

Bath and North East Somerset Local Plan

Strategic Land Availability Assessment  
Report of Findings (March 2013)

Appendix 1c (ii): Keynsham Green Belt



# KEYNSHAM SITES SUMMARY

<b>Ref</b>	<b>Name</b>	<b>Potential</b>	<b>Suitability/ Credentials</b>	<b>Availability</b>
K.14	Francis Road	10	Mod/High	Yes
K.15a	Lays Farm	50	High	Yes
K.15b	North of Lays Farm	200	Low/Moderate	Yes
K.15c	South of Lays Farm	250	Low	Yes
K.16	Land west of Charlton Lane	400	Low/Nil	Yes
K.17	Parkhouse Lane /Redlynch Lane (a-g)	270-725	Low	Yes
K.18	Land south of Abbots Wood	70	Moderate	TBC
K.19	Chew Valley	300	Nil	Yes
K.19a	St Clements Road	100	Low	Yes
K.20	Chew Valley	50	Low	Yes
K.21	Land at Uplands West	120	Low	Yes
K.22	Land at Uplands East	300-350	Low	Yes
K.23	Land at Uplands East II	50	Low	Yes
K.24	Courtenay Road / Manor Road	100	Low/Mod	No
K.25	North of Minsmere Road	70	Mod/High	Yes
K.26	North of Manor Road	80	Mod/High	Yes
K.27	Withes Farm	700-750	Mod/High	Yes
K.28a	Glenavon Farm (South of Bath Road)	630	Low/Mod	Yes
K.28b	Glenavon Farm (North of Bath Road)	1,200	Low/Mod	Yes
K.29	NW of Saltford	1,440	Low	No
K.30	Avon Valley Farm	See form	Low/Mod	Partly
K.31	North of Ashmead Road	See form	Low	No
K.32	West of Broadmead Lane	See form	Low	No

## Housing Potential

- This is a small site of 1.1h. The sensitive nature of the site at the edge of the green belt suggests low density redevelopment or infilling might be appropriate. Estimate is 10 homes (gross).

## Land Availability

- Residents have expressed an interest in development potential of land and a development company has expressed an interest.

## Landscape and Visual Aspects

- Site comprises 4 bungalows and their well treed rear gardens. Broadlands School lies to the east, farmland to the north and west residential housing on St Francis Road to the south. The existing dwellings are within the housing development boundary. The majority of the site (including rear gardens) is within in the Green Belt. Approximately one third of site is level with the remaining land sloping to varying degrees. Development would have some visual impact because as two thirds of the land is currently used as garden space. Master planning could mitigate this impact.

## Transport

- Within walking distance of town centre with public transport links.
- Carriageway and footway provision adequate. New access road to be 5.5 metres wide with 2 no. footways to include lighting
- Local access roads heavily parked on occasions throughout the day therefore on site parking should be to maximum standards

*This area is evaluated in the 'West Keynsham Development Concept Options Report' (Arup, March 2013)*

## Sub Divisions

- Lays Farm Business Centre, (Area A, 1.5ha) (Area B1 in Arup Report)
- Land to the North (Area B, 10.6ha) (Areas B2, B3, C1 and C2 in Arup Report)
- K15c - Land to the South (7.7ha) *Area A in Arup Report*

## Housing Potential

The Arup Report suggests the following capacities:

- Lays Farm (K15a) – about 50
- North (K15b) - about 200. Significant development to north of Lays farm limited by access
- South (K15c) – about 250. Further to the Arup report it has been confirmed that this area affected by gas main and associated HSE buffer zone. This effectively limits development to a very minor area to the north west of the site.

## Land Availability

- All the land in the area has been promoted for development during the last 10 years. There are quite recent SHLA submissions in respect of areas b and c . There has been no contact from the owner of the Business Park itself since the site was promoted in the current Local Plan

## Landscape and Visual Aspects

### Existing Conditions

- Lays Farm Business Centre is a cluster of industrial buildings, storage units and hard standing accessed from Charlton road, based on the former agricultural buildings which projects into the rural area to the south west of Lays Drive. This is a previously developed site in the Green Belt.
- Land to the north and south form part of the Dundry Plateau Strategic Landscape area. More specifically these areas form part of a Charlton Valleys Landscape Character Area. There is a reasonable degree of intervisibility between the area and the housing to the east. There is a strong visual relationship between the site and Lays Farm and other residential properties to the north where boundary vegetation is limited. There are views across the Charlton Valleys to residential development at the east side of Bristol. Conversely the existing edge of Keynsham a

can be seen from the edge of Bristol. The area is also prominent in views from adjacent road and public right of way.

- Land to the north of Lays Farm is flat high plateau directly west of a residential area extending up to the steep slopes of the Charlton valley. The ley pasture is open in character. The tall hedges of predominantly elms crossing the roughly rectangular medium sized fields and along the west boundary are quite distinctive. There are views into and across the valley to development and open fields on the ridge of the plateau on the other side, although these views are constrained to a degree by the hedges. From the other side of the valley existing housing is visible through the hedges. There is no clear access point into the area.
- The adjoining residential properties to the east are positioned off the plateau on land sloping into the urban area. The different topography makes a clear distinction between the existing development and the exposed higher plateau.
- Land to the south of Lays Farm is also flat high plateau pasture land. The eastern boundary is defined by Charlton Road (an important distributor road) and an associated hedgerow, beyond which lies existing residential development at Longmeadow Road and Holmoak Road. The hedgerow screens the built up areas from the site although there are view through his boundary feature in places. The western boundary is defined by a hedgerow which is generally continuous along its length and is tall in statue and as such is prominent. In contrast the southern boundary of the site is defined by a low clipped hedge. The site is currently divided into three fields.
- Development of the site would extend the development envelope of Keynsham further to the south west, bringing it closer to Queen Charlton. From the north eastern fringes of Queen Charlton there are visual links with the edge of Keynsham, however the majority of properties in Queen Charlton have little visual relationship with Keynsham.

#### **Landscape impact, visual effects and scope for mitigation**

- Lays Farm is suitable for housing. The loss of light industrial space would need to be mitigated via re-provision (subject there being no existing alternatives premises in the Keynsham area).
- The northern site is suitable for housing and would have a low impact on the landscape character. However, development would have a high impact on the footpath crossing the site as it presently has a rural setting. Views to the site from the north and west are of hedges and open fields backed by fairly dense housing. Development could have an impact on skyline views from the lower slopes of the valley. Open views from the rear gardens of many properties will be lost. Open space and structure planting to build on existing hedges and keeping development away from the edge of plateau could ultimately be highly effective on the northern site.

- The southern site is suitable for housing development but there would be a high impact on the open character of the area and a high impact in views from the public right of way and from across the valley at Stockwood. The visual impact from the road would be moderate. Planting and open space would soften the impact of development from across valley views and could be very successful in the medium to long term. Overall the capacity to accommodate development in landscape terms is moderate.

## Historic Environment

- There is the possibility of survival of prehistoric or medieval landscape features on the slopes. Apart from Lays Farm, the site is classed within landscape Character Zone 1 (Late medieval enclosed open fields created by local arrangement and exchange). Roman pottery found during development of the Charlton Road estate may suggest a settlement or occupation in the area.

