

Bath and North East Somerset Local Plan

Strategic Land Availability Assessment
Report of Findings (November, 2013)

Appendix 1c (ii):
Keynsham Green Belt

KEYNSHAM GREEN BELT SITES SUMMARY

Ref	Name	Potential	Suitability/ Credentials	Availability
K.11	Land at Hawkeswell	25-30	Moderate	Yes
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 (whole site)	250	Mod-Low	Yes
K.15c	South of Lays Farm (single field only)	75	Mod	Yes
K.16	Land west of Charlton Lane	400	Low/Nil	Yes
K.17	Parkhouse Lane /Redlynch Lane (a-e)	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	80	Mod/High	Yes
K.24	Courtenay Road / Manor Road	0	Nil	No
K.25	North of Minsmere Road	70	Mod/High	Yes
K.26	North of Manor Road	80	Mod/High	Yes
K.27a	Withies Farm	700-750	Mod/High	Yes
K.27b	Glenavon Farm (South of A4)	350-600	Partly Nil Partly Low/Mod	Yes
K.27c	Glenavon Farm (North of A4)	0-600*	Low/Mod	Yes
K.28	West of Grange Road	50	Mod	Yes
K.29	Avon Valley Farm	800	Low/Mod	Yes
K.30	North of Ashmead Road		Low	Yes

*subject to whether employment land or residential

Area and Description

- 3.2ha
- Unused field adjoining the housing development boundary and located between the Bristol Road and A4, bounded by Rugby Club playing fields to the west and by residential development and car sales to the south.
- Located within walking distance of the town centre, and train station, Broadlands School and on a bus route.
- Site slopes from 23 AOD in the south east corner to 10 metres AOD along the northern boundary adjacent to the rugby playing fields. North western part of site borders the flat flood plain of the River Avon. This area is isolated from the river by a tall embankment which carries the A4 and railway on different levels at the north east boundary of the area.
- The area is physically well enclosed but there are good views from the A4175 and in particular from the A4 and railway which feature an attractive historic setting to Keynsham with the church a key feature and landmark.
- Historic landscape character described as medieval (or earlier) enclosure of rich, wet grassland

Housing Potential

- The housing potential of the site is conditioned by flood risk, noise re proximity to A4 and possible archaeological constraints.
- Only around 0.8ha of land is located in Flood Zone 1. At 40 dph the housing potential is about 25 dwellings assuming 80% developable area. More land is available in flood zone 2 but this would be subject to the sequential test and given the other opportunities for development around Keynsham (unconstrained by flood risk) it is unlikely to be satisfied.
- Potential to include car sales Lower Bristol Road frontage into developable area. A planning application was refused in March 2000 for the change of use of car sales (Use class Sui Generis) to residential (Use class C3) with construction of 14 apartments including associated parking and external works (08/00102/FUL). An appeal was dismissed in October 2008.
- Inclusion of the car sales land would increase the capacity to around 30 dwellings

Suitability

- This site lies in the open flood plain area which is highly visible from the Keynsham Bypass and provides an attractive open setting to the settlement as it first comes into view coming from Bristol. Development here would be incongruous both in visual and landscape terms especially as it would sit much lower in the landscape than the existing development edge and appear separated from it whilst also bringing unacceptable built intrusion into the attractive sweep of low lying open playing fields and open space. The Significance of landscape and visual effects is high and negative.

- Long planning history in respect of this site. Previously identified as white land/safeguarded land and appeals refused and dismissed on account of need rather than site specific matters.
- The site is suitable for development but in respect of housing this would need to be located outside of zone 2 and 3 (c. 0.8ha).
- Green Belt – development would narrow Bristol/Keynsham/Kingswood gap harming the separate identity of Keynsham.
- Potential noise arising from close proximity to A4.
- Potential archaeological constraints; site lies in an area of medieval water meadows and possible Roman settlement. Close proximity to Durley Hill Roman Villa and Roman settlement on the Hams.
- Long planning history in respect of this site. Previously identified as white land/safeguarded land and appeals refused and dismissed on account of need rather than site specific matters.

