

An aerial photograph of a rural area, likely in the UK, showing a mix of agricultural fields, some wooded areas, and a small cluster of buildings in the center. The image is overlaid with a semi-transparent red filter. The text is positioned in the upper right quadrant.

# **KEYNSHAM, SALTFORD AND WHITCHURCH VILLAGE**

## **AREA OF SEARCH ASSESSMENT**



Quality information

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# Introduction

# 01

# 1. Introduction

## 1.1. Areas of search

The areas of search presented in this report have been identified following consideration of the constraints and opportunities, as they apply to each site, as well as the emerging vision and objectives set out in the Strategic Place Assessment report.

Those areas with major constraints, such as flood zones, high-pressure gas mains and landscape conservation designations are not proposed for built development. They are, however, included within the list of areas of search because of their potential to provide strategic green infrastructure and nature recovery opportunities which might be delivered in conjunction with, and in support of, built development.

The areas of search have been selected with the aim of meeting the key objectives listed below.

- Seek opportunities to create a functional green infrastructure and nature recovery areas at the periphery of the town.
- Create a transition zone between the urban areas and the countryside to increase the accessibility to the countryside.
- Follow a comprehensive approach amalgamating green infrastructure, sustainable transport and development opportunities.
- Seek locations with proximity to the key public transport routes and facilities, such as the railway station, town centre and community facilities.

- Seek opportunities to create development with sufficient critical mass to deliver community infrastructure and sustainable transport initiatives that serve the existing community, as well as the new one.
- Seek opportunities to improve the pedestrian and cycle connectivity between the urban areas, countryside and river fronts.
- Avoid piecemeal development and promote comprehensive development that allows for seamless integration with the existing urban areas.

## 1.2. Placemaking assessment framework

This report analyses areas of search in Keynsham and Saltford and Whitchurch Village, using a placemaking assessment framework prepared with the technical lead consultants and approved by the B&NES officers.

This placemaking assessment workstream is undertaken at an early stage of the plan-making process, prior to formal Sustainability Appraisal (SA) and detailed Housing and Economic Land Availability Assessment (HELAA) assessment of individual parcels of land. At a very high level, it assesses potential 'broad areas' in the Keynsham and Saltford, and Whitchurch Village sub-area which will subsequently help inform the Council's thinking on defining 'reasonable alternatives' in the SA process. Outputs from this assessment will also feed into the Council's HELAA for further assessment of sites on a comparable basis with all other sites in the district.

The placemaking assessment framework is prepared in line with B&NES' Sustainability Appraisal Framework objectives to ensure broad consistency in approach, however, it is ultimately for the SA process to assess whether the plan, or any reasonable alternatives, are likely to have significant environmental effects.

The placemaking assessment framework appraises the potential impact of development in each area, using a 5 level assessment. These levels of impact are:

- Moderate beneficial impact
- Minor beneficial impact
- Neutral impact
- Minor adverse impact
- Moderate adverse impact

The assessment criteria scoring considerations are categorised under 5 key themes:

- Placemaking and landscape
- Transport
- Environment
- Housing, economy and communities
- Utilities

The criteria descriptions provide high-level explanation of the key constraints, potential mitigation solutions and the reasoning behind the indicated scale of impact.

## 1.3. Placemaking assessment methodology

### Placemaking and landscape

#### *Landscape/townscape*

The location and landscape character of each site is described using a combination of aerial photographs, Google Streetview and Ordnance Survey 1:25,000 map. This description is informed by a review of published landscape character assessments at the national scale with National Character Areas (2013 to 14) published by Natural England and at the District level, the Bath and North East Somerset Landscape Character Assessment (2021).

Potential views to and from each site are determined by examining Google Streetview where possible, and analysis of aerial photography in combination with topography information on the Ordnance Survey 1:25,000 map.

Policy information is obtained from the B&NES interactive map.

Previous landscape and visual sensitivity studies to residential development are used to inform the analysis of the landscape character and views described through the process above. Potential mitigation requirements within the design of any residential development are recommended and the scale of any residual impact determined once mitigation is implemented.

#### *Green Belt*

Where a site is located in the green Belt, the scale of impact of potential release is determined through

a review of the conclusions of the West of England Combined Authority Spatial Development Strategy, Strategic Green Belt Assessment (2021).

#### *Green and Blue Infrastructure*

Green and blue infrastructure assets are identified through an analysis of Green Infrastructure Framework interactive map, (Natural England, 2023), Ordnance Survey 1:25,000 map, aerial photography, and the B&NES interactive map.

#### *Heritage*

Heritage assets are identified within the study area through a review of the MAGIC website, B&NES interactive map and heritage reports on the study areas provided by B&NES.

### Transport

#### *Existing levels of connectivity*

This considers issues such as the quality of the existing walking, wheeling, cycling and public transport links and how these linkages connect to local facilities. The connectivity mapping from the Transport Assessment Framework (TAF) has been used as a reference for existing levels of connectivity. The TAF is a Geographic Information System (GIS) tool created by the West of England Combined Authority (WECA) which divides the region into 800m hexagons and models a “connectivity” score based on accessibility to a range of services, with connectivity scores weighted by mode of transport in favour of more sustainable modes. This was created in 2019, and updated to a 2022 baseline. This is before public transport service changes in 2022. The score of a TAF hexagon is a good starting point for this exercise,

but changes to public transport services and more granular local connectivity has been qualitatively factored into the scoring.

