shared track which separates the rear gardens from the main plots.

The conservation area boundary has been extended from St. Mary Magdalen Church, Writhlington to include houses to either side of Manor Road, Hylton Row on Frome Road, St. Mary's Primary School, an adjacent recreation ground and two substantial 20C dwellings on Frome Road: 'Greencroft' and 'Three Chimneys'.

Included on Manor Road is a former Methodist Chapel that closed in 2016 due to dwindling congregations and the town-wide merger of several churches into one at Trinity. Cottage meetings had been held in Writhlington since 1841 and a small group erected their first place of worship in 1878. It was one of the early "Tin Tabernacles" which sprang up country wide to serve such groups and was located on the old Coaching Road to Frome at Green Parlour. By the turn of the century the congregation had outgrown the "Tin Chapel" and with major changes to the area in housing development and a new road system bypassing Green Parlour from Radstock to Frome, it was decided to move to Upper or Higher Writhlington in the village area itself. In 1913 a new chapel was erected and Lord Hylton of Ammerdown Park performed the opening ceremony. The site of the new Church was large enough for the old Tin Chapel to be re-erected and this became the Sunday School and Function Room until in the early 1980s it was deemed unsafe and had to be demolished. The chapel has been converted to a dwelling and a pair of houses built on the site of the former Sunday School building.

Negative Features:

Whilst the houses on the west of Manor Road have retained their boundary walls and front gardens, there is less consistency

on the eastern side, with some front gardens having been lost to car parking. A variety of render treatments and paint colours lessens the uniformity of the eastern side of Manor Road compared to the rubble stone houses opposite.

Unremarkable modern development at the rear of gardens along Seward Terrace and Manor Road, accessed from Manor Park, does not reflect the historic integrity of the original houses.

6.8 Character Area 8: Former Great Western Railway Land

In the 2000s, this area was largely undeveloped agricultural land that incorporated the historic railway routes, sidings and track beds that traversed the valley bottom into the centre of Radstock. In the intervening years since the first Conservation Area Appraisal was carried out, prompted in part by incipient re-development proposals for the redundant GWR land, a new primary school to replace the school building next to St. Nicholas' Church and a housing development of two storey, mainly semi-detached houses have been built. The layout of sinuous streets and cul-de-sacs is alien to the tiers of terraces that characterise C19 and early 20C housing provision in and around the town. The former GWR train shed, now stands independently in the housing estate, and cycle routes that follow former track beds towards Mells and Frome provide the remaining surviving evidence of the area's historic associations. Despite the change in character of this area over the last 20 years, it continues to contribute to the character of the conservation area through the traces of the railway line through the land, and the expanses of green landscape and trees. Meadow View Terrace, built after

1929, by the Urban District Council, like Manor Road near Writhlington, parts of Clandown, and West Hill Gardens is a good representation of quality public housing that with its counterparts adds visual cohesion to the town.

6.9 Character Area 9: Haydon

Haydon is located to the south-west of central Radstock, accessed via Kilmersdon Road and separated from the town centre and Westfield by fields and the Snails Brook. Kilmersdon Colliery opened in 1873 and the area of Haydon soon grew up to house miners. The recognisable terraces of two storey limestone houses were mostly built in the late 19th and early 20th centuries, and later areas of infill development followed. The colliery site, now demolished, included pithead baths installed in 1934, and the winding wheel which survives on display outside the Radstock Museum. The colliery site itself is now occupied by the industrial site and is excluded from the conservation area boundary due to lack of surviving features. Within the character area boundary are two Grade II Listed farms which pre-date the colliery: Tynning Farm (Barton Meade House) dating to c.1720, and Haydon Farm dating to the mid-18th century.

Although most evidence of the colliery site itself has been lost, the line of the former tramway which transported coal from the colliery to the railway line is still evident in the landscape and road layout pattern. The incline and tramway were constructed in 1877 and had a steep downwards gradient towards the GWR Bristol – Frome line. Wagons of full and empty coal were brought up and down the incline using gravity.