Highways

- Access: Primary from Bristol Road (A4175). Taylor Wimpey understood to control frontage strip. Public Rights of Way around southern and northern periphery.
- Wider impact: Limited impact on the wider network but St Ladoc Road/Bristol Road mini roundabout would need to be assessed.
- Parking: Clear proximity to Keynsham Centre and public transport therefore would reduce parking need but on site provision as a need has been accepted by HMI on adjacent sites

Availability & Achievability

- Developer owns freehold to site.
- Potential contribute to 5 year land supply if allocated

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

- This site comprises four bungalows, their large well vegetated gardens and a field. Overall the site is very well treed. It lies at the very edge of a plateau of higher land immediately adjacent to the steeply sided eastern slopes of the Stockwood Vale valley. Part of the site is actually beginning to slope down into the valley. It would be difficult to develop here without loss of important skyline vegetation and the intrusion of built form into the attractive valley landscape which provides separation between Keynsham and Bristol. Loss of vegetation here would also potentially open up views to the larger Broadlands School buildings. The significance of landscape and visual effects is considered to be high and negative.
- If there is any scope here it is limited to the rear gardens only and the scope for intensification whilst retaining important trees is likely to be low.
- The majority of the site is within the Green Belt

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)

Land Parcels

- K15a, Lays Farm Business Centre, 1.5ha (labelled as Area B1 in Arup Report)
- K15b, Land to the North, 10.6ha (labelled as Areas B2, B3, C1 and C2 in Arup Report)
- K15c, Land to the South, 7.7ha (labelled as Area A in Arup Report)

Housing Potential

The Arup Report suggests the following capacities:

- K15a, Lays Farm– about 50
- K15b, North - about 200 although significant development to north of Lays farm limited by access constraints
- K15c, South– about 250. Further to the Arup report it has been confirmed that this area is affected by gas main and associated HSE buffer zone. This effectively precludes the development of the most eastern field in this area. The potential of the triangular field fronting Charlton Road (2.0) is about 80. The middle field would have a greater landscape and visually impact if developed. Alternatively it could deliver some of the open space requirements of the field fronting Charlton road, enabling a higher density here, hence the figure of 75.

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 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 '*whole 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.
- The '*single elongated field adjacent to Charlton Road*' and visually separated from it by hedgerow trees is bounded by housing to the north and by a narrow grown out hedgerow separating it from pasture fields to the west. The landform is sloping down towards the road and slightly towards the housing. Development contained entirely within this field and with mitigation to significantly thicken the western hedgerow would relate quite well to the housing around Charlton Road whilst being completely concealed from the Queen Charlton area due to the field dipping towards the east off the plateau. The significance of landscape and visual effects is medium and negative.

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

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**
- [Green Belt Review Stage 2 Report \(Arup, September 2013\)](#) **CD9/E9**

Area & Housing Potential

- The site is about 15ha and could accommodate about 400 homes at 25 dph.

Land Availability

- The 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 (though this will change with the development of land to the east of Charlton Road). 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.
- An 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 pipe and associated HSE buffer zone runs through the site. This significantly limits the developable area and makes a viable development unlikely

Transport

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

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) CD9/E2

Housing Potential

- The site is about 56ha and can be subdivided by Parkhouse Lane. To the north areas a-c lie to the south of K2 LP allocation. To the south areas d-f are comprised of 7 large fields stretching down to Redlynch lane and in to the Chew Valley.

Assessment of Bloor Homes

- The area is extensive and the promoter 'Bloor Homes' have suggested 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 planning agent.

Assessment of Arup for BANES Council

- This Area is evaluated in the [South of K2 Development Concept Options Report \(Arup, March 2013\) CD9/Co4](#)
- The Report concludes that it is inappropriate to develop the whole area (particularly the land to the extreme east and west) due to a range of issues related to landscape visual impact and highways. Three Options are presented for consideration.