#### *Potential future levels of connectivity*

This considers the potential to improve the existing levels of connectivity through interventions such as bus service enhancements, and improved linkages to local services. Proximity to major projects such as the Bristol Bath Strategic Corridor and Somer Valley Links is an important consideration. The score remains unchanged from the existing levels of connectivity if it is unlikely that significant improvements could make sufficient difference to the score.

#### *Access feasibility*

This is a deliverability measure which considers the deliverability of an access strategy. An adverse score is given where there are potential technical risks to the delivery of safe and suitable access, which would need to be further investigated, or where vehicular access to an existing road cannot be made. A beneficial score is where it is likely that an access strategy should be achievable either because an access point already exists or could readily be provided. Opportunities for a primary access point and an emergency / secondary access point are considered as necessary relative to the scale of the development area.



### Potential for the site to enhance connectivity

This measure relates to whether the inclusion of a site itself is likely to be of benefit to connectivity. This considers issues including potential increase for bus patronage, pedestrian and cycle improvements, potential to improve permeability with wider benefit through the development, suitable locations for a mobility hub and the effects on inclusion. Larger development area could be beneficial in providing critical mass for facilities, which could potentially reduce travel distances for existing residents.

## Ecology

The following sources were used: the baseline proforma for ecology for each broad area, the website [www.magic.gov.uk](http://www.magic.gov.uk), aerial photography and the West of England Nature Recovery Network maps which identify existing opportunity areas for enhancing nature: [Nature Recovery Network \(arcgis.com\)](https://www.arcgis.com). If designated sites were located within 50m of the parcel then a judgment of moderate impact was made to flag proximity and the need to ensure protection of those sites. Similarly, for the habitats and protected species category indicated ancient woodland (for example) on site or adjacent to site a judgment of moderate impact was made. If features suitable for protected species were identified on site, a judgment of minor adverse impact was made in recognition of the fact that while these do pose a constraint, they can often be designed into the development. A judgment of major adverse impact was only made if fundamental constraints to development were identified. Beneficial opportunities were graded (given the limited information available at this stage) as either neutral (which does not literally mean no opportunities

exist but indicates no proximity to strategic habitat enhancement corridors), minor beneficial, or (in a few instances where greater opportunities were identified) moderate beneficial

## Flood risk

Assessment of potential development parcels has been completed using Environment Agency flood mapping for fluvial, surface water and reservoir sources (<https://check-long-term-flood-risk.service.gov.uk/map>).

The extent and impact of flooding affecting a site has been categorised using the summary descriptions below:

Fluvial – rivers or tidal sources	
The site is located within Flood Zone 1 which has a low probability of flooding of less than 1 in 1000 (<0.1%) each year.	Neutral Impact
The site is primarily within Flood Zone 1 (<0.1% each year), with minor areas at a higher risk of flooding within Flood Zone 2 (0.1% to 1% each year) and/or Flood Zone 3 (1% to 3.33% each year).	Minor Adverse Impact
Site is partially located within flood zone 1 (<0.1% each year), with major areas of the site within Flood Zone 2 (0.1% to 1% each year) and/or Flood Zone 3 (1% to 3.33% each year).	Moderate Adverse Impact

Pluvial – surface water	
The site is located within an area with a very low probability of flooding of less than 1 in 1000 (<0.1%) each year.	Neutral Impact
The site is primarily within an area with a very low risk of flooding (<0.1% each year), with minor areas at a higher risk of flooding of low risk (0.1% to 1% each year) and/or medium risk (1% to 3.33% each year).	Minor Adverse Impact
The site is primarily within an area with a very low risk of flooding (<0.1% each year), with major areas of the site at a medium risk (1%-3.33% each year) and/or high risk (>3.33% each year).	Moderate Adverse Impact

Reservoirs	
The site is not impacted by a reservoir flood flow path.	Neutral Impact
The site is within a reservoir flood flow path when the site is also impacted by flooding from rivers.	Minor Adverse Impact
The site is within a reservoir flood flow path while rivers are at normal levels.	Moderate Adverse Impact

## Utilities

Utility plans have been obtained for main utility providers in the vicinity of the potential development sites.

No telecommunications records have been obtained, therefore there is potential for additional constraints relating to fibre optic cable routing.

No discussions have currently been undertaken with the utility providers to determine the capacity to support development of any of the parcels.

The proximity of significant assets to the parcel boundary has been used to determine the impact, with services crossing a large part of the site giving a moderate adverse impact, or smaller site impacts or close to boundaries where exclusion zones may impact development are classified as a minor adverse impact.