The setting of the conservation area includes Haydon Batch, primarily composed of coal spoil and now an important landscape feature and green space.

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7 Issues and Opportunities

The following features have been identified in the conservation area as issues and improvement opportunities.

- Visual and physical intrusion of traffic passing through the town centre, isolating the central commercial area.
- The need to find new uses for large sites, particularly in the centre such as the former brewery buildings, later a printworks at the rear of the Market Hall.
- The visual impact of the metal recycling and motor related industries in Coomb End, particularly as experienced passing through the area and from views from the major routes into Radstock and surrounding countryside, including those looking from the skyline.
- Pressures on development including infill on garden plots and oversized extensions
- Balancing industrial/ commercial land use with residential amenities / living conditions.
- Erosion of character by the replacement of windows, doors, and extensions to the historic terraces.
- 1960s and 1970s building stock is due for renewal offering an opportunity for enhancement.
- Incremental alterations and additions to former colliery and rail associated structures that obscure and diminish their heritage importance and appearance.
- The design and materials used in new development lacking vernacular associations.

8 Management proposals

Opportunities and recommendations

The character appraisal has identified the special positive qualities of the Radstock Conservation Area which contribute to its high significance and individual character.

The following management proposals build upon the improvement opportunities which have been identified, to provide a series of recommendations for improvement and/or change.

8.1 Protecting the conservation area landscape setting

The rural landscape surrounding the conservation area is notable for its topography, attractive fields, woodland, hedgerows, and valleys. The land beyond the town is already protected by relevant planning policies, and the land within the conservation area boundary itself has similar policy protection. Constraints are also imposed on the historic environment by guidance contained in the National Planning Policy Framework and advice published by Historic England.

However, there may be implications in respect of new development, particularly for new large scale housing development within the setting of the conservation area, or from changes to buildings or sites which lie within it. For example,

from redevelopment of one or more of the historic or modern buildings at the centre of the town, or on outlying areas where there remain significant buildings, landscape features and relationships associated with the town's industrial past.

Recommendation:

Any new development beyond or on the edge of the conservation area boundary should not harm its setting. This important setting will continue to be protected through policies in the Development Plan. Applications for change which would have a harmful effect on land within or on the edges of the conservation area and its setting should be resisted.

8.2 Views within and from the landscape setting outside the conservation area

There are several important views within, towards and from the conservation area, including those looking across the countryside. There are also important views of the town from the surrounding landscape setting. These important views need to be protected by the careful management of development which should seek to preserve the special character and setting of the conservation area.

Recommendation:

Views within and around the conservation area, particularly from and to the surrounding open landscape, will continue to be protected. Proposals for new development which would impinge on these views should be resisted.

8.3 Managing new development

Many of the former colliery buildings are now approaching a second or third cycle of reuse and present an opportunity to better define their industrial heritage. Proposals for their future will need to safeguard authenticity and retain industrial character while amplifying their contribution to the historic mining character of the area.

There is pressure for new development, and particularly new housing sites within and around the existing settlements in Bath and North East Somerset, including Radstock. This demand for new housing land needs to be balanced with the requirement to preserve or enhance the conservation area and its setting.

There are policies in the Development Plan to protect all conservation areas and other heritage assets in the area. Ongoing assessment is needed to ensure that new development, whether major or minor, will be balanced with the special interest of the conservation area and/or its setting.

Recommendation:

Only development of the highest quality should take place in Radstock Conservation Area. Open spaces, including private gardens, should be protected from inappropriate new development, and development resisted which harmfully impacts open areas with important views, short or long distance, that contribute to the special character and setting of the area.

