



LAND AT UPLANDS
DEVELOPMENT CONCEPT OPTIONS REPORT

MARCH 2013

ARUP

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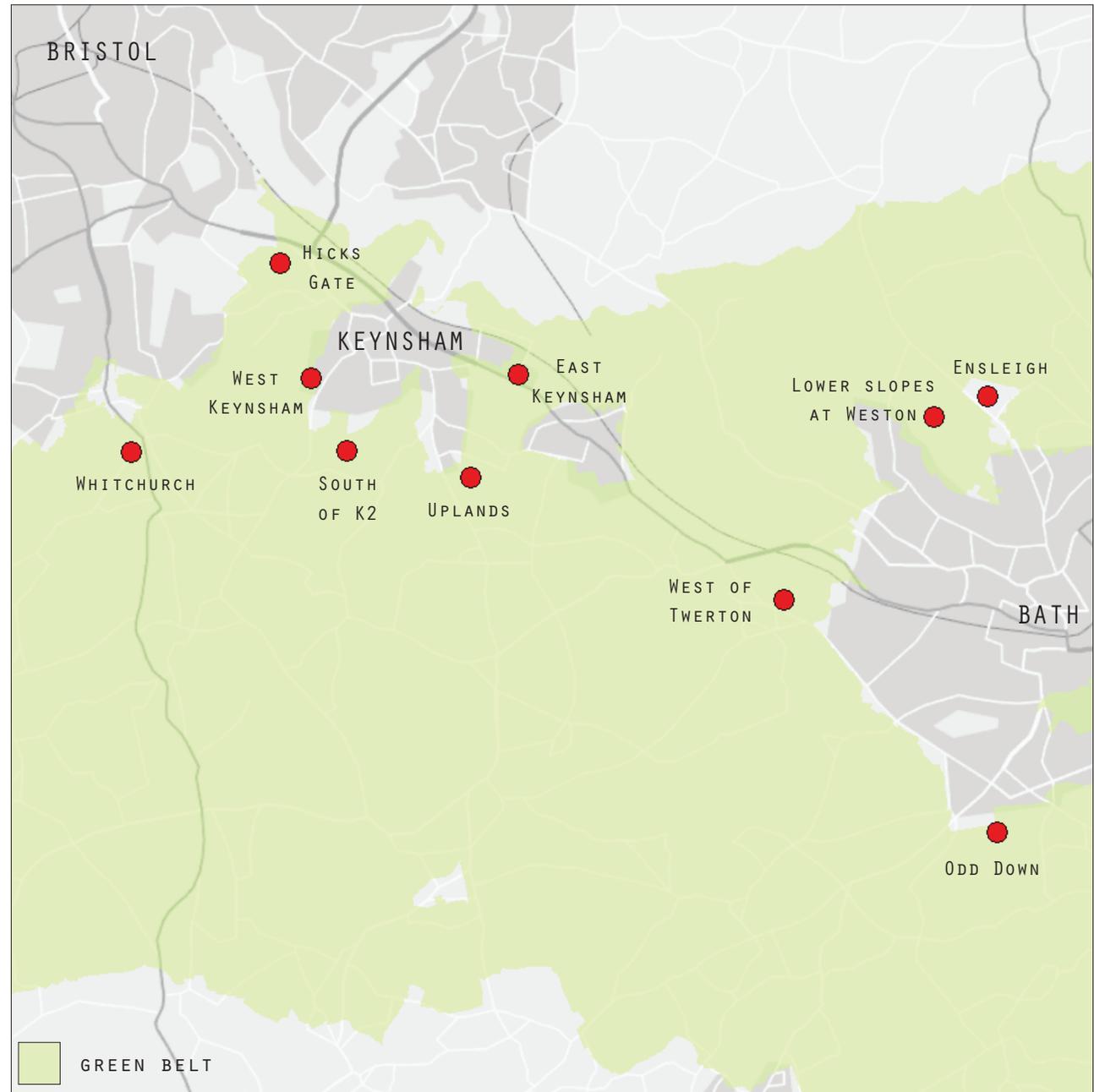
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1 ■ INTRODUCTION

1.1 OVERVIEW

Bath and North East Somerset Council ('B&NES') Planning Service appointed Ove Arup and Partners Limited ('Arup') to investigate development concept options for ten locations to inform the consideration of additional housing led development. The locations are largely adjacent to the principal settlements within and associated with Bath and North East Somerset. Four locations are on the edge of Bath, two on the south edge of Bristol and four on the edge of Keynsham.

These Concept Option Reports are not the work of the Council and are not planning policy. They are assessments used to help the consideration of these locations for development. By publishing these reports the Council is not agreeing to the development capacities identified in the Concept Options presented. As such the Reports have no planning status. The planning policy relating to any locations taken forward will need to be formulated in the first instance through the Core Strategy and sites will then be allocated with detailed site requirements in the Placemaking Plan. Work on the Placemaking Plan will be done in conjunction with local community involvement and supported by further detailed site work e.g. relating to environmental impacts.



1.2 DEVELOPMENT CONCEPT OPTIONS

The Development Concept Options work will build upon the work already undertaken by the Council within its Core Strategy preparation process. The study areas, selected by the Council, have previously been assessed either through the Strategic Housing Land Availability Assessment (SHLAA) and/or the Environmental Capacity Study.

The locations have all been previously considered unsuitable for development due to strategic policy reasons, i.e. the draft Core Strategy did not propose any changes to the general extent of the Green Belt, in the form of either extensions or deletions.

The Development Concept Options work is to contribute to the identification of additional development capacity within the review of the Council's Core Strategy.

The work will identify: viable potential development capacity, illustrate and test potential outline spatial scenarios; and place-making principles.

As part of this report no site selection recommendations will be made by the design team in its reporting. This exercise will be undertaken by the Council Members and Officers post completion of the technical analysis.

1.3 FIT WITH THE WIDER CORE STRATEGY REVIEW

As part of the wider Core Strategy Review, the Council is also currently developing, reviewing and updating a number of related relevant technical evidence documents. For this report, the following evidence base documents are particularly relevant:

- Green Belt Review: A strategic review of the entire Green Belt in B&NES to assess the importance of different areas of land in serving the purposes of the Green Belt in order to inform consideration of whether land should be removed from the Green Belt to accommodate development in a sustainable location.
- Transport Assessment: To examine the transport impact of development at the ten locations; identification of infrastructure 'trigger points'; and consideration of the cumulative impact of development across the related locations and District.

The analysis of these evidence base documents together with the existing work carried out by the Council has informed the production of this report.

The publication of this study is not an endorsement by the Council of a particular strategy for location; rather it is to test different development scenarios in order to assess the relative capacity and development impacts.