Gas	
Presence of medium pressure gas mains within the site boundary. These will have a nominal easement width associated with them for future maintenance.	Minor Adverse Impact
High-Pressure gas mains ((Wales & West or National Grid) running within the site boundary. Minimum HSE standoff distances will need to be applied limited potential for development or impacting the layout.	Moderate Adverse Impact

Foul Water	
There are Wessex Water foul sewers identified in proximity to the site which may allow for a connection, subject to confirmation of capacity.	Minor Beneficial Impact
There are no identified Wessex Water sewer networks in the vicinity of the site that may provide potential for foul water connection.	Minor Adverse Impact

Surface Water	
There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using sustainable urban drainage (SUD) methods.	Minor Beneficial Impact
There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact

Potable Water	
Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment and possible network upgrades.	Minor Beneficial Impact
Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact
Existing eHV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

Potable Water	
Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
There are no existing Bristol Water assets in the vicinity of the site to potentially provide a supply.	Minor Adverse Impact
Significant Bristol Water infrastructure, such as large diameter pipes or potential buried reservoir/ pumping systems are located within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

## Geology

### *Potentially contaminated land uses:*

Current potentially contaminated land uses have been sourced from the following freely available internet sources:

- Google maps/Streetview;
- Groundsure Enviro Data Viewer (<https://groundsure.io/>);
- BGS Geoindex (Made Ground mapping) (<https://mapapps2.bgs.ac.uk/geoindex/home.html>); and
- Brownfield Register on <https://www.bathnes.gov.uk/webforms/maps/>

Note that a data gap exists with regards to historical land use as this is not readily available from free online resources.

To enable further characterisation of the potential contamination risks identified, a Phase 1 geo-environmental assessment should be carried out, and where justified, this could be followed by targeted intrusive ground investigation. Any ground investigation should be designed to investigate and characterise the composition, extent and depth of potential made ground and the wider ground conditions with a view to de-risking areas where development is planned.

Any remediation of land undertaken as part of the planning approval process will have a net benefit on the environment and communities associated with them through environmental improvement. Therefore,

where on-site contamination sources have been identified, professional judgment has been made as to whether there is an overall potential neutral, minor or moderate impact on the environment resulting from remediation that may have to be undertaken should the site be developed. 'Neutral impact' being if there is no or very low risk contamination sources on site, up to 'moderate impact' if there are medium to high risk contamination sources identified on site. The size of the potential contamination source compared to the overall size of the site has also been considered.

### *Agricultural land*

Agricultural land has been assigned using Post 1988 Agricultural Land Classification (England) (source: MAGIC maps (<https://magic.defra.gov.uk/MagicMap.aspx>). Where this data is unavailable or the area is classified as 'not-surveyed', Agricultural Land Classification - Provisional (England) has been used (source: DEFRA data services platform (<https://environment.data.gov.uk/DefraDataDownload/?mapService=NE/AgriculturalLandClassificationProvisionalEngland&Mode=spatial>)).

The best and most versatile (BMV) agricultural land is classified as Grades 1, 2 and 3a. When considering development proposals that affect agricultural land, the aim is to protect the BMV agricultural land from significant, inappropriate or unsustainable development proposals.

Loss of Grade 3a or better agricultural soil/land >20 Ha requires specific consultation with Natural England and where sites are planned for redevelopment; in this case, a moderate adverse impact has been considered.

Where the total area of BMV agricultural land is <20ha, a minor adverse impact on agricultural soils has been assigned.

When the Post 1988 Agricultural Land Classification (England) is not available and the land is classified as Grade 3, a precautionary approach has been applied assuming Grade 3a. This will require confirming through survey work.

Note that in the absence of a GIS platform, estimates on the size of the agricultural land area are approximate. A conservative approach has been taken when reasonable.

### *Mineral safeguarding areas (MSA)*

MSA have been identified from <https://www.bathnes.gov.uk/webforms/maps/>; Planning - Housing and Economic Development - MSA and Minerals Allocations.

Non mineral development within MSA will be permitted provided:

- a. It will not sterilise or unduly restrict the extraction of mineral deposits which are, or may become, of economic importance and which are capable of being worked; and
- b. It will not adversely affect the viability of exploiting a mineral resource or be incompatible with an existing or potential minerals development; or
- c. It is practicable and environmentally acceptable to extract the mineral before development commences and this is secured as part of the development.



Provided the above conditions are followed, the assessment has assumed that there will be a neutral impact on the environment with regards to the MSA.

### *Overall impact classification*

Note that the overall impact on the environment has in some cases been balanced; for example, where there may be a moderate beneficial impact identified from potential remediation, yet a minor adverse impact to BMV agricultural soils, an overall minor beneficial impact may have been assigned. Where this has been done, the reasons for the overall impact have been specified.

## **Town planning**

Professional judgement has been used to arrive at the scoring of the sites, drawing from a number of different datasets and evidence and coming to a blended conclusion to allow comparison across all options within the sub-area and B&NES as a whole.

### *Housing Demand and Affordability*

- House prices and ability to deliver affordable housing, with the higher the prices a greater indication of market demand and likely higher viability to deliver higher rates of affordable housing.
- Location with respect of the Bath Housing Market Area and the Bristol Housing Market Area, plus accessibility to Bath and Bristol as the highest demand locations in the region.
- Potential for a mix of housing types, sizes and tenures – urban and more accessible locations likely to deliver a greater mix and density with

suburban/rural locations lower density and larger houses with higher levels of parking. Site size – the larger the site, the greater a contribution it can make towards meeting housing need.