General design guidance is included in the Bath and North East Somerset Development Plan and in the NPPF. Historic England has also issued relevant best practice guidance. The

recommendations below provide some guidance on 'good practice' for new development in or on the edges of the conservation area:

New development in or on the edges of the conservation area should respect existing plot boundaries and patterns, plot ratios and historic forms of development;

Where backland or infill sites are being developed the existing open character of private gardens should be maintained and the density and scale of new development should reflect that of the surrounding historic environment;

New development should preserve or enhance the historic grain of development established by plot boundaries and existing historic buildings;

New development should not impinge on important views within the conservation area or views of it from outside and should be carefully sited to minimise visual impact;

Existing open green space should be protected from unsympathetic development where this would have an adverse impact on the spacious character of the area;

Innovative modern design may be appropriate in certain cases subject to it respecting context, reflecting local built character and form and being of the highest possible design quality. Any new development is encouraged to engage with the traditional existing built form, reference detailing and use of local materials to enhance the conservation area;

The use of traditional building materials is critical and unsympathetic changes to some details such as windows, doors

and rainwater goods can have a negative effect on the appearance of traditional buildings.

Restoring and reinstating traditional and appropriately detailed windows and doors enhances the character of the buildings. The use of traditional building materials such as timber, lime mortars and renders as opposed to plastic and cement-based materials is important in preserving the traditional character and maintaining traditionally constructed buildings;

Boundaries without stone walling can be made more secure by the use of defensive planting which will contribute to the special qualities of the conservation area, rather than by the construction of high or low fences. Where fencing is constructed it should be kept simple and of 'rural' appearance, such as wicker panels. Standard fence panels, such as lap- or close- board, lack this characteristic.

Applications to demolish existing buildings will be carefully considered and only replacement buildings of the highest quality allowed, which preserve or enhance the character and appearance of the conservation area.

8.4 Buildings

The control of non-designated heritage assets

As part of the appraisal process and in accordance with Historic England guidance, a number of 'locally listed' historic buildings and structures have been identified as shown on the Character Appraisal Map. These are defined as 'non-designated heritage assets', and are protected under Policy HE1 of the Development Plan. Generally, they are individual historic building structures

which retain all or a high proportion of their original character, including architectural detailing and materials, and which add interest and vitality to the appearance of the conservation area. Most of them in Radstock date to the C19 though there are some C18 vernacular buildings. Where buildings have been excessively altered and restoration to original appearance is not easily achievable, they are excluded.

As with listed buildings there is a general presumption in favour of their retention. Any application to demolish such a building will therefore need to be accompanied by a reasoned justification as to why the building cannot be retained and how any replacement structure would positively improve the conservation area. The owner must also have made positive efforts to market the existing building, or to find a suitable new use before any application can be determined.

Recommendation:

Applications to demolish non-designated heritage assets will generally be refused. They should be retained as valuable features contributing to the significance of the conservation area. Proposals for change to non-designated heritage assets should not adversely affect their architectural or historic interest. Non-designated heritage assets identified as part of this appraisal should be included in any future local list. Furthermore, detailed survey work could help to identify their significance and potential to include on the National Heritage List for England, subject to confirmation by Historic England.

8.5 Possible enhancements

Enhancing the conservation area is a requirement of legislation. This appraisal suggests that the following enhancement projects in Radstock should be considered, informed by the Radstock Town Centre Regeneration Action Plan, B&NES and Radstock Town Council 2024:

Recommendation:

- Improve community space within the town centre, by creating additional space as well as enhancing existing
- Improve pedestrian and cycle movement around the town centre by improving streets, connectivity and wayfinding, to enable a safer and more enjoyable experience for residents and visitors
- Streetscape improvements to the town centre including tree planting and green verges. Any new surfaces, walling, signage etc. to respond to the local character
- Explore possibilities to enhance the visual amenity and habitat of Wellow Brook, which flows through the centre
- Maintain signposting relating to walking and cycling trails and heritage information boards within Radstock and its setting, support new signposting and interpretation where appropriate.
- Promote high quality signage and design of shopfronts, to enhance historic character as well as improve visual cohesion of shopping streets.