## Nature Conservation

- Northern part of site is adjacent to Keynsham West Field SNCI (unimproved and semi-improved neutral grassland, marshy grassland, hedges and scrub). Charlton Bottom and Queen Charlton Watercourse SNCI are located at the bottom of the valley to the west. Valued ecological features could be protected and sustained subject to good ecological site master planning.

## Transport

- At present there is an access road from Charlton Road to K15a at Lays Farm. Access to the northern part of the site is limited by existing housing which forms a continuous boundary. At the north St Francis Road runs close to the site but terminates at Broadlands House. Access in respect of the northern area is therefore a limiting constraint.
- Arup Transport Assessment considers the highways matters in more detail.

## Utilities

- A gas pipeline runs through the central/southern part of the site. HSE buffer zone severely limits development.

## Green Belt

- The fields at these sites keep development from intruding into Stockwood Vale. It is a sensitive gap between Bristol and Keynsham, prominent from Stockwood Vale and high ground to the west. Development would impinge on the open valley of Stockwood Vale and promote the merging of Stockwood with Keynsham, undermining the purposes of the Green Belt (although there may be more limited impact if development were kept away from the break in slope).
- Stockwood on the other side of the valley has already developed on the plateau and a significant amount of development faces towards Keynsham on the east facing slopes.

## Housing Potential

- The site is about 17ha and could accommodate about 400 homes a 25 dph. However a gas pipe and associated HSE buffer zone runs through the site. This significantly limits the developable area and make a viable development unlikely

## Land Availability

- Landowner has confirmed that this area is available

## Landscape and Visual Aspects

### Existing Conditions

- This is flat plateau land used for grazing with angular and irregular medium and small fields bounded by clipped hedges. The area is open and quite exposed, has a rural character and a sense of remoteness. The hedge at the edge of the plateau allows a limited view of the well treed setting to Queen Charlton and its church tower and distant ridges beyond.
- Isolated warehouse located to the west of the site, accessed by a lane off Charlton Road. The rest of the site is agricultural in nature, with small pockets of tree planting both within and adjacent to the site.
- A public right of way runs along the northern boundary

### Landscape impact, visual effects and scope for mitigation

- Development would have a high impact on the open unspoilt rural character of the area.
- This area is seen from the adjacent road, Queen Charlton and the ridge on the far side of the Charlton Valleys. Development would have a high impact from the road and from Queen Charlton where development would replace an open aspect with a strong remote feel to it, and a moderate to high impact from the ridge across the valley.
- Structure planting could be moderately effective in mitigating the effects of development. The roadside hedge may be lost to allow access and visibility splays into the area.

## Nature conservation

- Charlton Bottom and Queen Charlton Watercourse Sites of Nature Conservation Interest are located c.200m to the west of the site

## Utilities

- A gas pipeline runs north to south through the entire site



## Transport

- Access would be off Charlton Road. The site is isolated from the centre of Keynsham and major public transport routes.

*This Area is evaluated in the 'South of K2 Development Concept Options Report (Arup, March 2013. Other relevant documents include the 'Green Belt Review' (Arup, 2013) and the 'Transport Assessment of Green Belt Sites' (Arup, 2013)*

## Housing Potential

- The site is about 56ha and can be subdivided into 3 small parcels (a-c) framed by Parkhouse Lane and Charlton road comprising xha and 7 large fields between Parkhouse land and Redlynch lane.

### Assessment of Bloor Homes

- The area is extensive and the promoter 'Bloor Homes' suggest that it could accommodate 1000+ dwellings (assuming 30.6ha residential, 0.72ha Community Hub, 2.9ha Primary School, 13.08ha of informal green space and linkages and 0.44ha of allotments. This estimate of potential is based on documentation received from Bloor Homes.

### Assessment of Arup for BANES Council

- The Arup Development Concept Options Report concludes that it is inappropriate to develop the whole area due to a range of issues related to landscape visual impact and highways. The report recommends that development should be clustered at the western and northern areas of the site (i.e. K17 a-c and the northern parts of K17d and e). Development plots should be offset from Redlynch Lane and the main ridgeline. Arup have produced two options for K17 and the housing potential ranges from 270-725.
- A large part of this area site is suitable for development based on the analysis by Arup and subject to a number of issues/constraints being resolved. However the suitability credentials are low to very low.

## Land Availability

- Land promoted by Bloor Homes.

## Landscape and Visual Aspects

### **Existing Conditions**

- Area located on the mid-slope of a gently sloping plateau to the south of the Local Plan 'K2' allocated sites, bounded by Parkhouse Lane to the north, Charlton Road to the south west, Redlynch Lane to the south and open fields to the east. Part of the Dundry Plateau Landscape Character Area and borders the Chew Valley Landscape Character Area.

- Area slopes from the south west corner which is the high point (c.85m AOD) to c.45m AOD in the north eastern part of the site. The eastern site boundary is defined by the ridgeline, beyond which the land quickly falls away into the Chew Valley. Many of the field boundaries shown on the 1884 OS map are still in existence and the site area does not appear to have been greatly modified.
- K17a-c is a triangular piece of land adjacent to Parkhouse Lane, Charlton Road and woodland to the north. This area is a gently sloping plateau used for grazing. There are only minor roads in the area and a private narrow lane serving a small group of dwellings and a farm. There is a right of way to the public along the lane. Tall hedges bounding medium sized rectangular fields give a measure of enclosure to an otherwise open landscape. The woodland to the north (Abbots Wood) is an area of land managed by the Woodland Trust, planted with native broadland trees during 1994-96 and is now beginning to develop a level of biodiversity and a population of roe deer.
- K17d-f is a generally flat and open plateau area of pasture bounded by clipped hedges or walls. It is highly rural. There are some attractive distant views to Kelston Round Hill and to ridges to the east. There are clear views from the eastern edge of Keynsham along the B3116 (the Wellsway), from Parkhouse Lane and from wider views in the south. K17c contains a prominent depression that winds east until it joins the River Chew. Historic landscape character described as late medieval enclosed open fields created by local arrangement and exchange. The south western corner is described as 18th - 19th century enclosure by local and parliamentary act.
- To the south of the site the land gently climbs to form locally high ground at a high point in the vicinity of Publow Hill at c.123m AOD approximately 1km to the south of the site. To the west of the site the land climbs gently to form a pronounced ridge of local high ground between 87m AOD before the ground descends steeply defined by prominent slopes into a small well defined tributary valley which accommodates Queen Charlton.

#### **Landscape impact, visual effects and scope for mitigation**

- The overall capacity of the landscape to absorb development is low for the whole site. This area is deemed to be of high importance in landscape terms and development here would have a high impact on what is arguably the most attractive area of countryside surrounding Keynsham.
- Development of K17a-c would have a high impact on the rural landscape character of the area. It would have high impact on the isolated dwellings who presently enjoy an open rural outlook, and from the road, where new dwellings would be on the skyline. This also applies to footpath users. The impact would be moderate in wider views to the area which are limited.
- Development of K17d-f would have a high impact on the landscape and visual impact. An essential character and charm of the Wellsway (which runs along the Chew Valley) is that the road itself forms the edge of the countryside with many breaks in the development of its west side, some quite substantial, across which are many important and changing long views. The Keynsham &

Chew Valley Local Plan Inspectors Report (1992) recommended that this character should be safeguarded carefully and that development on the west side of the Wellsway (in which K17 is located) would erode that character. In order to reduce the long distance views from the Wellsway, the Arup Concept Report recommends that the development boundary should be pulled away from the ridgeline to a position where completed rooflines would be less prominent.