- Location within the settlement hierarchy – the higher the ‘tier’ in the hierarchy the likely higher demand for housing given the availability of employment, infrastructure, public transport, shops and services.
- If the site is subject to any abnormal costs that affect the viability of the site, and in turn the ability to fund affordable housing.

### *Employment*

- Market requirement and demand, taken from the available B&NES evidence base over locational and site size requirements by sector.
- Access to the strategic road network and main roads in B&NES.
- Neighbouring land uses and the potential to accommodate employment, avoiding amenity impacts and restrictions on the ability of the occupier to operate.
- Topography and the ability to accommodate large units that meet market demand (an issue acknowledged in the Somer Valley in particular).
- Whether any employment land would be lost through development.

- Potential to expand an adjacent employment site.

### *Size to deliver infrastructure*

- The larger the site, the likely greater potential to capture increased land value to deliver infrastructure and community infrastructure.
- The existing use of the site, with agricultural fields most likely to generate the highest land value capture, and brownfield sites in higher use values offering lesser potential (particularly if demolition and remediation costs are incurred)
- If the site is already in use as infrastructure land, then the loss of that land and ability to reprovide it.
- Whether the site is adjacent to infrastructure that could be directly expanded or enhanced by new development.
- If the site is subject to any abnormal costs that affect the viability of the site, and in turn the ability to fund new infrastructure.