9 Monitoring and review

The structure and scope of this document is based on the suggested framework guidance published by Historic England in Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (February 2019).

As recommended by Historic England and in line with Section 71 of the Planning (Listed Building and Conservation Areas) Act 1990, and subject to resources, this document should be regularly reviewed from the date of its formal adoption by the council. It will need to be assessed in the light of the current Development Plan, government guidance and guidance from Historic England generally.

10 Appendices

10.1 National and local planning policy

The National Planning Policy Framework (NPPF) sets out the Government's policies for sustainable development, which includes the conservation of the historic environment. When developments are proposed, the Framework requires the significance of heritage assets including archaeology, listed buildings and conservation areas to be defined and it stresses that 'as heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.'

The NPPF is further explained in the accompanying National Planning Practice Guidance.

The statutory development plan for Bath and North East Somerset comprises the Core Strategy (July 2014), Placemaking Plan (July 2017), Local Plan Partial Update (2023), Joint Waste Core Strategy (2011), and made Neighbourhood Plans.

Further Information on the current Development Plan for Bath & North East Somerset can be viewed on the Council's website by following the link to the Planning Policy homepage or by contacting the Planning Policy Team on 01225 39 40 41.

10.2 Further reading

Pevsner, N (1958) The Buildings of England: North Somerset and Bristol

Pevsner, N (2011) The Buildings of England: Somerset North and Bristol

Boyd, L (2013) Radstock and Midsomer Norton Through Time

Bishop, I (2014), Around Clandown, Radstock and Kilmersdon

Radstock and Midsomer Norton Historical Streetscape Survey (2001)

Radstock Town Centre Regeneration Action Plan (2024)

Streetscape Manual, Bath & North East Somerset Council (2005)

10.3 Further Policy and General Guidance

The Bath & North East Somerset Development Plan

The National Planning Policy Framework - Chapter 16 'Conserving and Enhancing the Historic Environment' (MHCLG 2024)

The National Planning Practice Guidance, MHCLG 2012

Bath & North East Somerset Council, Streetscape Manual, 2005

Bath & North East Somerset Council, Locally Listed Heritage Assets, Draft SPD, 2018

Archaeology In Bath and North East Somerset, Supplementary Planning Guidance 2004

Rural Landscapes of Bath and North East Somerset: A Landscape Character Assessment, Supplementary Planning Guidance 2003

Historic England, The Setting of Heritage Assets, 2017

Historic England, Conservation Areas Designation, Appraisals and Management, 2019

Historic England, Understanding Historic Buildings, 2016

Historic England, Local Heritage Listing, 2021

10.4 Glossary

Listed buildings: Buildings on the Statutory List of Buildings of Special compiled by the Secretary of State for Culture, Media and Sport under the Planning (Listed Buildings and Conservation Areas) Act 1990

Heritage asset: A designated or non-designated building, monument, archaeological site, place, area or landscape identified as possessing local or national significance and heritage and cultural value meriting special consideration in planning decisions and the planning process.

Conservation Area: Defined by English Heritage as ‘*areas of special architectural or historic interest, the character of which it*

is desirable to preserve or enhance'. Some permitted development rights are removed for owners of buildings in a Conservation Area and special planning controls may apply.

2 Contact details

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Further contact details can be found on B&NES Council's website: www.bathnes.gov.uk

10.5 Illustrations

Photo images along with historic maps and photographs will be included in the final version of the document.