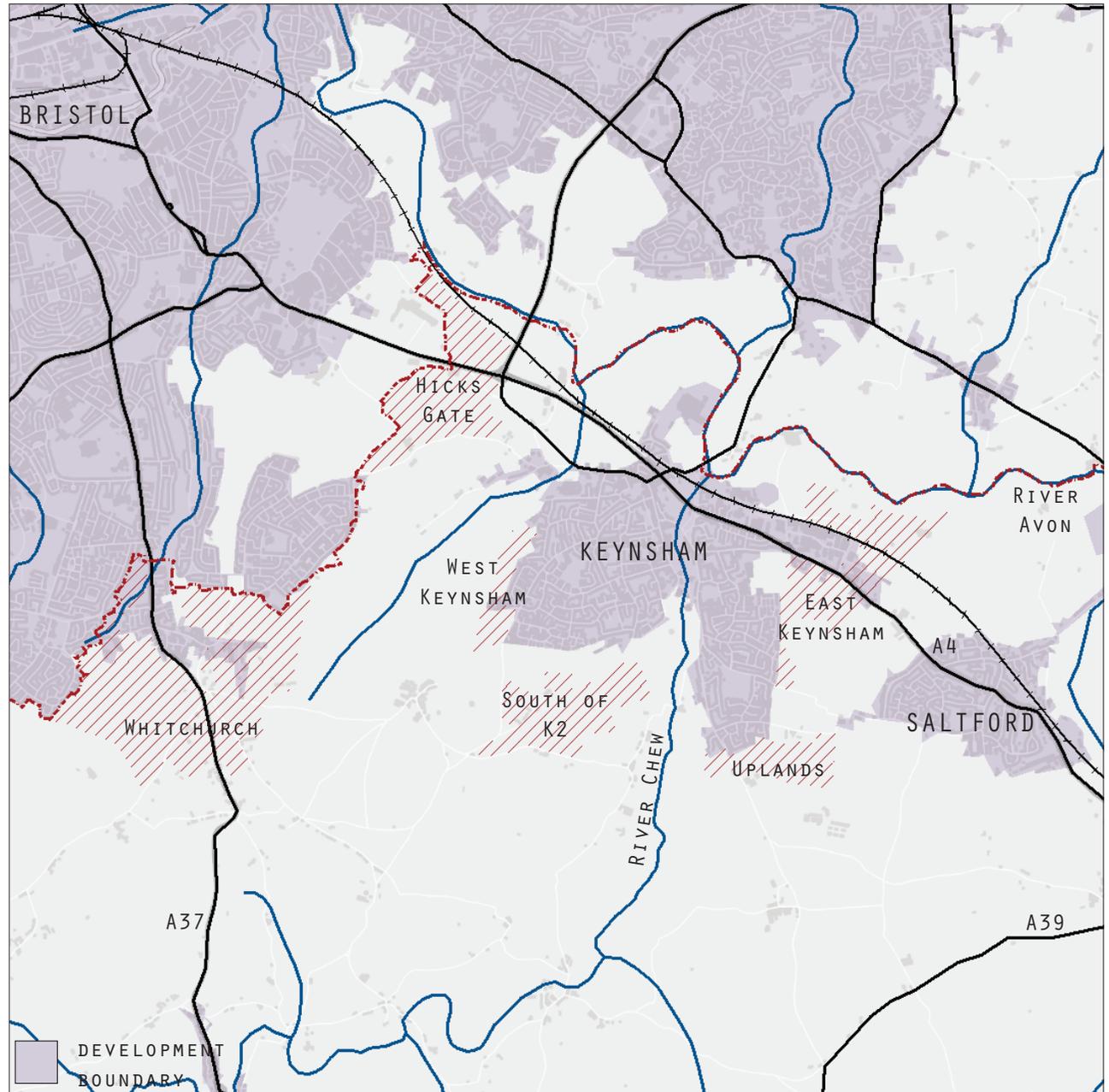
1.4 KEYNSHAM CONTEXT

The Council selected four study area locations adjacent to the existing settlement boundary of Keynsham:

- East Keynsham
- Land at Uplands
- South of K2
- West of Keynsham

The study areas represent a diversity of landscape and contextual challenges. The study areas all sit wholly within the green belt and are either extensions along the Chew Valley or additional ‘wings’ to the east and west of the town.

The constraint on developable land around Keynsham is primarily led by issues of access, flooding and topography and concerns regarding landscape character. The town has developed around the River Chew and up to the Avon valley.



UPLANDS STUDY AREA LOCATION

1.5 UPLANDS

This report concerns the Land at Uplands study area, Keynsham.

AREA	31 hectares
EVALUATION HISTORY	<p>The Council's previous assessment of this area has provided the context for this Report. The relevant assessment document is:</p> <ul style="list-style-type: none"> - Strategic Housing Land Availability Assessment: Report of Findings (May 2011): Appendix 1c: Keynsham Site Assessments



2 . SITE ANALYSIS

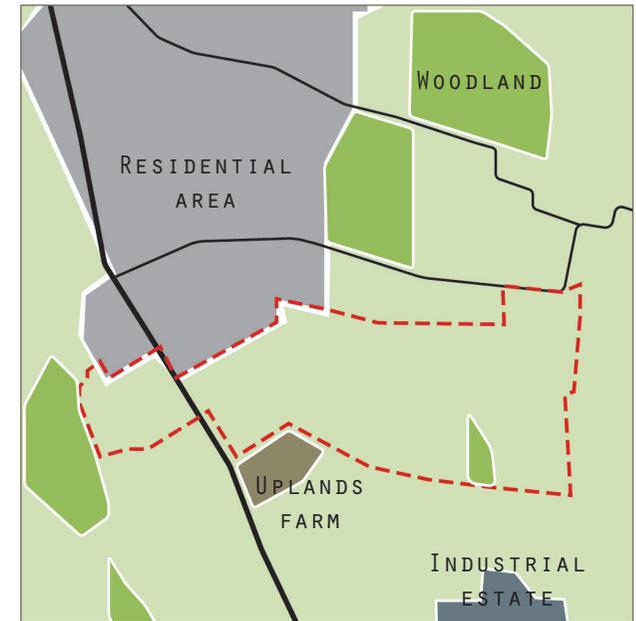
2.1 LAND USE

The study area is greenfield and is currently in use as arable land. It lies at the edge of the Keynsham residential area and has open green belt countryside and farmland to the south and east. Uplands Farm lies south of the study area, adjacent to the B3116. To the west is the steep sided Chew Valley and an area of dense woodland. 400m to the south is an industrial estate which sits within open countryside. The Manor Road Community Woodland lies close by to the north.