## Utilities

- A gas pipeline runs through the south west corner of the site (HSE hazards pipeline) referred to as the Corston to Brislington BGSW/CB/4. Due to the potentially very high cost associated with diverting this main, it is likely that the development will have to be designed around it. There are no public sewers on site – the nearest public foul sewer is the trunk main in the valley to the south. The local foul sewer network has limited capacity.
- Site crossed by an extensive network of overhead 11kv and 33kv electric lines. Likely to be possible/viable to divert/ground these.

## Historic Environment

- Cotswold Archaeology (on behalf of Bloor Homes) conclude that it is considered unlikely that any below ground remains are present within the site of such significance as to preclude development.
- Prehistoric and medieval finds have been recovered from the central part of the area and could suggest early settlement and/or occupation
- The eastern part of the Parish boundary which runs through the south western part of the site is marked by a hedgerow which may be considered to have statutory protection under the Hedgerow Regulations 1997 Criteria for Archaeology and History;
- Parkhouse Farm listed building will not be materially impacted by development, but care should be taken to ensure any impact on its setting is mitigated appropriately.

## Nature Conservation

- B&NES Ecologist reports that the Great Crested Newt, a European protected and priority species has been recorded here. Precise location to be confirmed.

## Green Belt

- The Green Belt gap between Keynsham and Queen Charlton would be narrowed. However, this option potentially has less impact on the Green Belt purposes than other green field sites surrounding Keynsham. Residential development would not intrude into the strategic gap between Keynsham and Bristol to the west.

## Transport

- Poor potential for development in transport terms. Site is remote from the town centre, the railway station and Wellsway/Broadlands Secondary School and has limited connections to the neighbouring residential area due to the layout of the existing residential area. Although in close proximity to Castle Primary School, the site is over 500m from the neighbourhood centre on Queens Road.
- Routes into the centre from the current edge of town are approaching 2km and beyond convenient walking distance; this site would make this situation even worse. Specific provision for cycling is limited and the local bus service follows a circuitous route through the residential areas and as a result can make local journeys rather long. In addition the train station is located north of the A4 in a peripheral location in relation to the site some 3km away.
- Further analysis provided in Arup transport Assessment. The limitations on access and connectivity indicate that it may not be feasible or desirable to develop the entire site; the Arup Concept Report suggests instead that development should be concentrated at the north-western area of the site.

*This Area is evaluated in the 'West Keynsham Development Concept Options Report (Arup, March 2013). Other relevant documents include the 'Green Belt Review' (Arup, 2013) and the 'Transport Assessment of Green Belt Sites' (Arup, 2013)*

## Housing Potential

- Arup have produced two options for the K17 which both include K18 (2.8ha) within a larger site.
- Both options assess K18 as having the potential for around 100 dwellings at 40dph.
- However, retention of the existing woodland is important in this location. By not including the woodland within the developable area the capacity is reduced to around 70 dwellings.

## Availability

- The Woodland trust own the eastern fringe of the site. The status of the majority of the site is unknown

## Landscape & Visual Aspects

### Existing Conditions

- Flat plateau land bordered by the Community Forest to the north and west (K18 includes some of that forest on the eastern part of the site), the K2 housing allocation to the east, and open countryside to the south on the other side of Parkhouse Lane. Adjacent to the west are an isolated group of dwellings.
- The hedges are dominated by Elm and there is also scrub and bramble.
- A public right of way runs north/south through the site.

### Landscape impact, visual effects and scope for mitigation

- The Community Forest is beginning to contribute to landscape character and has great potential for creating a woodland setting to new development and to screen it from the surrounding area. The impact of development on the landscape would be moderate.
- From long distance views the impact on visual effects would be low to moderate given the relative containment of the site by the trees along Parkhouse Lane bordering the south of the site and the Community Forest bordering the other sides. From within the Community Forest the impact on visual effects would be high.
- Mitigation using the existing community woodland and additional structure planting and strengthening of hedges, particularly those bordering Parkhouse Lane would be highly effective here.

## Housing Potential

- K19(St Clements Rd) = 13ha and c. 300 dwellimngs
- K20 (South of Chewton) Place = 10 ha and c.50 dwellings

## Availability & Achievability

- Land promoted for development during preparation of BANES LP

## Landscape and Visual Aspects

### Existing Conditions

- These areas forms the northern tip of the Chew Valley Landscape Character Area and beautiful steep sided pastoral valley with a very rural feel even where it forms a green wedge well into Keynsham itself. There are very few buildings apart from the very few attractive houses and cottages at Chewton Keynsham.
- The popular Two Rivers Way (public right of way) runs through the base of the valley with extensive views within the valley. The B3116 runs along the top of the eastern side of the valley and an estate road skirts around the North West. These have commanding views over the valley and this site.

### Landscape impact, visual effects and scope for mitigation

- The impact of development anywhere in the valley would be high causing complete a loss of open valley character. The impact of development on views would be very high.
- The essential character and charm of the Wellsway is that the road itself forms the edge of the countryside with many breaks in the development of its west side, some quite substantial, across which are many important and changing long views. The Keynsham & Chew Valley Local Plan Inspectors Report (1992) recommended that this character should be safeguarded carefully and that development on the west side of the Wellsway would erode that character. The B&NES Local Plan Inspectors Report (2006) concluded that the Chew Valley is an important green corridor which runs into and through the town; as a result, the development of sites likely to affect the Chew Valley would harm the existing character of the town, and the Inspector recommended against the further consideration of these sites in view of this harm.
- The scope for mitigation of landscape impact in any form here is low. Planting for screening would be ineffective due to the steepness of the slopes and the views looking down into the valley. It would be impossible to mitigate for the loss of character.

- Re K20 - Beyond the area of flood risk remaining area slopes to the North West down a small valley where the land joins the River Chew adjacent to Chewton Place and the listed buildings there. The land slopes from a high point of around 55m at the south west corner to 15m by the river bank. This slope, along with the landscape constraints described below significantly reduce the housing potential of the site to around 1.7ha of land which could yield a maximum of 50 dwellings @ 35dph assuming 80% developable area.
- Re K20 - The site was subject to an appeal in May 2000 for the demolition of the farm buildings on the site and redevelopment for housing, which was dismissed. The main issue for the decision was inappropriate development in the Green Belt. Very special circumstances were not demonstrated at that time. Potentially suitable for a limited amount of development, but there would be a high impact on the landscape in allowing this to happen, with limited benefits. The topography and constraints of the site mean that the number of houses it could accommodate would not make a significant contribution to the housing requirement, which does not outweigh the high impact on the landscape.

## Nature Conservation

- River Chew and adjacent land SNCI is to the east in the valley bottom, containing running water (river) and associated marginal habitats.

## Historic Environment

- A number of listed structures are adjacent to the south east corner of the site: Chewton Place (Grade II); a late C18 folly known locally as the Owl Tower, approximately 15m to the west of Chewton Place (Grade II); and an early C18 bridge and attached wall and fence across the River Chew at Chewton Place (Grade II).