This document can be made available in a range of community languages, Braille, on tape, electronic and accessible formats from Planning Services on 01225 39 40 41

Prepared by Bath & North East Somerset Council Planning Services

11 Maps

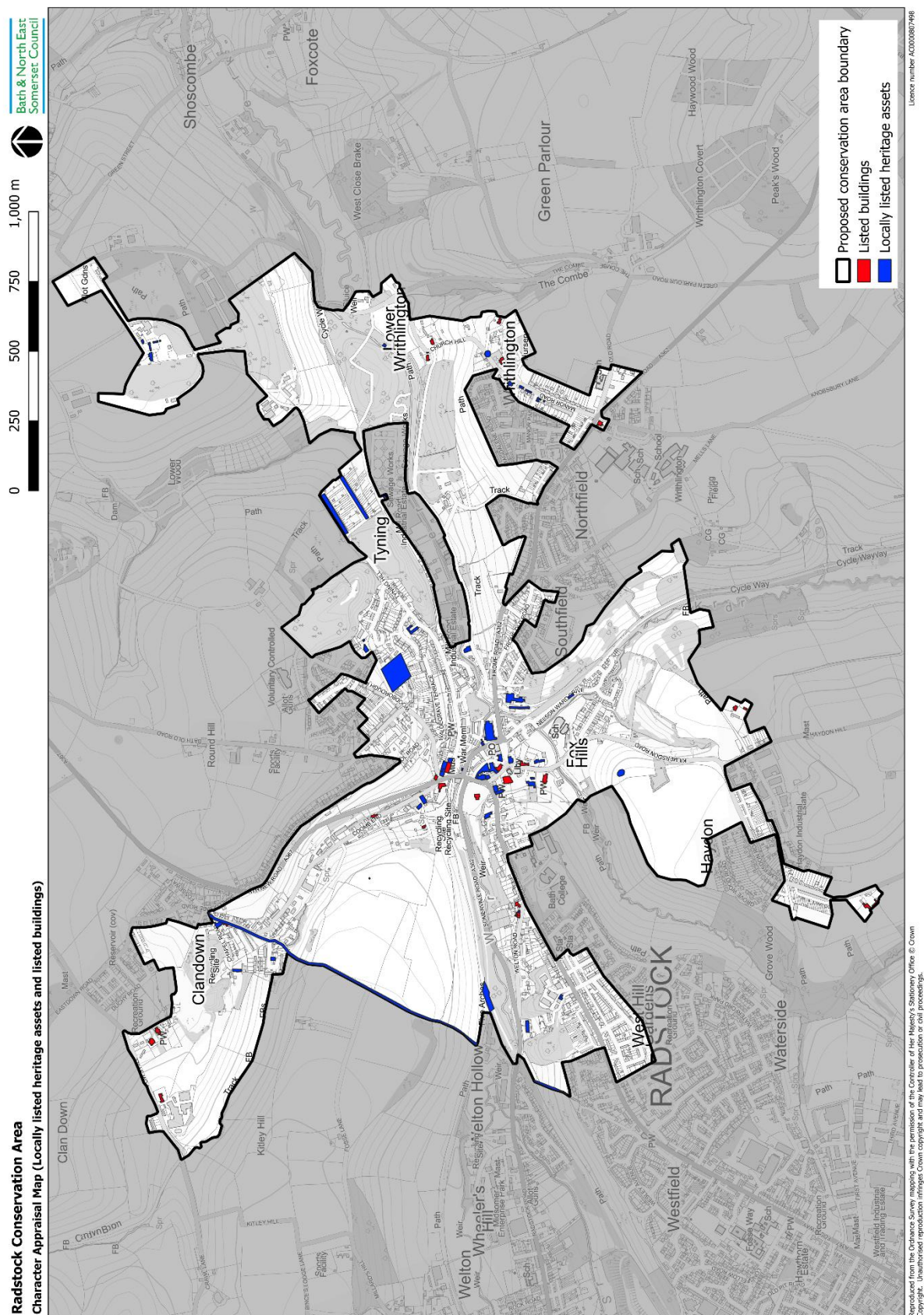
11.1 Conservation Area Proposed Boundary and Character Areas