2.2 TOPOGRAPHY

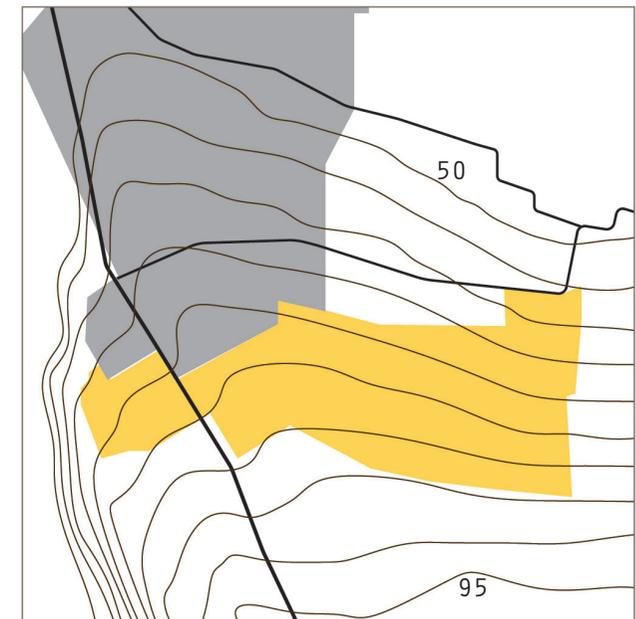
Uplands sits on a gently sloping hillside, marginally above the neighbouring residential area. The hill continues to rise to the south, forming a plateau around the industrial estate.

Views towards the study area are defined by the topography: views from the south are restricted by the convex form of the land itself and are limited from public areas. Views from the north are more significant but come mainly from adjacent dwellings with some views available from Courtenay Road. The current site boundary lies some distance from the brow of the hill and lessens impact on wider views. Views from the Chew Valley to the west are limited due to the dense adjacent woodland.



LAND USE

TOPOGRAPHY



2.3 ACCESS AND CONNECTIVITY

The study area straddles the B3116 which provides direct access to the A4/Keynsham bypass to Bath and Bristol, avoiding Keynsham town centre. Courtenay Road links between the B3116 and Saltford, via Manor Road. Manor Road and Courtney Road are narrow and only suitable for light traffic flows.

A number of Public Rights of Way run close to Uplands and provide access to residential areas and the wider countryside.

The study area lies around 2km from Keynsham railway station which connects to Bristol and east to Bath, London and the south coast.

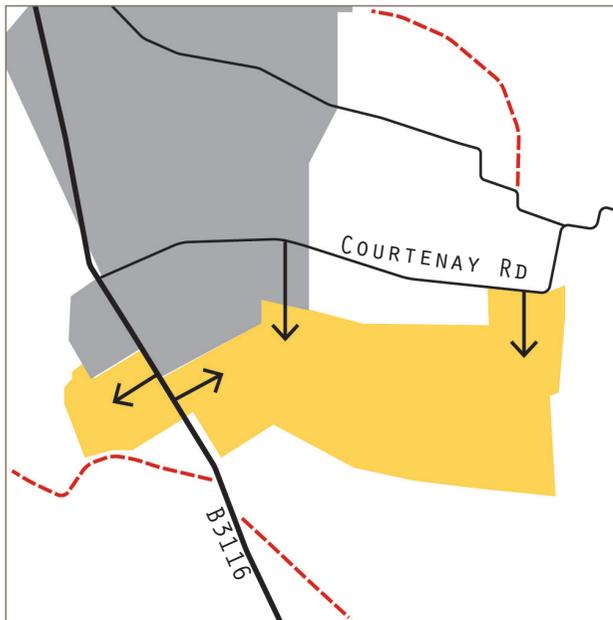
A number of long distance bus services operate on B3116 and Courtenay Road, including Services 178 (Bristol - Bath), 668 (Totterdown - Midsomer Norton), 665 (Keynsham - Saltford) and 683 (Keynsham - Wells).

2.4 LANDSCAPE APPRAISAL

B&NES LANDSCAPE CHARACTER ASSESSMENT

The B&NES report *Rural Landscapes of Bath & North East Somerset - A Landscape Character Assessment* locates the study area at the northern edge of Areas 2 - Chew Valley and 6 - Hinton Blewett and Newton St Loe Plateau Lands. Area 2 is summarised as grassland with arable land use, large woodland areas, small regular fields and use of a range of local materials. Area 6 is characterised as open valley and plateau landscape with narrow enclosed lanes, extensive arable farmland, well trimmed hedges and traditional buildings of local limestone. The relevance of these character areas is limited by their extension far beyond this study area which sits on their periphery.

ACCESS AND CONNECTIVITY



2.5 DESIGNATIONS

There are environmental, heritage and landscape designations both within and in close proximity to the boundary:

- Public Rights of Way
- Green Belt
- Uplands Copse Site of Nature Conservation Importance (SNCI)
- Near to Manor Road Community Woodland Local Nature Reserve
- Near to Listed Buildings (Uplands Farm)

GREEN BELT

The study area lies within the Bristol-Bath Green Belt which aims to safeguard the countryside and prevent the unrestricted growth and merger of large built areas.

SITE OF NATURE CONSERVATION IMPORTANCE

The study area is adjacent to the Uplands Copse Site of Nature Conservation Importance (SNCI) which is an area of planted, mixed woodland and wild privet.

DESIGNATIONS



3 . CONSTRAINTS AND OPPORTUNITIES

3.1 CONSTRAINTS

LIMITED OPTIONS FOR VEHICLE ACCESS / NARROW ROAD TO SALTFORD

The only suitable vehicle access is from the B3116, meaning development could form a 'dead-end'. Courtenay Road adjoins the study area at the north-eastern end but becomes very narrow leading towards Saltford and is not suitable for high volumes of traffic. The north-western end could be accessed from Hardington Drive though this is a residential road and may not be suitable for increased traffic.

LOCATED IN THE GREEN BELT

The study area lies wholly within the green belt but adjoins a residential area to the north. The impact of the development may be lessened if constrained to the western end, following the development form of the rest of Keynsham. If green belt land is to be used, development should be particularly efficient in how it uses the available space.

NEED TO MAINTAIN KEYNSHAM-SALTFORD 'GAP'

Keynsham and Saltford are currently separated by a much valued area of open countryside. In order to maintain the separate identities of the settlements and retain the environmental value, it is necessary to leave a significant green corridor and avoid extending the development too far to the east.

GAS PIPELINE

The study area is divided by a gas pipeline running north-south. The pipeline is protected by an HSE-regulated 'buffer zone' which controls neighbouring landuse - the regulations permit residential development within the outer zone and public playing fields within the outer and middle zones. This creates a 250m swathe through the study area which cannot be developed for residential use and leaves a only a slim developable area to the east.

STEEP SLOPE TO WESTERN EDGE

The far western edge of the study area is marked by a steep downward slope into the Chew Valley. The site itself sits on the sides of a gently sloping hillside and should minimise impact on views of this area; this is a particular constraint when considering the extension of the site boundary.

NORTHERN BOUNDARY MEETS REAR OF DWELLINGS

The northern portion is bounded by the rears of existing dwellings - this has an impact on how any future development is orientated and arranged.

LOCATED SOME DISTANCE FROM KEYNSHAM TOWN CENTRE

The study area is located 1.7km from Keynsham town centre and is remote from existing facilities. In order to be sustainable, the development should either include new facilities or improve public transport and cycling links to Keynsham town centre.