## Flood Risk

- The valley bottom is in Flood Zone 3a and this limits the developable of K19 to 10ha and K20 to 4ha

## Highways

- Re K20 - Moderate potential for development in transport terms. Good access to Keynsham. Access to Bristol and Bath is possible. Junction/link capacity needs to be assessed. Junction onto B3116 is required. Limited access to public transport and cycling/walking links to the town centre.



## Housing Potential

- 4.7ha and about 100 dwellings

## Availability

- Confirmed

## Landscape and Visual Aspects

### Existing conditions

- This is a steep sided dry valley – an unusual landscape feature for B&NES. Site slopes gently from south west (c.40m) to north east (c.25m) with a small valley at the centre, eventually becoming steeper to the east outside of the site boundary as it reaches the River Chew.
- From the B3116 (The Wellsway) there are prominent views straight up the length of the valley. Although an estate road runs immediately alongside the valley views from here are limited due to the valley dropping steeply away. Views from the adjacent houses would also be limited.
- Allotment site immediately to the west

### Landscape impact, visual effect and scope for mitigation

- The impact of development on landscape character would be high. The essential character and charm of the Wellsway is that the road itself forms the edge of the countryside with many breaks in the development of its west side, some quite substantial, across which are many important and changing long views. The Keynsham & Chew Valley Local Plan Inspectors Report (1992) recommended that this character should be safeguarded carefully and that development on the west side of the Wellsway would erode that character.
- Although an estate road runs immediately alongside the valley views from here are limited due to the valley dropping steeply away. Views from the adjacent houses would also be limited. The impact on visual effects is therefore moderate to high.
- Structure planting along the top of the valley sides could still soften the development to a very limited extent. The scope for mitigation is low to moderate.

## Nature Conservation

- River Chew and adjacent land SNCI is to the east in the valley bottom, containing running water (river) and associated marginal habitats

## Transport

- Access seemingly best achieved solely from St Clements Road only.

*This area is wholly assessed in the 'Land at Uplands Development concept Options Report' (Arup, 2013). Other relevant documents include the Green Belt Review (Arup 2013) and the Transport Assessment (Arup, 2013)*

## Housing Potential

- K21 - 120
- K22 - 300-350
- K22b - 50
- K23 -175 (but this would require development on the east side of the HSE exclusion area or a major gas pipe and is therefore unlikely unless as part of a more comprehensive development including K24 [Manor Rd / Courtenay Rd])

## Availability & Achievability

- Availability Confirmed

## Suitability

- Much of this area is suitable for development (excluding the gas pipe buffer zone) but its suitability credentials are not particularly strong
- The landscape impact and visual effects would be moderate to high as one moves west to east through the area.
- Lack of access to local facilities and the peripheral location with lack of public transport links makes this a poor location in respect of sustainability

*This area is mostly assessed in the 'East of Keynsham Development concept Options Report' (Arup, 2013) Other relevant documents include the Green Belt Review (Arup, 2013) and the Transport Assessment of Green Belt Sites (Arup, 2013)*

## **Area and Description**

- 10ha
- Open fields which are used to keep horses.

## **Housing Potential**

- 3ha Developable = about 100 homes

## **Suitability**

- High Pressure Gas Main runs north to south through centre of site which will significantly reduce the capacity for development
- The developable area (west of the HSE exclusion zone) is just 3ha
- Impact of development on landscape character would be moderate. Character of the site influenced by the Community Forest boundary to the west, but the east side has a more remote feel and attractive rural character. Use of the site to keep horses creates an 'urban fringe' character. The Community Forest to the west is relatively young but established, and has the potential to become a significant landscape feature in the future and to become a strong landscape framework to any development.
- Well used lanes bound both north and south boundaries of the site giving good views into the area. Views from the wider landscape are more limited to the community forest than to the east of the area. Overall the impact of any development on visual effects is moderate.
- Manor Road (adjacent to northern boundary of K24) is a cycle route as shown on the Local Plan proposals map
- Desk top reviews suggest that the Keynsham/Saltford gap is predominantly either improved fields or arable fields of low nature conservation interest – limited issues with respect to biodiversity. However, Skylarks (Section 41 Species of Principle Importance) are likely to be an issue requiring mitigation, along with more routine protected species issues.

## **Availability & Achievability**

- TBC

# NORTH OF MANOR RD & EAST OF MINSMERE

## RD K25 &26

*This area is assessed in the 'East of Keynsham Development concept Options Report' (Arup, 2013)*

*Other relevant documents include the Green Belt Review (Arup, 2013) and the Transport Assessment of Green Belt Sites (Arup, 2013)*

### Housing Potential

- K25: 3.5ha , 100-120 homes
- K26: 2.7ha , 80-100 homes

### Availability & Achievability

- Availability Confirmed
- Sites could deliver relatively quickly as form quite discrete opportunities.

### Landscape and Visual Aspects

#### **Existing Conditions**

- K25 is a regular shaped field located between the existing urban edge at Hurn Lane and Manor Road Community Woodland.
- K26 is an irregularly shaped field located between the existing urban edge at Minsmere Road and Manor Road Community Woodland.
- Both site adjoin the western boundary of Keynsham create a buffer between the urban edge and the Community Woodland which is beginning to make a contribution to landscape character.
- A Public right of way runs east to west through northern part of K26

#### **Landscape Impacts, visual effects and scope for mitigation**

- In terms of wider views the sites are well contained. There are clear views from the Keynsham urban edge and internal footpaths. Overall the impact of development on visual effects is low to moderate.

### Nature Conservation

- Desk top reviews suggest that the Keynsham/Saltford gap is predominantly either improved fields or arable fields of low nature conservation interest – limited issues with respect to biodiversity. However, Skylarks (Section 41 Species of Principle Importance) are likely to be an issue requiring mitigation, along with more routine protected species issues.

## Transport

- K25 can be accessed from Manor Road though this is a relatively narrow lane which has limited capacity, particularly at the Salford end.
- K26 can be accessed from Windrush Road to the west from the present residential area.

*This area is assessed in the 'East of Keynsham Development concept Options Report' (Arup, 2013). Other relevant documents include the 'Green Belt Review' (Arup, 2013) and the 'Transport Assessment of Green Belt Sites' (Arup, 2013)*

## Housing Potential

- 18ha
- K27 has been assessed as part of the Arup concept options report for a wider 'East of Keynsham' area'. Three options were produced K27a-c corresponds with Arup development cells C1 and C2 in Options 1 and 2 and cells B1 and B2 in Option 3.
- The housing capitates of solely residential scheme is about 700/ 750.
- Consideration will need to be given to the need for the area to accommodate employment uses and this may reduce the housing capacity.

## Availability & Achievability

- K27a and b conformed. K27c not confirmed

## Landscape and Visual Aspects

### Existing Conditions

- Pasture land with small to medium fields located on the eastern edge of Keynsham on the southern side of the A4.
- The A4 and the existing development along it form the northern boundary of the site and provides the principal road link between Keynsham and Bristol to the west and Saltford and Bath to the East. To the west of the site are the playing fields of Wellsway Secondary School; while to the south/south east is the Manor Road Community Woodland, which is beginning to make a contribution to landscape character. On the opposite side of the A4 is a supermarket and industrial estate.
- Part of the Lower Avon Valley Landscape Character Area. In terms of wider views the area is well contained. There are local views from the houses along the A4 and glimpses from the A4 itself. There are clear views from the Keynsham urban edge and internal PROW footpaths and relatively insignificant views from the houses along the Saltford edge given the existing view is to an urban edge.
- Majority of site is late medieval enclosed open fields created by local arrangement and exchange, with the south eastern part of the site post-medieval designed ornamental landscape. Some of the fields in the north show a medieval strip lynchett pattern.