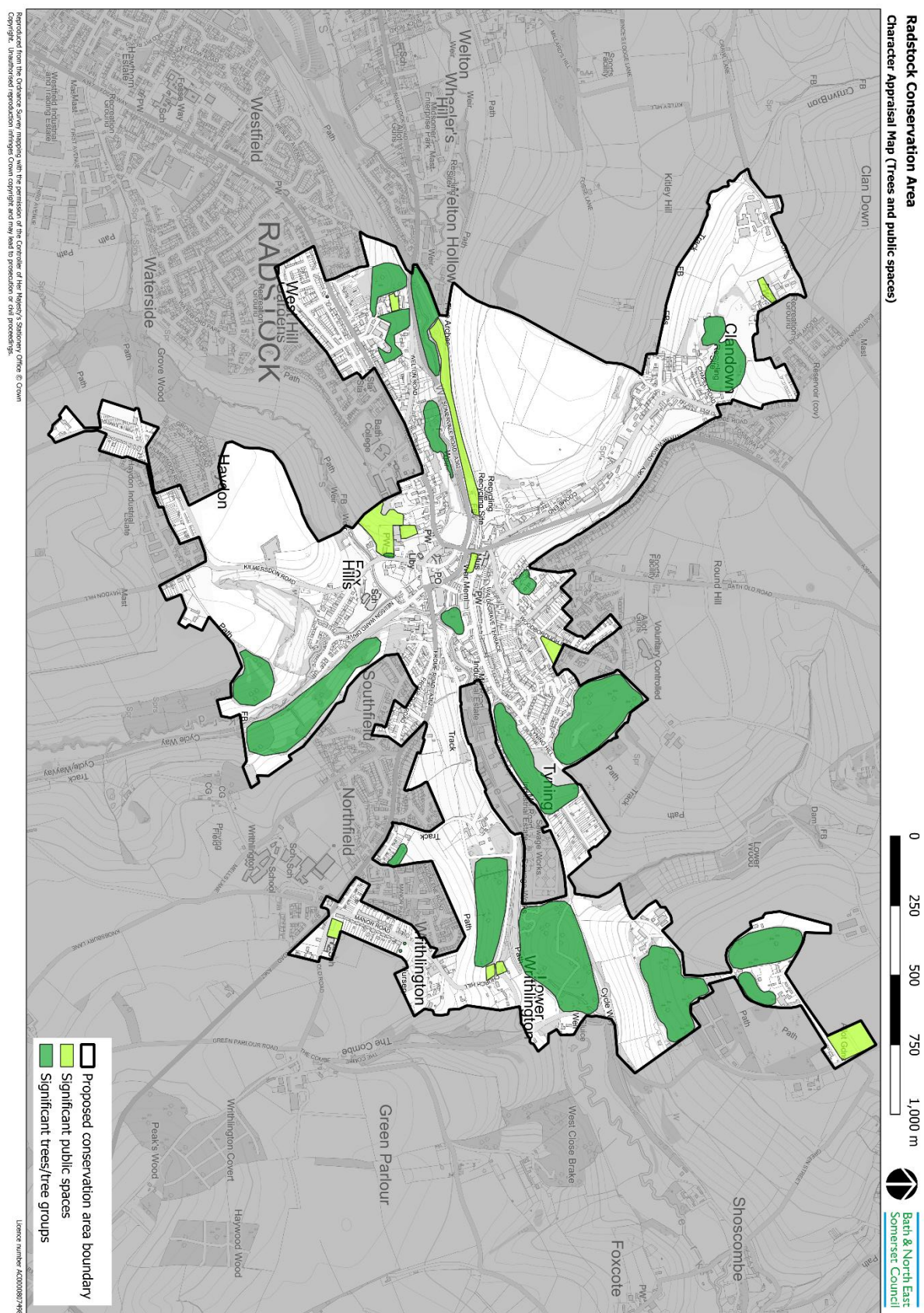
Radstock Conservation Area
Proposed conservation area boundary



11.3 Character Appraisal map – Locally listed heritage assets and listed buildings



11.4 Character Appraisal map – Significant tree groups and open spaces



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