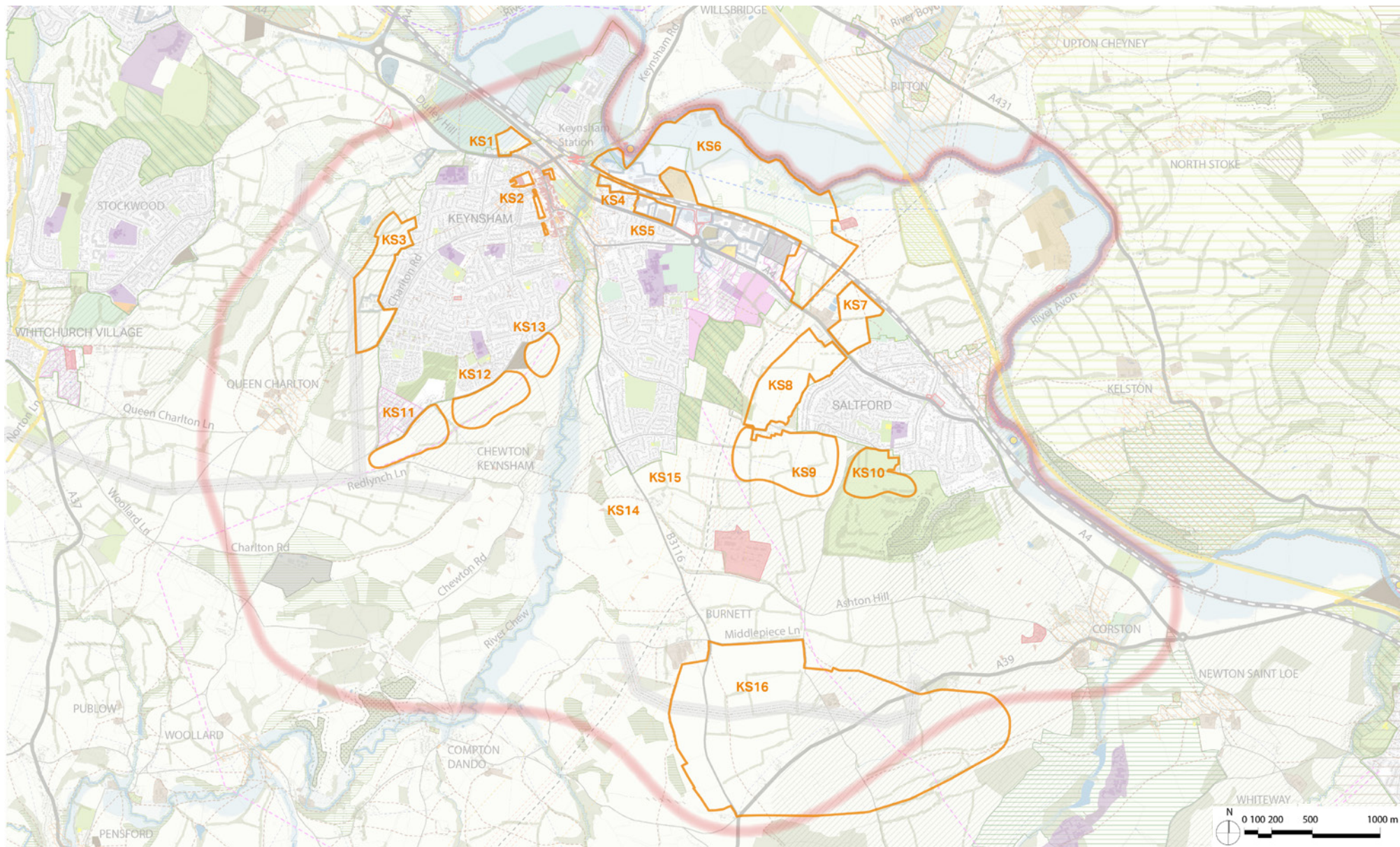


Figure 1. Keynsham and Saltford area of search



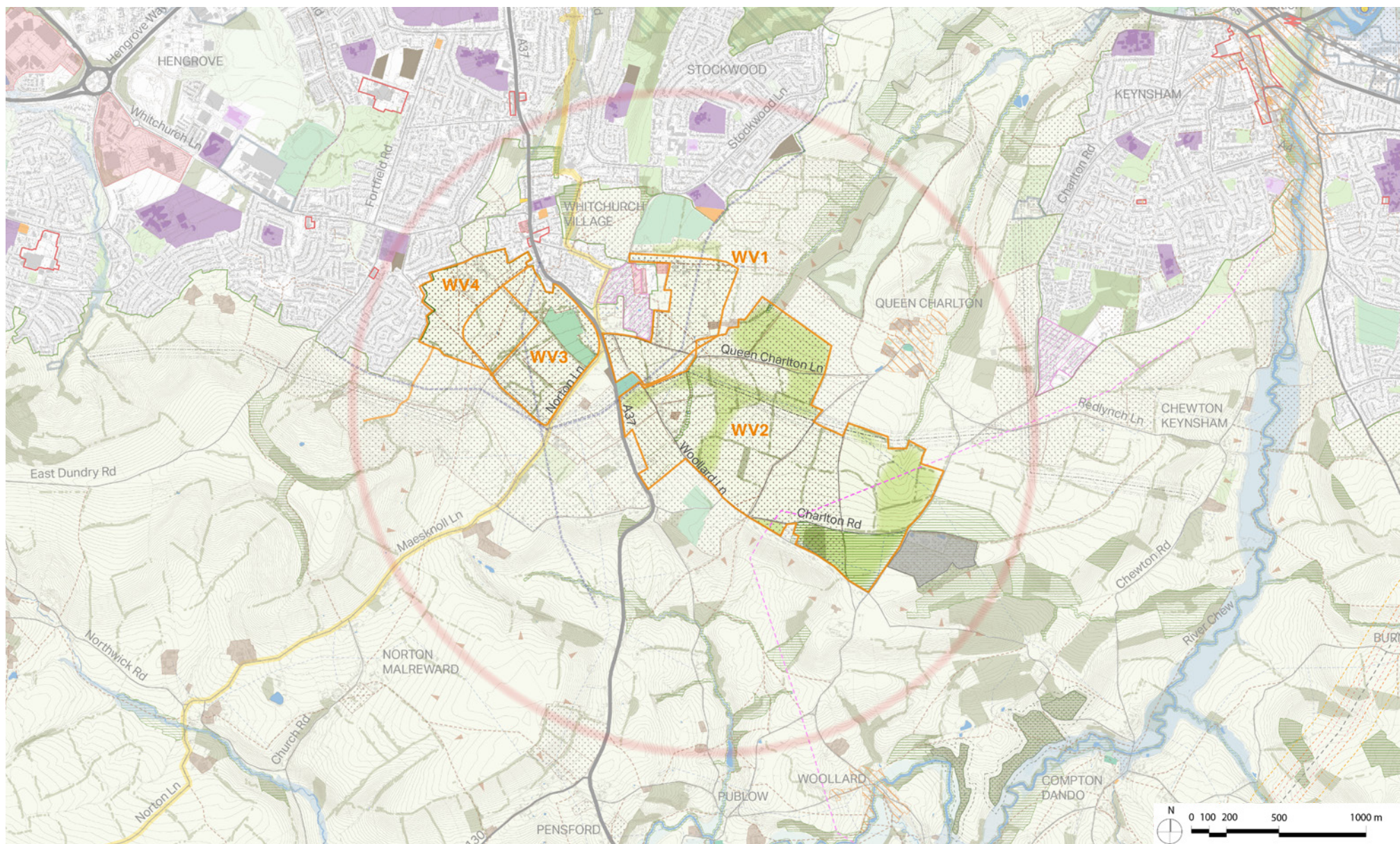


Figure 2. Whitchurch Village area of search







## Keynsham and Saltford

# 02

## 2. Keynsham and Saltford

### 2.1. Area to the north of Bristol Road - KS1

#### Area of search delivery potential

Total 3.32ha. 1 ha net developable land. Mixed-use residential development with 60 homes at 60 dwellings per hectare (dph). 3.32ha GBI+ community infrastructure and other infrastructure.

#### Area of search description

The area of search KS1 is very centrally located in proximity to both Keynsham railway station and the town centre. The A4 Keynsham By-Pass bounds it to the northeast while the playing fields of the Keynsham Town Football Club are located to the west. In the south, the land has a frontage directly onto Bristol Road, while to the southeast, it is backed by residential development (a few houses and some low-rise apartment buildings).

The land is an open field apart from a small section along Bristol Road, which is occupied by a single-story building and a car park associated with a hand car wash and valeting centre business.

#### Reason for selection

The KS1 is selected as an area of search mainly for its proximity to the railway station and the town centre.

#### Access

Potential for direct access from Bristol Road.