### **Landscape impact, visual effects and scope or mitigation**

- This area suitable is for development. There is potential to create a high quality urban and parkland environment which would be an asset to both Keynsham and Saltford.
- The impact of development on the landscape would be low to moderate in the north western part of the site and moderate in the eastern and southern parts.
- The impact of development on visual effects is low to moderate in the north eastern part of the site adjacent to Keynsham, and moderate on the eastern and southern parts which are closer to Saltford.
- Scope for mitigation high through GI led masterplanning and treatment of western edge

### **Utilities**

- A National High Pressure Gas Main runs north to south through centre of site – this could significantly reduce the capacity for development, but offers opportunity to maintain a buffer between Keynsham and Saltford as a result. The pipeline is protected by an HSE-regulated ‘buffer zone’ which controls neighbouring land use. The regulations permit residential development within the outer zone (155m either side of the pipe line) and public playing fields within the outer and middle (125m either side) zones.
- New water mains and sewer site connections are required. Wessex Water provisionally confirm these as: separate systems of drainage are required; area located within the Keynsham sewage treatment works catchment; downstream sewer improvements needed to critical sewers; appraisal required to confirm scope and extent of capacity improvements; works likely to advance planned capacity works at Keynsham sewage treatment works.

### **Flood Risk**

- No flood risk issues subject to development avoiding the floodplain of the Broadmead watercourse (North West corner of the site –to the south of the A4 roundabout – is within flood zone 2 and 3).
- K27 drains northwest to Broadmead Brook and will require significant attenuation (and land area) provided for surface water run-off to restrict flows before discharge. A substantial watercourse corridor is required for brook and subsidiary ditches etc draining area.
- 

### **Nature Conservation**

- This area includes few recorded features of ecological importance but does surround the northern and western sides of Manor Road Community Woodland Local Nature Reserve and includes a small SNCI. This area could be excluded or utilised within Green Infrastructure/open space requirements. Skylark population in the area which requires protecting.

### **Transport**

- Well located to encourage travel by public transport services along the A4. Site could support a mix of employment and residential development and is adjacent to existing employment areas encouraging sustainable travel to work.
- Good access to Bristol and Bath making the site particularly suitable for commuters. Good access to Keynsham and Saltford centres, local centre at Chandag Road, Chandag infants/primary school and Wellsway secondary school. The distance to Keynsham town centre may deter some people from walking.



## **Area and Description**

- ha

## **Housing Potential**

- about xx homes

## **Suitability**

- The key constraint here is the presence of a high pressure gas pipe which runs through the western 1.3 of the site. This renders this part of the site undevelopable for housing on account of HSE exclusion zones.
- Much of the site is unconstrained although there are a number of issues to consider re master planning.
- Whilst the high pressure gas pipe will prevent the amalgamation of Keynsham and Saltford, the landscape, visual and Green Belt impact of development in this area would be high.
- The transport impact on the A4 is likely to be so significant as to require major new investment.

## **Availability**

- The site is available for development

## **Achievability**

- The transport impact on the A4 is likely to be so significant as to require major new investment. Given the lack of identified public money for such investment, the cost would have to be borne by a developer and this may render development unviable

## Housing Potential

- 32. ha
- This western part of this area was part of the World's End Lane housing site promoted by Wansdyke District Council for development in the Keynsham and Chew Valley Local Plan. However, at that time the Inspector found that this was not in conformity with the Structure Plan and recommended that designation for residential development be deleted in the Local Plan.

## Availability

## Landscape and Visual Aspects

### Existing Conditions

- The western half of the site is a flat flood plain of the River Avon of open character. The land is used for pasture and horticulture. Hedges and fences bound the small and medium rectangular fields. There is a farm and individual dwellings along the A4 and industry along Pixash Lane to the west. The A4 forms the southern boundary of the area and the railway the northern. The railway is at grade and well screened by trees, but becomes an unattractive feature when close to it. The industrial development adjacent to the site is unattractive. There are views to distant hills to the north east and south.
- The eastern half of the site is as above, except that for part of the site the railway is in a cutting so the area is more visible from the Cotswold Hills, and the unattractive clutter of industrial development is further away.
- Site is largely flat, with a slight slope running from the south eastern corner (35m AOD) to the north east corner (25m AOD).
- A number of public rights of way run through the eastern part of the site, connecting Saltford and the A4 to the east of Glenavon Farm and over a non-vehicular railway bridge (Clay Lane Bridge) to land north of the railway line.

### Landscape impact, visual effects and scope for mitigation

- Development would have a high impact on the openness of the area and a moderate impact on the sense of place.
- Development would have a moderate to high impact on the landscape character of the area.
- Development of the western half of the site would have a low to moderate impact on views from the Cotswold Hills due to the development already in the area. It would have a low impact on the

A4 for the same reason. Development would have a high impact on views from public rights of way and lanes in the area.

- Development of the eastern half of the site would have a moderate to high impact on views as the development would be visible from the Cotswold Hills and the area is more open in character than the western half.
- Structure planting would be highly effective in the western half of the site in mitigating the impact of development if sufficient space was allowed for it. Structure planting would be moderately effective in the eastern half of the site.

## Flood Risk

- The underlying geology of the western part of the site (south of World's End Lane) is Lower Lias Clay and is poorly drained.
- K28 will drain north. All watercourses running through the site should remain open and will need to be incorporated into any development proposal. Mitigation of poor drainage south of World's End Lane. Attenuation will be necessary with attendant requirement for land to be set aside.

## Historic Environment

- Clay Lane Bridge is Listed (Grade II) and erected over a cutting c.1839-40. It is an early example of a GWR railway structure dating from the pioneering phase in national railway development; it is constructed to a design by Isambard Kingdom Brunel with a chamfered four-centred arch and stepped buttresses in a Tudor-Gothic style and local stone, effectively deployed; and it forms a group with other architecturally similar over-bridges on this particular section of the line between Paddington and Bristol.
- Historical Landscape Character: site classed as late medieval enclosed open fields created by local arrangement and exchange.

## Utilities

- National High Pressure Gas Main runs north-east to south-west through centre of site – this could significantly reduce the capacity for development, but offers opportunity to maintain a buffer between Keynsham and Saltford as a result.

## Transport

- Well located to encourage travel by public transport services along the A4
- Site itself could support a mix of employment and residential development and is adjacent to existing employment areas.
- Good access to Bristol and Bath making the site particularly suitable for commuters.
- Could form a vital link between Keynsham and the Bristol-Bath cycle route situated to the north east across the railway line using the listed Clay Lane Bridge to cross the railway line.

- Potential to create pedestrian and vehicle links to Keynsham urban area. National cycle routes 4 and Regional Route 1 are to the north of the site which continues to Saltford. Route 1 continues south-west from Saltford to the Mendips and Route 4 connects Bristol and Bath. Access to the routes from the site is currently via public footpaths to the north and east of the site. There are opportunities to create new connections and accesses.