3.2 OPPORTUNITIES

LOCATION ON HILLSIDE

The study area sits below the ridgeline and could be designed to have only limited impact on wide views to the south. Additionally, the land form itself restricts views from the south (hill top) meaning the area is largely hidden from the nearby industrial estate and roads.

LINKS TO PUBLIC RIGHTS OF WAY NETWORK

The study area is near to three public right of way routes and has pedestrian access to into the local countryside. Hardington Drive gives pedestrian access to the neighbouring residential area.

CLOSE TO EAST KEYNSHAM SITE

The East Keynsham site sits close to the north and developing the two areas in tandem would be a good opportunity to create a more comprehensive and sustainable solution that supports the future residents of Uplands and forms a coherent environmental strategy.

EMPLOYMENT OPPORTUNITIES NEARBY AT INDUSTRIAL SITE

The nearby industrial estate/depot could provide employment opportunities for new residents. The development of Uplands for residential use is unlikely to prejudice any expansion of that site.

PROXIMITY TO B3116 ROAD CORRIDOR

The B3116 provides good access to the A4 to Bristol and Bath, and to Keynsham town centre and the industrial estate north of Keynsham.

OPPORTUNITY TO WIDEN BOUNDARY

The boundary is relatively unconstrained to the south and east and may pose opportunity to expand the study area though is increasingly distant from the rest of Keynsham, in particular the town centre. A field to the north (at Courtenay Road) provides an additional expansion opportunity.

ADJACENT TO ESTABLISHED RESIDENTIAL AREA

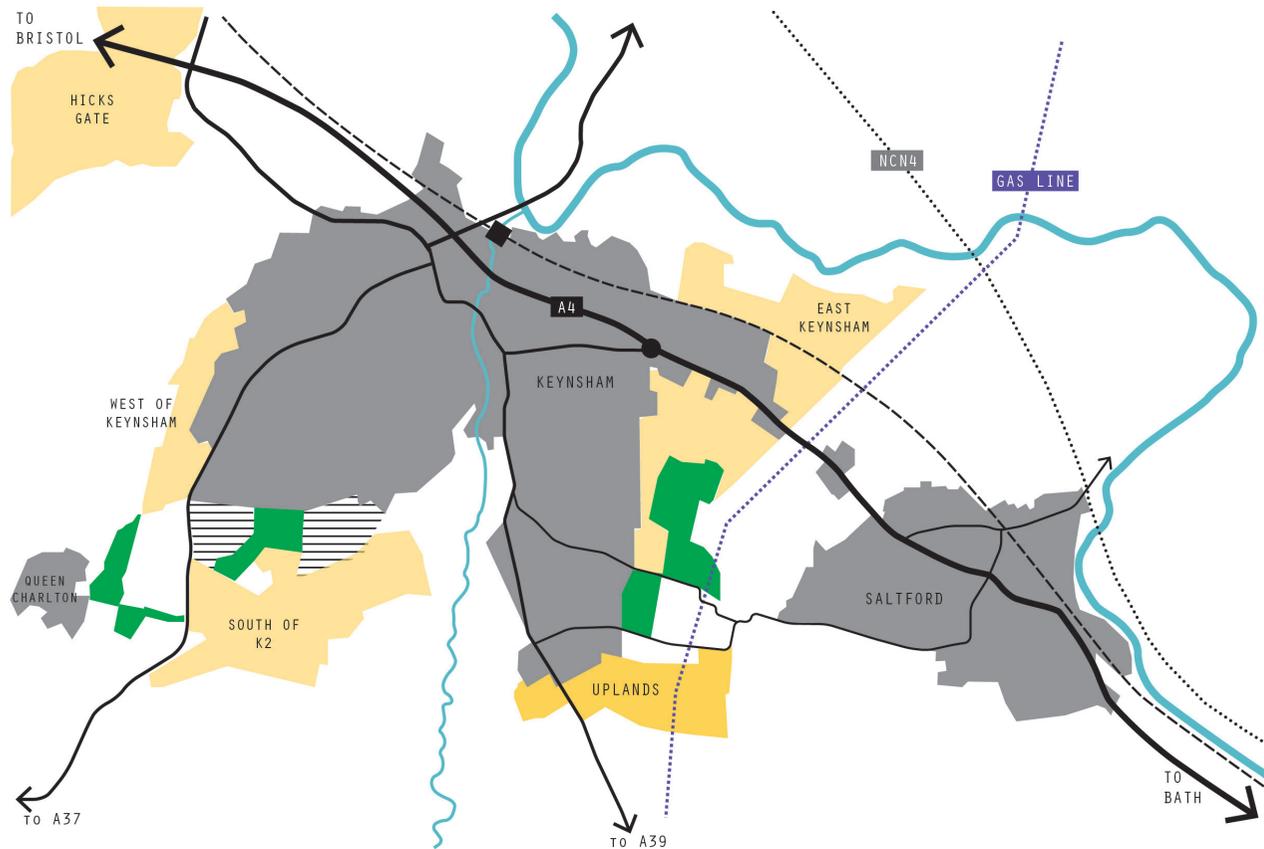
The study area is adjacent to an established residential area and as such is a complementary use with socially sustainable benefits.

OPPORTUNITY TO PROVIDE GREEN / RECREATIONAL LINKS TO WOODLAND

Close by to the north is the Manor Road Community Woodland - this is a major community asset and links to this should be maximised with opportunity to extend this facility, particularly into the pipeline buffer zone.

CYCLING

Potential to create link through country road to Saltford and then onto National Cycle Route 4 and onwards to Bath.

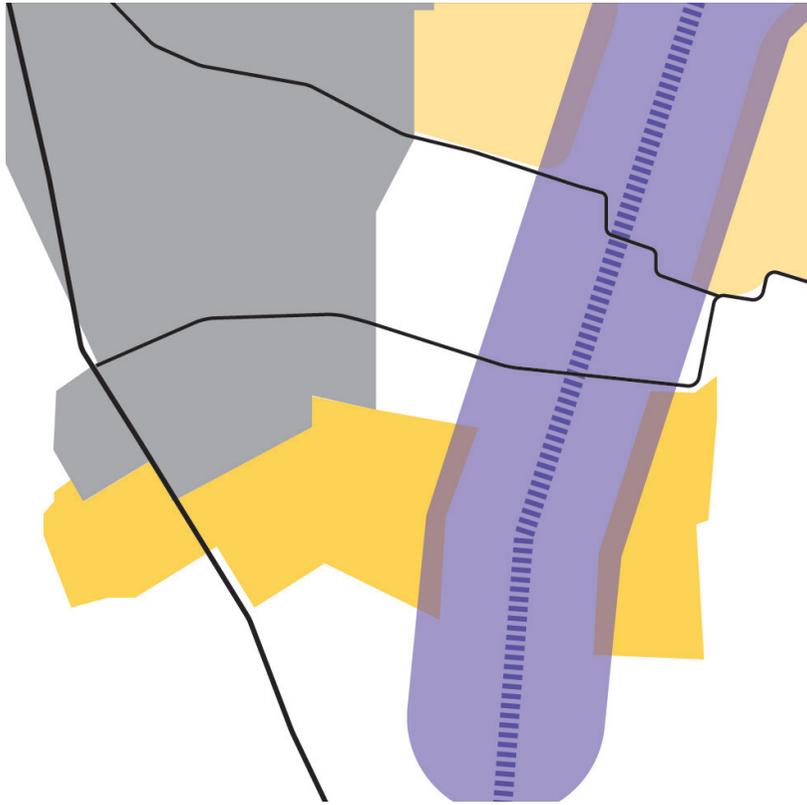


3.3 DEFINITION OF DEVELOPABLE AREA

The opportunities and constraints analysis shows that the study area is subject to a number of factors which impact upon the developable area and resultant site boundary, most notably the gas pipeline which forms a direct physical constraint.