#### Constraints:

- The KS1 site is located within the Green Belt
- Most of the northern part of the land is within the Flood Zone 2 and 3.
- A small part of the land to the south falls within the Keynsham Conservation Area.
- Two Public Rights of Ways (PRoW) pass through the southern and eastern sections of the site.
- A medium-pressure gas pipe passes through its southern and western edges.

#### Opportunities:

- The KS1 presents an opportunity to hold a small amount of mixed-use residential development with ground-floor commercial (services/retail/F&B) along Bristol Road and, within the area outside the flood zone, there is potential to provide homes within a short walking distance of the town centre and the railway station.
- The flood zone area could be arranged in such a way as to accommodate an open space which would contribute towards nature recovery, as well as providing another substantial amenity.
- Opportunity to create a landmark building along Bristol Road to announce the arrival at the town centre.



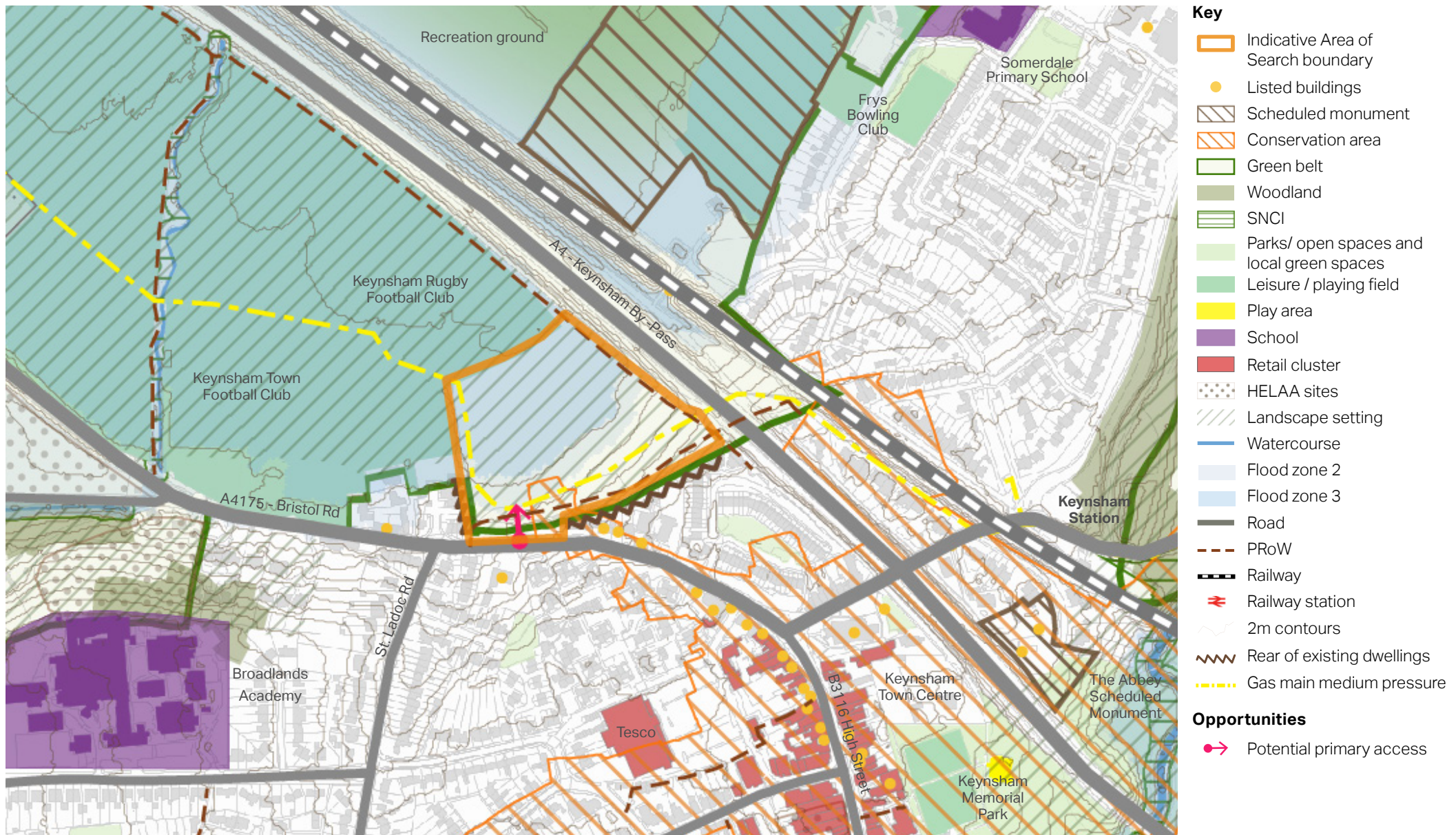


Figure 3. KS1 constraints and opportunities

## Area of search assessment - KS1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Area of open grassland enclosed by scrub currently used for informal recreation on the northern edge of Keynsham. The landform rises to the southeast corner of the site. Enclosed by A4 to the northeast, residential housing to the south, and sports pitches to the northwest. Close to Keynsham Town Centre. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 1a Avon Valley. The site and surrounding area display the mixed land use associated with urban fringe and field pattern characteristics of LCA. Potential views across the site from neighbouring residential properties on higher ground to the south, Public Rights of Way (PRoW) running along the southern and north-eastern boundaries, and the A4. Residential development would result in a change from open grassland with no specific landscape designations to residential design. Detailed design should include the planting of trees and shrubs to reduce visibility from surrounding areas and provide an attractive route for the retained PRoWs	Neutral Impact
	Green Belt	The site forms part of Green Belt Parcel P74 from the WECA Strategic Green Belt Assessment (2021). P74 was identified as making a significant contribution to four of the five Green Belt purposes. The site is however only a small part of a much larger parcel that extends across the River Avon to the north, incorporating the steep river valley and part of the floodplain. This part of the parcel is separated from the majority of the parcel by the A4 road corridor and is related to the edge of Keynsham. The Assessment acknowledges that this part makes a weaker contribution to Purpose 2 - Preventing neighbouring towns from merging into one another and has strong boundary features which would limit the impact of their release on the strength of adjacent Green Belt land.	Neutral Impact
	Green and Blue Infrastructure (GBI)	An area of informal recreation with two Public Rights of Way (PRoW) along the southern and northeastern boundaries. A4 and railway corridor create barriers to movement to the north and PRoWs north of the River Avon. No bridges across the river in the vicinity. PRoWs connect to roads and footpaths into Keynsham Town Centre. Formal sports facilities along the site boundary with other public open spaces within the town. Residential development would retain and could create more attractive routes for the existing PRoWs. A small area of open space could also be incorporated into the area which would be available to both current and future residents.	Neutral Impact