### Area and Description

- 48.4ha
- B&NES Landscape Character Area 14 (Avon Valley) comprises the meandering River Avon, its valley floor and the lower valley slopes where the land is low-lying rarely exceeding 50m in height. The lower slopes are often undulating. The main line railway has had a significant effect on the topography and has the effect of isolating parts of the flood plain landscape from the River Avon. Land-use within the area is varied, often giving a patchwork of arable and grassland. The landscape has a generally open character with views across the wide valley floor to the valley sides and the hills and plateaux beyond. The flat open nature of the landscape gives prominence to features that otherwise might be lost in a more enclosed landscape. There have been agricultural changes locally leading to amalgamation of fields as well as a reduction in the number of hedgerow trees. Most recent changes have come about as a result of urban fringe pressures.
- The Cotswolds AONB boundary lies just across the River Avon from the site.
- Northern part of site within Agricultural Land Class 2; the remainder of the site is in Class 3.
- There are a number of ecological designations in the northern part of the site, including Stidham Farm SSSI/SNCI and Stidham Farm RIGS
- Site also adjacent to the Bitton to Bath railway track SNCI; the Avon Lane Railway Path Cutting RIGS and the Saltford railway cutting, north-west of tunnel RIGS
- Public Right of Way runs east-west through the centre of the site and runs along the eastern boundary with the Bristol to Bath cycle track.
- Saltford Conservation Area lies adjacent to the southern boundary
- Historic landscape character: northern part of site described as post-medieval and modern fields adjusted from earlier (i.e.A1) enclosures; central part of site described as late medieval enclosed open fields created by local arrangement and exchange; southern part of site described as post-medieval fields created from enclosure of medieval parkland (Possible medieval park or later ornamental park).
- Southern boundary lies adjacent to a number of listed buildings including the Church of St Mary (Grade II - Anglican parish church. C12 or possibly Saxon origin, some mid C17 rebuilding following Civil War damage in 1643; restored and remodelled in 1832); Saltford manor (Grade II\* - Manor house. c1160 with early C13, C15, 1637, 1645, C19 and mid C20 alterations and additions); a dovecote to the north of Manor Barn (Grade II - Dovecote associated with Saltford Manor House, probably late C17)
- Site gently slopes from 15m AOD by the River Avon to 30m AOD at the southern boundary, but at over 1km in length from north to south is virtually flat

## **Housing Potential**

- Excluding the SNCI from the area results in a developable area of xxx and a vroad hosuing cacpity of xx

## **Suitability**

### **Utilities**

- National High Pressure Gas Main runs north-east to south-west through the northern part of site – this could significantly reduce the capacity for development, but offers opportunity to maintain a buffer between Keynsham and Saltford as a result.

### **Landscape impact and visual effects**

- Development would extend residential development beyond the railway and significantly reduce the open perception, and extent, of the flat river valley floor and in doing so would introduce a 3D quality in the existing flat landscape.

### **Agricultural land**

- Grade 2 Agricultural Land is amongst the best and most versatile (only bettered by Grade 1). Areas of poorer quality should be considered first for development except where other sustainability considerations suggest otherwise.

### **Nature Conservation**

- Development which adversely affects SSSIs will not be suitable unless there are imperative reasons of national importance for the development; and any harm to the nature conservation value of the site is minimised; and compensatory provision of at least equal nature conservation value is made.
- Development which adversely affects the nature conservation value of SNCIs or RIGS will not be suitable unless material factors are sufficient to override the local biological / geological / geomorphological and community / amenity value of the site; and any harm to the nature conservation value of the site is minimised; and compensatory provision of at least equal nature conservation value is made.
- Very northern tip of the site lies within Flood Zone 3. A few drainage ditches cross the site, with a small pond adjacent to the eastern boundary

## **Highways**

- Adjacent to Bristol to Bath cycle track (National Route 4) which offers significant potential to connect to a sustainable transport route; south eastern part of site also adjoins Regional Route 10
- This site can only realistically be accessed by vehicles if K30 or K28 are developed first provide connections through to this site. Only current access is provided by Avon Lane in Saltford (Class 4 road) which would not be sufficient to cope with a development of this size by itself.

- Significant highway investment needed to bring the area forward for development i.e improvements to flow of the A4.

**Availability & Achievability**

- No evidence of available. not developable during the plan period

*This area is assessed in the 'East of Keynsham Development concept Options Report' (Arup, 2013). Other relevant documents include the 'Green Belt Review' (Arup, 2013) and the 'Transport Assessment of Green Belt Sites' (Arup, 2013)*

### **Area and Description**

- 65.87ha
- Site currently in agricultural use located to the north of the railway line, west of Avon Valley Country Park, east of the sewage works and south of the River Avon. Further to the north is Broadmead Lane Industrial Estate. SHLAA site K13 lies to the west which is proposed for a future waste facility. Across the railway line to the south is Ashmead/Pixash industrial estate. Open countryside lies to the north across the River Avon. Site separated from the rest of Keynsham both physically and visually by the railway line with historic (listed) substandard crossing points.
- B&NES Landscape Character Area 14 (Avon Valley) comprises the meandering River Avon, its valley floor and the lower valley slopes where the land is low-lying rarely exceeding 50m in height. The lower slopes are often undulating. The main line railway has had a significant effect on the topography and has the effect of isolating parts of the flood plain landscape from the River Avon. Land-use within the area is varied, often giving a patchwork of arable and grassland. The landscape has a generally open character with views across the wide valley floor to the valley sides and the hills and plateaux beyond. The flat open nature of the landscape gives prominence to features that otherwise might be lost in a more enclosed landscape. There have been agricultural changes locally leading to amalgamation of fields as well as a reduction in the number of hedgerow trees. Most recent changes have come about as a result of urban fringe pressures.
- There are local views into the area from lanes, the railway, the river and the Avon Valley Country Park. The site slopes gently from 15m AOD at Avon Valley Country Park to 25m AOD at the south west corner of the site. A series of public rights of way run to the south and east of Avon Valley Farm

### **Housing Potential**

- Landowner promoting marina development and c. 300 homes western part of the site.
- The Arup Option Report for east of Keynsham considers that land north of the railway line – of which this site is a part could accommodate about 800 homes.
- Three cells are identified: A1 - (east of Pixash lane and including the developable part of K32) 275; A2 – (immediately west of Pixash Lane) 190; and A3, further west 370.



## Suitability

### Landscape impact and visual effects

- Development would have a high impact on the Avon river valley landscape. It is the open perception of this river area, dominating the landscape north of the railway which is its key characteristic. There would be a high impact on local views. The area is also overlooked by the Cotswold 'foothills' to the north giving a moderate to high impact on visual effects.
- There is moderate to high scope for mitigation of local views using extensive structural planting, although the character of the area does not lend itself to large blocks of woodland. Tree belts and copses would be appropriate. It would, however, be difficult to mitigate effectively from the Cotswolds, but these views are more distant meaning the view from the Cotswolds to the site is only partial and a small element of the wider panorama.

### Utilities

- National High Pressure Gas Main runs through south-east part of site. This significantly reduces the capacity for development within this area, but offers opportunity to maintain a buffer between Keynsham and Saltford as a result.