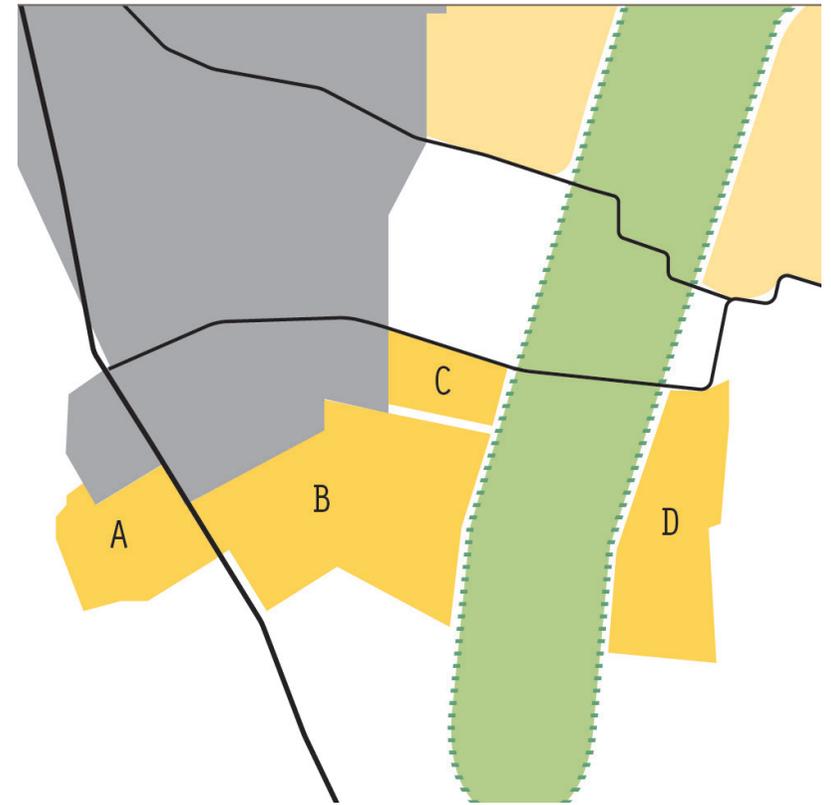
The inclusion of the area of land to between the boundary and Courtenay Road gives improved access opportunities and allows the site to wrap around the existing residential development in a more cohesive manner. The large green buffer left by the gas pipeline means that there is only a minor impact on green space.

While there is opportunity to extend to the south, this would cause a linear extension of Keynsham and would be further divorced from the town centre. Any further development would lie further up the hillside and would increase the impact on the skyline and increase the visibility of the development. This approach protects the setting of the listed building at Uplands Farm. Extension to the east would put pressure on the Keynsham-Salford Gap and the limited capacity of Manor Road.



GAS PIPELINE AND BUFFER ZONE

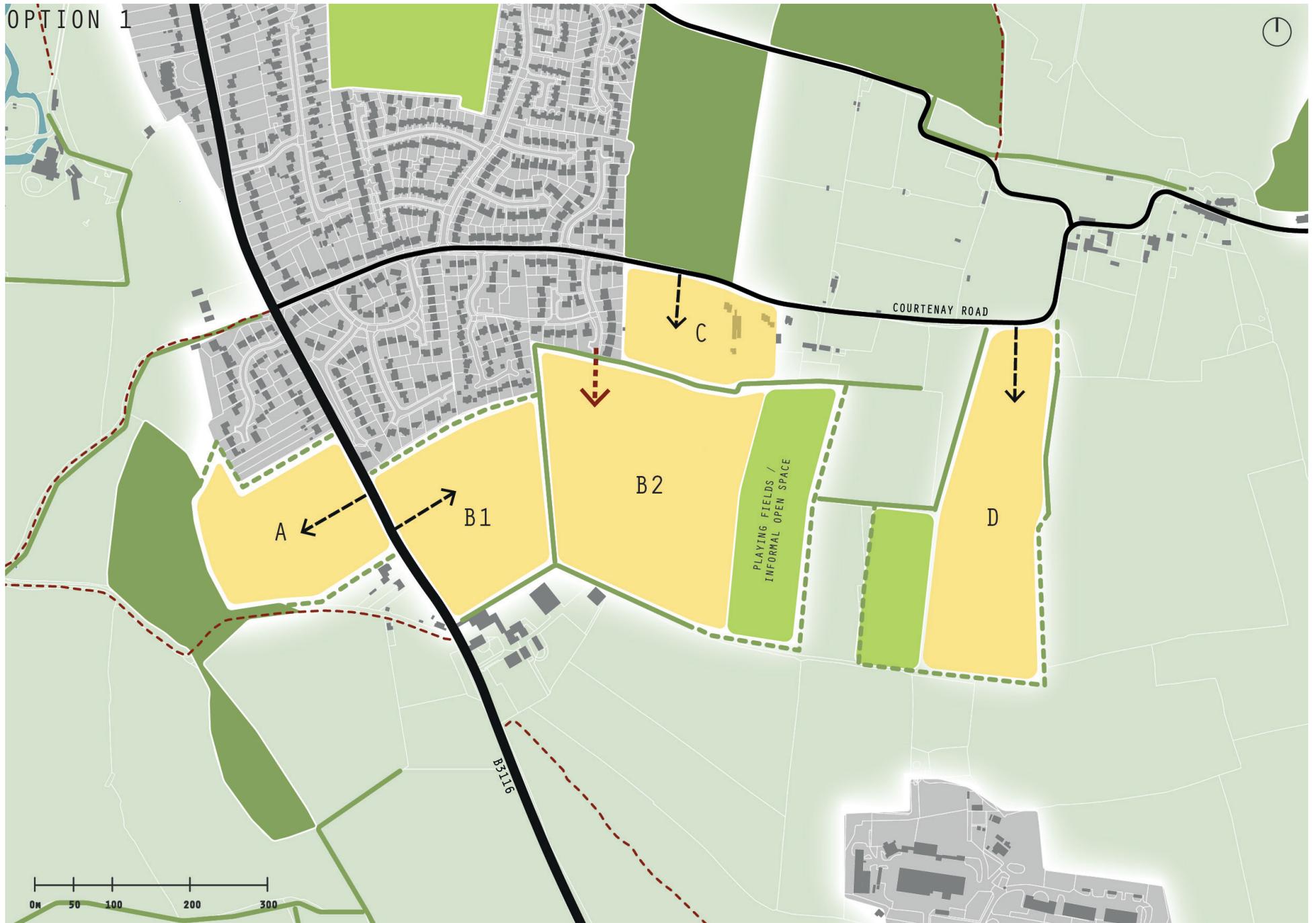
The gas pipeline and its buffer zones divide the study area east-west and result in a 250m wide undevelopable strip. Residential development is only permitted in the outer zone. Playing fields and employment land are permitted in the outer and middle zones.