Option 1 (pp24-25) presents a net housing quantum of 770

Option 2 (pp26-27) presents a net housing quantum of 560

Option 2 (pp28-29) presents a net housing quantum of 315, although this also includes K18. For areas K17a-c only (Arup cells A1-A3 and most of B) the net housing quantum was 255.

- The report recommends that development should be clustered at the western and northern areas of the site. Development plots should be offset from Redlynch Lane. 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

- The land in this area has been promoted for development by Bloor Homes.

Landscape and Visual Assessment

- [Keynsham South: Landscape and Visual Assessment \(BANES, August 2013\) CD9/LV/8](#)
- [Addendum to Landscape & Visual Impact Assessments: Keynsham \(October 2013\) CD10/E13](#)

Heritage Assessment

- [Heritage Asset Study, Main Report, Land Use Consultants, BaRAS & Conservation Studio \(September 2013\) CD9/LV/1](#)
- [Heritage Asset Study, Appendix 2, Land Use Consultants, BaRAS & Conservation Studio \(September 2013\) CD9/LV/1](#)

Nature Conservation

- [Preliminary Ecological Surveys and Assessment - South West Keynsham, Bristol Regional Environmental Records Centre \(July 2013\)](#) **CD9/E12**
- Fields East of Charlton Road Ecological Survey, Bristol Regional Environmental Records Centre (November 2013) *supplements previous evidence CD9/E12* **CD10/E10**

Transport

- [Transport Evaluation Report, Ove Arup & Partners Ltd \(February 2013\)](#) **CD/I2/1**
- [Appendix F: Land adjoining South West Keynsham Evaluation \(0.2 MB\)](#) **CD/I2/7**

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**
- [Green Belt Review Stage 2 Report \(Arup, September 2013\)](#) **CD9/E9**

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. Viability of diverting/grounding these would be subject to the level of development allowed.

Housing Potential

- This Area is evaluated in the [South of K2 Development Concept Options Report \(Arup, March 2013\)](#) **CD9/Co4**
- Two of the Arup options for this area include K18 (2.8ha) within a larger site (K17).
- Both options assess K18 as having the potential for around 100 dwellings at 40dph.
- However, the 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 owns the eastern fringe of the site.
- The status of the majority of the site is unknown.

Landscape & Visual Aspects

- [Keynsham South: Landscape and Visual Assessment \(BANES, August 2013\)](#) **CD9/LV/8**

Heritage Assessment

- [Heritage Asset Study, Main Report, Land Use Consultants, BaRAS & Conservation Studio \(September 2013\)](#) **CD9/LV/1**
- [Heritage Asset Study, Appendix 2, Land Use Consultants, BaRAS & Conservation Studio \(September 2013\)](#) **CD9/LV/1**

Nature Conservation

- [Preliminary Ecological Surveys and Assessment - South West Keynsham, Bristol Regional Environmental Records Centre \(July 2013\)](#) **CD9/E12**

Transport

- [Transport Evaluation Report, Ove Arup & Partners Ltd \(February 2013\)](#) **CD/I2/1**
- [Appendix F: Land adjoining South West Keynsham Evaluation \(0.2 MB\)](#) **CD/I2/7**

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**
- [Green Belt Review Stage 2 Report \(Arup, September 2013\)](#) **CD9/E9**

Housing Potential

- K19 (St Clements Rd) = 13ha and c. 300 dwellings
- 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.

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**

Housing Potential

- 4.7ha and about 100 dwellings

Availability

- Landowner conforms availability

Landscape and Visual Aspects

- This site comprises an L-shaped pasture field much of which forms a narrow dry tributary valley feature within the main Chew valley as it flows between the western and eastern "arms" of Keynsham.
- Development here would extend the built form of Keynsham down into the Chew valley itself and be entirely incongruous with the character of this part of Keynsham where the natural form of the Chew valley is a key feature in the landscape.
- The field is highly visible from the Wellsway and from the Two Rivers Way amongst other visual receptors.
- The significance of landscape and visual effects is high and negative
- 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.

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.