### Flood Risk

- Approximately 11ha of the site within Flood Zone 2 and 3. This leaves approximately 55ha within Flood Zone 1 which is suitable for housing.
- K30 will drain towards the River Avon. All watercourses running through the site should remain open and will need to be incorporated into any development proposal. Attenuation is required before discharge to local watercourses or River Avon (land requirement).

### Agricultural Land

- Part Grade 2 Agricultural Land which is amongst the best and most versatile (only bettered by Grade 1). Areas of poorer quality should be considered first for development except where other sustainability considerations suggest otherwise.
- The location of K30 just off the A4 and adjacent to present industrial uses means that it is a very attractive location for employment floorspace. Part of the site should be considered for employment purposes, especially industrial use. This location will be attractive to employers relocating from the Bath Enterprise Area and has the potential to form a critical mass.

### Historic Environment

- Known Roman site near the Country Park – high potential for prehistoric and Roman remains in this area. Desk-based archaeological assessment should be undertaken to assess all previous observations/finds in the vicinity and the likely impact of the proposed development. This may need to be followed up by field evaluation to fully assess any archaeological impacts.
- Historic landscape character: majority of site described as post-medieval and modern fields adjusted from earlier (i.e.A1) enclosures; southern part of site described as late medieval

enclosed open fields created by local arrangement and exchange; north eastern part of site described as medieval (or earlier) enclosure of rich, wet grassland.

- The over-bridge at Pixash lane is Listed (Grade II) and Clay Lane Bridge to the south east of the site is Listed (Grade II) and erected over a cutting c.1839-40 and it forms a group with other architecturally similar over-bridges on this particular section of the line between Paddington and Bristol.

### **Nature Conservation**

- River Avon Site of Nature Conservation Interest runs along the northern boundary of the site (river with wetland and aquatic plants, wildlife corridor including otter). Eastern boundary adjacent to a Regionally Important Geological Site (Stidham Farm), Site of Nature Conservation Interest (Stidham Farm) and Site of Special Scientific Interest (Stidham Farm).

### **Highways**

- Current access via Broadmead Lane which is to the west of the site (tunnel under railway); alternatively via Pixash Lane/Stidham Lane to the south east (bridge over railway).
- The existing accesses are unsuitable for the purpose of serving new development north of the railway line.
- The under-bridge has a span of 3.65m and a clearance height of 3.55m. It is 22.5m in length and is currently used to access both the existing sewage treatment works and the former Polysulphin Works at Broadmead adjacent to the River Avon to the north of K31 and K32.
- Currently no segregated access under the railway bridge for pedestrians and cyclists
- Broadmead Lane is an un-adopted highway north of the junction with Stidham Lane.
- Pixash Lane lies to the east of the site. Entry to K30 is gained via the rail over-bridge. This bridge is of insufficient width to allow two vehicles to pass. It also has poor visibility in view of its arched profile.
- An assessment of Highways access in 1988 recommended that K30 be accessed by an improved over-bridge at Pixash Lane with the existing under-bridge at Broadmead Lane serving as a secondary access for emergency purposes, it being able to accommodate articulated vehicles at present. It may prove necessary to install traffic signals at the site of the under-bridge should this option be utilised. Given the recent listing of the over-bridge and the limitations this places on improving it in transport terms, it may be necessary for a new bridge to be constructed over the railway line to gain access to the northern sites.
- National Cycle Network Route 4 runs close to the east and offers links to Bath and Bristol. Development should maximise opportunities to link to this important national route through site K29 and using the listed Clay Lane Bridge to cross the railway line to the south or Pixash Lane over-bridge to the west. Improvements for the access of pedestrians and cyclists to the site from the southern side of the railway must be provided. There is potential for a better connection to the present pedestrian bridge over the railway line on the eastern edge of the site.

### **Availability & Achievability**

- The land owner has brought only the western part of the site to the attention of the Council i.e. part of Arup cell A2 and part of cell A1.
- Potentially developable subject major highways improvements

*This area is assessed in the 'East of Keynsham Development concept Options Report' (Arup, 2013). Other relevant documents include the 'Green Belt Review' (Arup, 2013) and the 'Transport Assessment of Green Belt Sites' (Arup, 2013)*

### **Area and Description**

- 2.6ha
- Site currently in agricultural use located to the north of the railway line, west of Avon Valley Country Park, east of the sewage works and south of the River Avon. Further to the north is Broadmead Lane Industrial Estate. Across the railway line to the south is Ashmead/Pixash industrial estate. Open countryside lies to the north across the River Avon. The site immediately abuts the railway line
- There are local views into the area from lanes, the railway, the river and the Avon Valley Country Park. However, longer views from the south and west are screened by the intervening built form, notably the railway line, A4, the sewage works and other industrial and commercial development.
- Broad Mead field (marshy grassland) SNCI. This marshy area is now considerably smaller than it used to be due to having sizeable sections ploughed up and joined to the adjacent fields in the past. The remaining SNCI is very marshy (probably all year round). Wetland areas like this are very few and far between and this site is probably the only one remaining in the Keynsham/Saltford area. This area is of particularly high value for wildlife, as a small haven for wading birds.
- The over-bridge at Pixash lane is Listed (Grade II) and was erected over a cutting c. 1839-40. It is an early and mostly intact example of a railway structure dating from the pioneering phase in national railway development; it is constructed to a design by Isambard Kingdom Brunel with a chamfered four-centred arch and stepped buttresses in a Tudor-Gothic style; and it forms part of a group of architecturally similar overbridges on the section between Bristol and Bath.
- The western corner of the site was a former tip

### **Housing Potential**

Nil. Potentially suitable for employment space

### **Suitability**

- Development would extend residential development beyond the railway and significantly reduce the open perception, and extent, of the flat river valley floor and in doing so would introduce a 3D quality in the existing flat landscape.
- Site separated from the rest of Keynsham both physically and visually by the railway line (which may have noise implications)

- Known Roman site near the Country Park – high potential for prehistoric and Roman remains in this area.

### **Highways**

- Current access via Broadmead Lane which is to the west of the site (tunnel under railway); alternatively via Pixash Lane/Stidham Lane to the south east (bridge over railway). The existing accesses are unsuitable for the purpose of serving new development north of the railway line.
- The under-bridge has a span of 3.65m and a clearance height of 3.55m. It is 22.5m in length and is currently used to access both the existing sewage treatment works and the former Polysulphin Works at Broadmead adjacent to the River Avon.
- Broadmead Lane is an un-adopted highway north of the junction with Stidham Lane.
- Pixash Lane lies to the east of the site. Entry to K31 is gained via the rail over-bridge. This bridge is of insufficient width to allow two vehicles to pass. It also has poor visibility in view of its arched profile.
- Site has previously been the subject of a planning application in the 1980's but was refused on the basis of unsuitable highway access, in particular with respect to the inadequacy of the Pixash Lane over-bridge.