RESULTANT DEVELOPMENT PLOTS

The constraints result in four development plots: A - to the west of B3116; B - east of the B3116/ south of existing residential area; C - a minor extension of the site to meet Courtenay Road. and; D - east of the gas pipeline buffer. If plot D is to be developed, this should only be as part of a wholesale development of the site in order to avoid forming an 'island'. The development leaves a green buffer running south from the East Keynsham site.

4 ■ DEVELOPMENT CONCEPT OPTIONS



4.1 OPTION 1

Option 1 is based on maximising development within the remaining developable area. Areas to both sides of the B3116 and gas pipeline are identified for development, along with the inclusion of the area to the south of Courtenay Road (C).

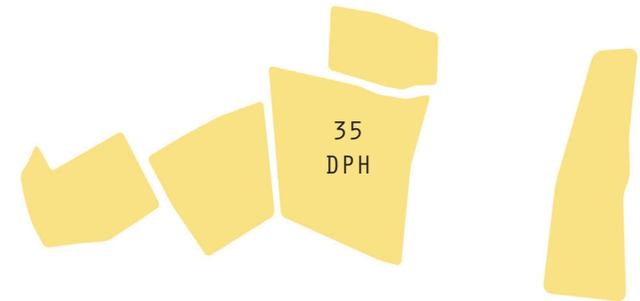
Plot A sits within the boundary and respects the existing hedgelines and woodland. The plot is accessed directly from the B3116 and can be developed as a discrete parcel.

Plots B1 and B2 are divided by an existing hedgeline and would form a natural extension of the existing development. The plots have direct vehicle access from B3116 with the possibility of non-vehicular access from Hardington Drive. Plot B2 lies adjacent to the gas pipeline buffer zone and, as such, has an outlook onto open space. The area within the middle buffer zone can be developed for playing fields and informal sports use and as such forms a significant part of the site's green space provision.

Plot C is an addition to the original boundary and allows the development to wrap around existing development which backs onto the open space. This option provides an access onto Courtenay Road which could link through into Plot B and become a secondary access.

Plot D makes maximum developable use of the eastern area and forms a discrete development plot alongside the green buffer accessed via Courtenay Road. This plot should be developed only after the other plots as this would avoid it having such a remote situation. The area to the west can be developed as informal sports, leaving a natural strip of undeveloped land through the centre of the development.

DEVELOPMENT DENSITY
(DWELLINGS PER HECTARE)



DEVELOPMENT QUANTUM

	AREA (HA)	%
RESIDENTIAL	24.6	84.5
PLAYING FIELDS	4.5	15.5
TOTAL	29.1	

RESIDENTIAL DEVELOPMENT QUANTUM

	GROSS DEVELOPABLE AREA (HA)	DENSITY (DWELLINGS/ HA)	TOTAL HOUSING QUANTUM	SITE EFFICIENCY FACTOR	NET HOUSING QUANTUM
A	4.1	35	144	85%	122
B	12.3	35	431	85%	366
C	2.3	35	81	85%	68
D	5.9	35	207	85%	176
TOTAL	24.6	35	861	85%	732



4.2 OPTION 2

Option 2 shows a more conservative approach to development than that of Option 1. Development is limited to the area west of the gas pipeline buffer and forms a more cohesive extension of the existing residential area.

As in the previous option, Plot A sits in the area bounded by existing development, the B3116 and the adjacent woodland. Accessed from the B3116, the site could be developed as a discrete plot.

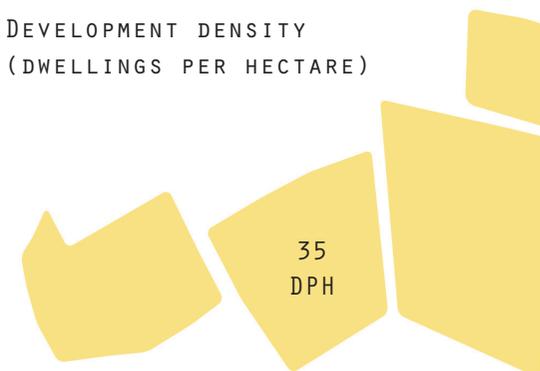
Plots B1 and B2 form the main bulk of development and provide two large, unconstrained plots. Plot B2 is a reduction of area shown in Option 1 and ends at an existing field boundary. The plots have a single vehicular access opportunity from the B3116, with the option of non-vehicular access from Hardington Drive. The area to the east of Plot B2 can be developed for informal sports / public open space to a maximum of the area shown on the plan.

Plot C is a reduced development plot, occupying only the field immediately adjacent to the existing residential area. This helps the development wrap around the existing residential area and form more of a cohesive block with Plot B2, potentially with improved access options.

This option retains a significant area of open space to the east and would ensure the separation of Keynsham and Salford continues. Development is kept away from the 'Keynsham Gap' site and would not impact strongly on the layout of development in that area. Existing hedgerows are maintained and additional hedges identified to both aid visual screening and ecological links.

A further development option is possible, developing only Plots A and B, staying within the original boundary.

DEVELOPMENT DENSITY
(DWELLINGS PER HECTARE)



DEVELOPMENT QUANTUM

	AREA (HA)	%
RESIDENTIAL	16.2	78.2
PLAYING FIELDS	4.5	21.7
TOTAL	20.7	

RESIDENTIAL DEVELOPMENT QUANTUM

	GROSS DEVELOPABLE AREA (HA)	DENSITY (DWELLINGS/ HA)	TOTAL HOUSING QUANTUM	SITE EFFICIENCY FACTOR	NET HOUSING QUANTUM
A	4.1	35	144	85%	122
B	10.5	35	368	85%	312
C	1.6	35	55	85%	47
TOTAL	16.2	35	566	85%	481

4.3 DEVELOPMENT QUANTUM

DEVELOPABLE AREA

The intention of the analysis, the opportunities and constraints and outlining of development concept options has been to establish the developable area. This is subdivided into residential development plots. The **gross developable area** (GDA) provides overall figures (ha) for residential plots and any directly associated uses which may include:

- Housing areas including private gardens and parking
- Incidental open space and landscaping
- Children's play areas (ha)
- Access roads within the site (ha)
- Provision of on-site drainage solutions

The intention of this work is to examine the locations to accommodate housing led development, figures therefore exclude:

- Major distributor roads
- Non-residential land uses
- Primary schools
- Adult/youth play spaces or other open spaces serving a wider area
- Significant landscape buffer strips

Figures for landscape and non-residential land uses are provided in the "Development Quantum" table.