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**

Housing Potential

- This area is wholly assessed in the [Land at Uplands Development concept Options Report \(Arup, 2013\)](#).
 - K21 about 120
 - K22 about 300-350
 - K23 about 175 (but this would require development on the east side of the HSE exclusion area of 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).
- 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

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**

Area and Description

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

Housing Potential

- Nil

Suitability

- High Pressure Gas Main runs north to south through centre of site which 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

- No evidence of availability

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**

Housing Potential

- These areas are assessed in the [‘East of Keynsham Development concept Options Report’ \(Arup, 2013\)](#) **DC9/CO2**
- K25: 3.5ha , 100-120 homes
- K26: 2.7ha , 80-100 homes

Landscape and Visual Aspects

- [Keynsham East Landscape and Visual Impact Assessment \(B&NES, September 2013\)](#) **CD/LV/7**

Heritage

- [Heritage Asset Study, Land Use Consultants, Main Report, BaRAS & Conservation Studio \(September, 2013\)](#) **CD9/LV/1**
- [Heritage Asset Study, Land Use Consultants, Appendix 6, BaRAS & Conservation Studio \(September 2013\)](#) **CD9/LV/1**

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 Saltford end.
- K26 can be accessed from Windrush Road to the west from the present residential area.

Green Belt

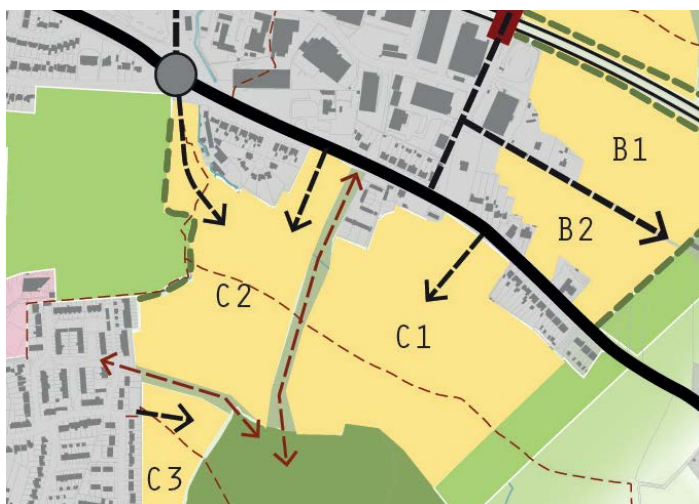
- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**
- [Green Belt Review Stage 2 Report \(Arup, September 2013\)](#) **CD9/E9**

Availability & Achievability

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

Housing Potential

- This area is assessed in the [‘East of Keynsham Development concept Options Report’ \(Arup, 2013\)](#)
- 21.6ha
- Three options were produced for East Keynsham and K27 corresponds with Arup development cells C1 and C2 in Options 1 and 2 and cells B1 and B2 in Option 3.
- The housing capacity of solely residential scheme is according to Arup about 700-750 within cells C1 and C2.



- Within a slightly smaller area the prospective developer estimates a capacity of up to 500



Availability & Achievability

- Land within the control of Mactaggart & Mickel who have submitted an illustrative master plan for the development the Keynsham Saltford Gap, taking in to account the constraint presented by the high pressure gas pipe.

Landscape and Visual Aspects

- [Keynsham East Landscape and Visual Impact Assessment \(B&NES, September 2013\)](#) **CD/LV/7**
- Addendum to Landscape & Visual Impact Assessments: *Keynsham* (October 2013) **CD10/E13**

Heritage

- [Heritage Asset Study, Land Use Consultants, Main Report, BaRAS & Conservation Studio \(September, 2013\)](#) **CD9/LV/1**
- [Heritage Asset Study, Land Use Consultants, Appendix 6, BaRAS & Conservation Studio \(September 2013\)](#) **CD9/LV/1**

Nature Conservation

- [Preliminary Ecological Assessment - Keynsham East \(South of the Railway\), Nicholas Pearson Associates \(July 2013\)](#) **CD9/E11**

Transport

- [Transport Evaluation Report, \(Arup & Partners Ltd, February 2013\)](#) **CD/9/12/1**
- [Appendix E: Land adjoining East Keynsham Evaluation \(0.8 MB\)](#) **CD/12/6**

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.