	Heritage	KS1 is close to Keynsham Conservation Area and there are six Grade II listed structures located on the edge of the site: Keynsham Ham Bridge across the railway to the northeast of the A4, St. Dunstons Presbytery, Freeland House and 26 and 28 Bristol Road to the south and Bridges Almshouses and Euras House to the southwest. The setting of the conservation area and the listed structures, particularly those to the south within the conservation area, should be carefully considered in any development proposals to limited any potential impact.	Neutral Impact



## Area of search assessment - KS1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The northern boundary of site KS1 abuts the A4 Bath Road providing direct links towards Keynsham to the south, Bristol to the northwest, and Bath and Saltford to the southeast. Brislington Park and Ride is approximately 2.5km to the northwest of site KS1 and provides frequent services to and from Bristol. The A4 provides existing bus stops along the northern boundary of the site which are served by several bus services providing direct links to Bristol and Bath at a frequency of circa 6 buses per hour. The A4 also benefits from footways on either side of the carriageway, with a 3m shared pedestrian/ cycleway towards Keynsham. Public Rights of Way exist around the northern and eastern perimeter of site KS1, which provide access from Bristol Road to Pool Barton and Keynsham Rugby Football Club playing fields. Further connectivity is limited by major roads and the railway line. Keynsham Railway Station is approximately 800m away from the centre of site KS1, with hourly services to Bath Spa and Bristol Temple Meads. Connectivity mapping data from the Partial Update (2022) shows that the site is very well connected to all services by walking, public transport, and car modes. This is in comparison to the B&NES district as a whole. Due to its proximity to the A4, connectivity from site KS1 to all services by car is in the top 75% of all output areas in B&NES. Although, existing areas to the south and northwest of Site KS1 (Keynsham town centre and Durley Hill) have comparatively greater access to all services by walking mode.	Moderate Beneficial Impact
	Potential future levels of connectivity	There are opportunities to improve the quality of existing Public Rights of Way and to tie into the existing development. This would provide increased connectivity for active modes to facilities within walking distance - Keynsham High Street is 400m away from the nearest point of Site KS1. The nearest bus stop is approximately 200m from Site KS1, although the 17 Citylines east service does not serve this bus stop as it runs along Station Road instead. The Bristol Bath Strategy Corridor Study proposes an improvement to both bus and cycling along the A4 which this site would benefit from and the introduction of electric scooters and bicycle parking creating a mobility hub in the proximity of bus stops could improve future levels of connectivity. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors.	Moderate Beneficial Impact
	Access feasibility	The most appropriate vehicular access point would be from A4175 Bristol Road given the size of the development. Trescothick Close could be extended to provide access to Site KS1. This would be subject to testing vehicle flows with appropriate traffic modeling software to consider the generation of additional trips on Bristol Road, especially at the Trescothick Close / St Ladoc Rd roundabout to the southwest of Site KS1.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Site KS1 could enhance the case for E-Scooter and public bike hire to be extended to Keynsham to provide a sustainable mode of transport from the site to Keynsham Railway Station and High Street. Site KS1 also has the potential to support patronage for bus services to local destinations.	Minor Beneficial Impact