CAPACITY

On the basis of the gross developable area, the capacity of this location to deliver residential development has been determined by the application of an assumption for the **density of development**, measured as average number of dwellings per hectare (dph).

Based on these densities, this exercise has established a **total housing quantum** for each development plot.

To provide a more refined housing capacity an **efficiency factor** has been applied (80%) to account for the difficulty associated with developing at this location and any directly associated uses.

Taking these factors in to consideration a **net housing quantum** figure has been calculated to establish the housing capacity of the plot only.

SUMMARY

Based on the above, the development capacity is dependent on a number of factors:

- The extent of the developable area that is taken forward as an allocation.
- The difficulty with developing the portion of the site taken forward as an allocation.
- The approach taken to density.

5 . INFRASTRUCTURE REQUIREMENTS

5.1 OVERVIEW

This section seeks to explain the infrastructure required to support the level of housing growth at Uplands. If this location is to be taken forward in the Core Strategy, within the potential capacity range as indicated within the previous chapter, it will trigger the need for the provision of physical, social and green infrastructure.

The understanding of infrastructure triggers and requirements has been informed using the following sources:

- West of England Infrastructure Delivery Plan
- Bath & North East Somerset Council Infrastructure Delivery Plan
- Green Space Strategy
- Planning Obligations Supplementary Planning Document
- A review of best practice standards and population thresholds

Once the Council's Members and Officers complete the site selection process for the allocations to be taken forward within the Core Strategy there will be a need to assess the cumulative effects of these preferred sites.

5.2 ASSUMPTIONS

The infrastructure requirements are considered against the development capacities outlined in the previous section (housing range 481 - 732) and the following assumptions:

- Average household size of 2.2 people
- Projected population range of: 1,060 - 1,610
- Completion rate of 50 - 100 dwellings per annum
- Mix: The Council is proposing to change the Core Strategy policy (CP9) on Affordable Housing in response to concerns raised by the Examination Inspector. This changes will introduce a split target on affordable housing; this site is identified for 30% affordable.
- Early years age 0-2: 4 places per 100 dwellings¹
- Early years age 3-4: 11 places per 100 dwellings¹
- Primary school pupils: 31 places per 100 dwellings¹
- Secondary school pupils: 15 places per 100 dwellings¹
- Post 16 pupils: 4 places per 100 dwellings¹
- Formal Green Spaces: 15 sq m per person (min)¹
- Natural Green Spaces: 15 sq m per person (min)¹
- Allotments: a minimum of 3 sq. m per person with a minimum site size of 1,500 sq. m / 10 plots¹
- Children's Play Space: 0.8 ha per 1,000 population²
- Outdoor Sports: 1.6 – 1.8 ha per 1,000 population²
- Indoor Sports: 0.77 ha per 1,000 population²

5.3 PHYSICAL INFRASTRUCTURE

INFRASTRUCTURE CATEGORY	ITEM	COMMENTARY
TRANSPORT	Walking	Isolated location with relatively long walk distances into Keynsham. No local amenities.
	Cycling	Keynsham town centre can be reached less than 20 minutes. Trips to the edge of Bristol are also possible within 20 minutes. A link to Saltford and National Cycle Network Route 4 could be developed.
	Public Transport	Close to established services and relatively short diversion to bring services into any development. Frequency could be improved and additional services could be commercially viable depending on quantum of development.
	Highways	Relatively isolated location and single point of access. Vehicular impacts are largely confined to the B3116 which should have sufficient link capacity to accommodate development but the route is bordered by a number of residences which would be affected by additional traffic. Some scope for junction capacity improvements along B3116 particularly the junction with Bath Hill. Bristol/Bath traffic can bypass main residential areas via Keynsham Bypass. Development would result in additional vehicular trips along the A4 into Bristol, with potential for some mitigation through expansion of Brislington P&R facility.
	Summary	Although the development area is adjacent to an existing bus route any development is likely to lead to predominantly car dependant travel patterns. Highway impacts are largely along semi-residential streets (Wellsway, Bath Road) or congested links offering less scope for mitigation.
WATER	Potable water supply	There will be need for new mains but these are 'normal' costs if spread across the development units (taking into account the size of the site). Impact on housing viability: low, as there are unlikely to be significant additional developer costs.
	Waste water + drainage	Developers will be expected to contribute to the cost of this infrastructure. This site will require improvements to sewerage capacity at Keynsham as there is insufficient local capacity. Timescales for delivery of strategic enhancements to the network could be 3 to 5 years. Impact on housing viability: not quantified in the IDP.
	Flood risk + drainage	Flood Zone 1: Low Probability
ENERGY	Gas	Local connection costs borne by developers along with some network strengthening costs. Impact on housing viability: low, as there are unlikely to be significant additional developer costs.
	Electricity	Reinforcement costs would be shared between the developer and WPD. Impact on housing viability: low, as although there will be some costs, they are unlikely to be a significant additional cost.
	Decentralised energy	Based on an initial review of the potential level of housing to be delivered on this site with the mix of uses limited to housing and a school – this will likely rule out the viability of CHP. on this site unless this could be linked with the renewable energy generation opportunities for a new district heating network within Keynsham.
ICT	Broadband	Infrastructure for growth will be delivered through private sector development. Impact on housing viability: low, as there are unlikely to be significant additional developer costs.

WASTE	Waste treatment	This site is considered to be served by existing residual waste treatment facilities and the planned at Broadmead Lane, Keynsham.
RESIDENTIAL BUILDING STANDARDS	Sustainable design	All new residential development to be Code for Sustainable Homes (level 4). Requirement for zero carbon development after 2016. Renewable energy options will need to be considered on site to meet these requirements.

5.4 SOCIAL INFRASTRUCTURE

INFRASTRUCTURE CATEGORY	SUB-CATEGORY	COMMENTARY
EDUCATION	Early years	Early Years contribution will be required. This could be co-located with primary school (see below) and may result in on-site provision. Early Years (0-2): 19 - 29 places Early Years (3-4): 53 - 81 places
	Primary school	Development on this site is likely to trigger the need for primary school provision on site (indicative catchment population of 4,000 ³). Primary school places: 149 - 227
	Secondary school	Development unlikely to solely trigger the need for secondary provision on site (indicative catchment population of 8,000 required). Need to expand existing secondary provision in the area. Secondary school places: 72 - 110 Post 16 places: 19 - 29
HEALTH	Health centre	Development unlikely to solely trigger the need for health centre provision on site (indicative catchment population of 10,000 required). Possible need to expand existing health centre provision in the area.
AFFORDABLE HOUSING	Affordable housing provision	A large development site like this will trigger an average affordable housing percentage of 30% to be provided on site. At the development capacities examined (481 - 732) this would trigger the need for 144 - 219 affordable housing units to be provided on site.