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.

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**
- [Green Belt Review Stage 2 Report \(Arup, September 2013\)](#) **CD9/E9**

Area and Description

- 44ha

Housing Potential

- This is a large area but a 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.
- The developable area is only about 16ha, which on the Arup methodology that has been applied to K27a, might yield 500-600 dwellings.
- The land promoter, Mactaggart & Mickel, seek not to utilise all of the developable land in its control to the east of the gas main. A westward extension of Salford in this location could yield up to 300 homes. This would rise to nearer 350 with the inclusion of K28.



Suitability

- Aside for the gas main, 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 Salford, the landscape, visual and Green Belt impact of development in this area would be higher than K27.
- The transport impact on the A4 is likely to be so significant as to require major new investment.

Availability

- Land within the control of Mactaggart & Mickel who have submitted an illustrative master plan for the development the Keynsham Saltford Gap, taking in to account the constraint presented by the high pressure gas pipe.

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

- 32.5 ha
- This is a large area but a key constraint here is the presence of a high pressure gas pipe which runs through the middle 1/3 of the area. This renders on the western and eastern 1/3s developable on account of HSE exclusion zones.
- The developable area is about 19-20ha and could yield about 500-600 dwellings.
- However, the prospective developer presents a masterplan that include an extension to the existing Ashmead Road industrial estate (areas g and f) and a business park/farm visitor centre/hotel (area h) and thus a nil residential capacity.



Availability

- Land within the control of Mactaggart & Mickel who have submitted an illustrative master plan for the development the Keynsham Saltford Gap, taking in to account the constraint presented by the high pressure gas pipe.

Landscape and Visual Aspects

Existing Conditions

- The western half this area 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.
- **See also Keynsham [East Landscape and Visual Impact Assessment \(B&NES, September 2013\)](#) CD/LV/7 which confirms the acceptability on the western portion K27c, but does not address the eastern portion.**

Heritage

- [Heritage Asset Study, Land Use Consultants, Main Report, BaRAS & Conservation Studio \(September, 2013\)](#) CD9/LV/1
- [Heritage Asset Study, Land Use Consultants, Appendix 6, BaRAS & Conservation Studio \(September 2013\)](#) CD9/LV/1

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.

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

- [Transport Evaluation Report, \(Arup & Partners Ltd, February 2013\)](#) CD/9/12/1
- [Appendix E: Land adjoining East Keynsham Evaluation \(0.8 MB\)](#) CD/12/6

Green Belt

- [Green Belt Review Stage 1 Report \(Arup, September 2013\)](#) **CD9/E2**
- [Green Belt Review Stage 2 Report \(Arup, September 2013\)](#) **CD9/E9**

Housing Potential

- This area is assessed in the [‘East of Keynsham Development concept Options Report’ \(Arup, 2013\)](#)
- 33ha
- 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 (275)
 - A2 - immediately west of Pixash Lane (190)
 - A3 - further west of Pixash Lane (370)

Landscape and Visual Aspects

- [Keynsham East Landscape and Visual Impact Assessment \(B&NES, September 2013\)](#) **CD/LV/7**

Heritage

- [Heritage Asset Study, Land Use Consultants, Main Report, BaRAS & Conservation Studio \(September, 2013\)](#) **CD9/LV/1**
- [Heritage Asset Study, Land Use Consultants, Appendix 6, BaRAS & Conservation Studio \(September 2013\)](#) **CD9/LV/1**

Transport

- [Transport Evaluation Report, \(Arup & Partners Ltd, February 2013\)](#) **CD/9/12/1**
- [Appendix E: Land adjoining East Keynsham Evaluation \(0.8 MB\)](#) **CD/12/6**
- 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 the area 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 this area 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.

Flood Risk

- This area is drawn specially to avoid flood 2 (zone 3a with climate change)
- The area 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.

Availability & Achievability

- Mixed use development here promoted by the River Regeneration Trust (landowner supports)
- Potentially developable subject major highways improvements