### **Availability**

- Unconfirmed

### **Actions to overcome constraints**

- Demonstration that safe, appropriate and satisfactory access can be gained to the site and that queuing traffic will not tail back through existing junctions causing a danger and obstruction to the free flow of traffic.
- An assessment of Highways access in 1988 recommended that K30 be accessed by an improved over-bridge at Pixash Lane with the existing under-bridge at Broadmead Lane serving as a secondary access for emergency purposes, it being able to accommodate articulated vehicles at present. It may prove necessary to install traffic signals at the site of the under-bridge should this option be utilised. Given the recent listing of the over-bridge and the limitations this places on improving it in transport terms, it may be necessary for a new bridge to be constructed over the railway line to gain access to the northern sites.
- Improvements for the access of pedestrians and cyclists to the site from the southern side of the railway must be provided
- Desk-based archaeological assessment should be undertaken to assess all previous observations/finds in the vicinity and the likely impact of the proposed development. This may need to be followed up by field evaluation to fully assess any archaeological impacts.
- Mediation of any land contamination resulting from former use as a tip (western corner of the site)

*This area is assessed in the 'East of Keynsham Development concept Options Report' (Arup, 2013). Other relevant documents include the 'Green Belt Review' (Arup, 2013) and the 'Transport Assessment of Green Belt Sites' (Arup, 2013)*

#### **Area and Description**

- 14.85ha
- Site currently in agricultural use located to the north of the railway line, west of Avon Valley Country Park, east of the sewage works and south of the River Avon. Further to the north is Broadmead Lane Industrial Estate. SHLAA site K13 lies to the west which is proposed for a future waste facility. Across the railway line to the south is Ashmead/Pixash industrial estate. Open countryside lies to the north across the River Avon.
- B&NES Landscape Character Area 14 (Avon Valley) comprises the meandering River Avon, its valley floor and the lower valley slopes where the land is low-lying rarely exceeding 50m in height. The lower slopes are often undulating. The main line railway has had a significant effect on the topography and has the effect of isolating parts of the flood plain landscape from the River Avon. Land-use within the area is varied, often giving a patchwork of arable and grassland. The landscape has a generally open character with views across the wide valley floor to the valley sides and the hills and plateaux beyond. The flat open nature of the landscape gives prominence to features that otherwise might be lost in a more enclosed landscape. There have been agricultural changes locally leading to amalgamation of fields as well as a reduction in the number of hedgerow trees. Most recent changes have come about as a result of urban fringe pressures.
- There are a number of clear uninterrupted views from the Avon Valley Walkway (running along the north of the river bank) across the site to the present built up area of Keynsham, giving an open valley landscape feel.
- South eastern part of site Agricultural Land Class 2.
- North western part of site within flood zone 2 and 3. South eastern part of site within flood zone 1. Although within Flood Zone 1, the south western corner part of the site did flood during the extreme flood event of 1960. Broadmead Brook runs south to north through the site and then across the northern boundary of K32 until it reaches the River Avon approximately 450m east of the former Polysulphin Works at Broadmead. The western part of the site falls within an area where the soil is predominantly clay based, with a result being a high water table with drainage issues.

- Known Roman site near the Country Park – high potential for prehistoric and Roman remains in this area.
- Historic landscape character: western part of site medieval (or earlier) enclosure of rich, wet grassland; south eastern part of site post-medieval and modern fields adjusted from earlier enclosures).
- The over-bridge at Pixash lane is Listed (Grade II) and was erected over a cutting c. 1839-40. It is an early and mostly intact example of a railway structure dating from the pioneering phase in national railway development; it is constructed to a design by Isambard Kingdom Brunel who is widely perceived as one of the most important engineers and architects of the C19, with a chamfered four-centred arch and stepped buttresses in a Tudor-Gothic style; and it forms part of a group of architecturally similar over-bridges on the section between Bristol and Bath.
- An overhead telecom cable runs along the west side of Broadmead Lane to the former Polysulphin Works at Broadmead. On the northern side of the underbridge to the railway line the cable returns underground to join the main telecom services which follow the A4.

### **Housing Potential**

- The Arup Development Concept Options report for East Keynsham places this area with Cell A1 (which also includes part of K 30 and K31) and identifies a capacity of 275.
- Also an option for the expansion of the Ashmead and Pitas Lane industrial Estate

### **Suitability**

#### **Landscape impact and visual effects**

- Development would extend residential development beyond the railway and significantly reduce the open perception, and extent, of the flat river valley floor and in doing so would introduce a 3D quality in the existing flat landscape. There would be a high impact on landscape from any form of development in this area. There would be a high impact on local views. The area is also overlooked by the Cotswold ‘foothills’ to the north giving a moderate to high impact on visual effects.

#### **Utilities**

- ‘Bad neighbour’ issues re sewage and residual waste treatment. Potential noise pollution from neighbouring industrial areas.
- Development would reduce the sensitive Keynsham/Kingswood gap with its important river valley landscape. It is the open perception of this river area, dominating the landscape north of the railway which is its key characteristic.
- Site separated from the rest of Keynsham both physically and visually by the railway line (which may have noise implications)

- The location of K32 just off the A4 and adjacent to present industrial uses means that it is a very attractive location for employment floorspace. Part of the site should be considered for employment purposes, especially industrial use. This location will be attractive to employers relocating from the Bath Enterprise Area and has the potential to form a critical mass.

### Highways

- Current access via Broadmead Lane which is to the west of the site (tunnel under railway); alternatively via Pixash Lane/Stidham Lane to the south east (bridge over railway).
- The existing accesses are unsuitable for the purpose of serving new development north of the railway line.
- The under-bridge has a span of 3.65m and a clearance height of 3.55m. It is 22.5m in length and is currently used to access both the existing sewage treatment works and the former Polysulphin Works at Broadmead adjacent to the River Avon to the north of K31 and K32.
- Currently no segregated access under the railway bridge for pedestrians and cyclists
- Broadmead Lane is an un-adopted highway north of the junction with Stidham Lane.
- Pixash Lane lies to the east of the site. Entry to K32 is gained via the rail over-bridge. This bridge is of insufficient width to allow two vehicles to pass. It also has poor visibility in view of its arched profile.
- A **new Saltford bypass** may be required to enable development of the site as the A4 through Saltford is at capacity.

### Availability

### Achievability

#### Actions to overcome constraints

- SNCI to be protected and enhanced
- There is moderate to high scope for mitigation of local views using extensive structural planting, although the character of the area does not lend itself to large blocks of woodland. Tree belts and copses would be appropriate. It would, however, be difficult to mitigate effectively from the Cotswolds, but these views are more distant meaning the view from the Cotswolds to the site is only partial and a small element of the wider panorama.
- Demonstration that safe, appropriate and satisfactory access can be gained to the site and that queuing traffic will not tail back through existing junctions causing a danger and obstruction to the free flow of traffic.
- An assessment of Highways access in 1988 recommended that K30 be accessed by an improved over-bridge at Pixash Lane with the existing under-bridge at Broadmead Lane serving as a secondary access for emergency purposes, it being able to accommodate articulated vehicles at present. It may prove necessary to install traffic signals at the site of the under-bridge should this option be utilised. Given the recent listing of the over-bridge and the limitations this places on



improving it in transport terms, it may be necessary for a new bridge to be constructed over the railway line to gain access to the northern sites.

- Improvements for the access of pedestrians and cyclists to the site from the southern side of the railway must be provided
- Desk-based archaeological assessment should be undertaken to assess all previous observations/finds in the vicinity and the likely impact of the proposed development. This may need to be followed up by field evaluation to fully assess any archaeological impacts.
- Provision of employment floorspace
- No development within Flood Zone 3. Flood mitigation measures required for any development within Flood Zone 2. All watercourses running through the site should remain open and will need to be incorporated into any development proposal.
- Mitigation of drainage issues.