5.5 GREEN INFRASTRUCTURE

INFRASTRUCTURE CATEGORY	SUB-CATEGORY	ON SITE REQUIREMENT
GREEN SPACE	Formal Green Space	15,900 - 29,400 sqm (2.0 - 2.9 ha)
	Natural Green Space	15,900 - 29,400 sqm (2.0 - 2.9 ha)
	Allotments	3,180 - 4,830 sqm (0.3 - 0.5 ha)
	Children's Play	0.8 - 1.3 ha
	Outdoor Sports	1.7 - 2.9 ha
	Indoor Sports	0.8 - 1.2 ha

5.6 SUMMARY

Infrastructure delivery is also dependent on: a) site masterplanning; and b) policy choices on the use of developer contributions.

The key infrastructure requirements that would be required to be provided by the development of this study area would be:

- Early Years provision co-located with Primary School. Early Years (0-2): 19 - 29 places; and Early Years (3-4): 53 - 81 places
- Contribution to Primary school places: 149 - 227
- Contribution to Secondary school places: 72 - 110
- Contribution to Post 16 places: 19 - 29
- Provision of 144 - 219 affordable housing units on site
- Provision of Formal Green Space (1.6 - 2.9 ha); Natural Green Space (1.6 - 2.9 ha) and Allotments (0.3 - 0.5 ha)
- Provision of (or contribution to) Children's Play (0.8 - 1.3 ha); Outdoor Sports (1.7 - 2.9 ha) and Indoor Sports (0.8 - 1.2 ha)

FOOTNOTES

1. Para 2.2.14, Page 26, Bath and North East Somerset Planning Obligations Supplementary Planning Document – Adopted July 2009
2. Provision of Recreational Facilities to Meet the Needs of New Development - Page 65, Policy SR.3 Bath & North East Somerset Local Plan including minerals & waste policies – Adopted October 2007
3. Shaping Neighbourhoods: a guide for health sustainability and vitality, Spon Press London (2003), Hugh Barton, Marcus Grant and Richard Guise

6 ■ VIABILITY AND DELIVERY

6.1 GENERAL OVERVIEW

The findings of this exercise provide a general overview of the demand and supply of residential land in Keynsham with consideration given to the delivery of this site..

DEMAND FOR RESIDENTIAL LAND

- Demand and supply of residential land are finely balanced at present across the West of England.
- An upturn in activity could see a land shortage with consequent upward pressure on land values across B&NES as a whole.
- There is strong demand for well-located good quality sites for 50+ family housing units with Bristol, Bath and the outlying villages being hotspots.
- Volume house builders are currently seeking land in the Bristol and Bath area but are cautious of sites in excess of 100 units and typically are seeking deferred payment arrangements to landowners.
- Sites that have recently been brought to the market with planning consent and suitable for between 50 and 100 units attract the most interest.

- In the stronger markets such as Bath and Bristol land values have recovered to pre-recession levels.
- There is strong demand in the retirement, care and student housing markets.
- Weaker market demand for apartment schemes and smaller sites up to 30 units.

SUPPLY OF RESIDENTIAL LAND

- The increasing number of planning consents being won at appeal is driving an increasing number of transactions, typically promotion agreements on 'unallocated' land.
- The fundamentals underpinning demand for sites are closely linked to what is happening in the housing market. Developers and housebuilders are seeking to build family houses with three or more bedrooms in locations where the local economy is outperforming.
- By attracting families who have already owned a home, they are targeting buyers who are 'equity rich', and able to access finance despite the current constraints in the mortgage market.

- The limited supply of consented sites has driven up values marginally during 2011, but cautious sales rates has broadly negated any real increase in land value over 2012.
- Development sites with over 25 units are now of interest to all house builders as they look to diversify their product offer and increase sales.
- 2012 has seen an improved demand for strategic land from volume house-builders wishing to increase their 5 year land supply pipeline.
- Demand has increased as house builders and developers have worked through their inventory of sites bought prior to the downturn, and are now actively seeking to bolster their land pipeline.
- During 2012, greenfield values were up 3.6%, while urban values grew by 1.7%. Both outperformed national house price growth, which fell by -1.1%. . These small value increases reflect a general shortage of suitable, permissioned land in the market, despite early signs that NPPF is leading to more consents, including those from appeal decisions.

MANAGING RISK IN DELIVERY

- Due to credit constraints investor/developers are increasingly taking on the master-developer role and acquiring land without planning consent, resolving planning, infrastructure and servicing and subsequently selling to the volume house builders.
- Funding and risk issues will remain a major barrier to bringing forward large, complex and marginal sites. This has created the necessity of a 'build now, pay later' land development model. Landowners will increasingly need to be co-investors or joint-venture rather than outright, up-front sellers. This applies to both the public and private sector, but some of the public sector land initiatives recently announced have the potential to start bridging the delivery risk gap.

DELIVERY OF LAND AT UPLANDS

- This site was previously assessed in the Strategic Housing Land Availability Assessment (2011).
- This site has been promoted in the refresh of the Council's Strategic Housing Land Availability Assessment (2013), therefore it can be considered available.
- The site is in single ownership.
- It is considered that a viable housing scheme could be delivered on this site.
- The capacity of the site is not considered to be significant enough to viably provide dedicated facilities in this location.

7 ■ SUMMARY

7.1 PLACE - MAKING PRINCIPLES

A number of place-making principles should be applied to ensure a distinctive development sympathetic to its green belt location:

- DENSITY - Density should be higher around the B3116 and existing housing but lower along the countryside edges.
- ORIENTATION - Dwellings should front onto the newly-formed public open space and open countryside but back onto existing the existing residential estate. Development should provide a frontage along the B3116.
- HEDGEROWS - Existing hedgerows should be retained and repaired where necessary. New planting should be used around the site boundary to limit visual impact.
- CONNECTIONS - The development should provide pedestrian connections through to Hardington Drive and the existing residential area and allow access onto Courtenay Road towards Manor Road Community Woodland.
- FOOTPATHS - Connections to the public footpath network should be included, particularly providing links to the nearby industrial estate.
- LISTED BUILDING - The area around the Uplands Farm Listed Building needs careful treatment to avoid detrimental impact.
- LAYOUT - The development should adopt an informal perimeter block layout in preference to a rigid block or cul de sac layout.
- OPEN SPACE - The open space should be designed to be a part of the development rather than a discrete parcel. Edges should be landscaped to blur into the open countryside.
- BUFFER ZONE - The natural environment of the buffer zone should be enhanced and, where possible, designed in tandem with the wider 'Keynsham-Saltford Gap'. If Plot D is developed, the buffer zone should be designed as a whole in tandem with the public open space.
- CYCLING - The study area should be developed in a way which encourages cycle use.



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