## Area of search assessment - KS1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Cleeve Wood, Hanham SSSI 950m NNE, Bickley Wood SSSI 980m NNW, Avon Valley Woodland Local Nature Reserve 1500m NNW, Manor Road Community Woodland Local Nature Reserve 1880m SE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous Woodland 285m WSW, 368m E, minor watercourse 387m W. Main habitat appears to be improved grassland and scrub with scattered trees. Discontinuous bramble, ivy, and hawthorn hedgerow interspersed with trees. A4 dual carriageway lie beyond the NE border. NW border is a similar discontinuous mature hedgerow with fewer trees and areas of scrub. Adjacent habitat beyond the NW border is amenity grassland (rugby pitches). The SE border appears to consist of bramble and tall ruderal scrub. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer on either side. If it can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities were identified in the form of a woodland network along the northeast boundary along the side of the A4. Opportunities to thicken and enhance woodland planting thus contributing to a strategic nature recovery network.	Moderate Beneficial Impact
	Flood risk	Flooding by Rivers: Site is primarily within flood zone 3	Moderate Adverse Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is impacted by reservoir flooding while rivers are at normal levels.	Moderate Adverse Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment.  Agricultural land classified as 'other', therefore neutral impact on agricultural soils.  Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact

## Area of search assessment - KS1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 60 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location along the A4 corridor and near Keynsham station provides potential for a varied mix of house types and tenures.	Minor Beneficial Impact
	Employment potential	The site is proposed for mixed use residential and employment. The site is located near Keynsham railway station along the A4 corridor. The distance to Keynsham railway station (providing access to Bath and Bristol) and the town centre suggests that this would be a high demand location for office development and main town centre uses. Light industrial may not be appropriate given the adjacent residential land uses.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 60 homes as part of a mixed use development. There would be the loss of some informal open space however the opportunity for new, formal open space plus contributions towards infrastructure in the area.	Minor Beneficial Impact
<b>Utilities</b>	Gas	Existing medium pressure gas pipe and associated easements and development offsets are indicated along western and southern sections of site, with connection to Bristol Road in the south-west corner. Low pressure mains in the vicinity of the site.	Moderate Adverse Impact
	Water	There are existing water mains within Bristol Road that may be able to provide a supply to the site.	Minor Beneficial Impact
	Sewage	There is a foul water sewer running along the northern site boundary, crossing beneath the Keynsham bypass and railway to a pump station. Subject to capacity assessment, this would provide a potential outfall from the site.	Minor Beneficial Impact
	Drainage	There are no surface water sewers within the vicinity of the site, although there are several ditches and a watercourse within the field to the northwest that may provide an outfall. The provision of attenuation of run-off would need to be located outside of indicated flood extents.	Minor Adverse Impact
	Electricity	High voltage cables run along the frontage of the site within the footway of Bristol Road.	Minor Beneficial Impact

## Summary - KS1

The KS1 area of search is rated as moderate adverse due to flood risk and the medium gas pipe within the area. There are two minor adverse ratings, priority habitats and drainage. These criteria require further investigation to evaluate potential mitigation solutions.

The rest of the seventeen categories rated neutral, minor beneficial, or moderate beneficial.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Neutral Impact
	Green Belt	Neutral Impact
	Green and Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Moderate Beneficial Impact
	Potential future levels of connectivity	Moderate Beneficial Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Moderate Beneficial Impact
	Flood risk	Moderate Adverse Impact
	Geological constraints to development	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Minor Beneficial Impact
	Employment potential	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Adverse Impact
	Electricity	Minor Beneficial Impact



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## 2.2. Cluster of potential regeneration areas - KS2

### Area of search delivery potential

A cluster of potential regeneration areas within the town centre. Some of them have the potential to be transformed into mixed-use, medium/high-density residential development.

### Area of search description

The areas mapped within the KS2 cluster are located within the town centre. The Ashton Way car park and the Labbott car park are located right behind High Street within a short walk of the main commercial and retail centre. Both car parks serve town centre visitors and workers. There is potential to regenerate some of these car parks for mixed-use medium/high-density residential, although this will require on further analysis of car park provision within the town centre.

The Tesco supermarket is located on Danes Lane with a large car park at front of the plot, with the building to the rear. There is potential for a reduction of the current quantum of parking provision (or, perhaps, a re-structuring, with some element of multi-storey provision) which would allow the regeneration of some part of the site for mixed-use, medium/high-density residential development.

The land on High Street is located to the south of St John's Church. It has three buildings facing onto the street which are used as retail on the ground floor (upper storey use is not known). The car park at the back of the plot is accessed through a narrow road to the east of the church. The land that is sandwiched between this car park and the Station Road car park

appears to be occupied by some form of industrial use, albeit with some suggestion that it is not very well used. These two sites could be regenerated for mixed-use, medium/high-density residential, specifically with retail at the ground floor.

### Reason for selection

These areas are selected due to their central urban location and for their potential to be redeveloped as mixed-use, medium/high-density residential development, the aim to increase the critical mass of resident population within the town centre.

### Access

Potential for direct access from High Street.

### Constraints

There would be significant embodied carbon considerations in relation to the redevelopment of Tesco. The areas do not display any other physical constraints, although there may well be planning policy or building regulation constraints to be addressed.





### Opportunities

Town centre regeneration opportunity to introduce mixed-use, medium/high-density residential development to increase the critical mass of resident population within the town centre.




#### Key

-  Indicative Area of Search boundary
-  Listed buildings
-  Scheduled monument
-  Conservation area
-  Green belt
-  Woodland
-  SSCI
-  Parks and open spaces and local green spaces
-  Leisure / playing field
-  Play area
-  School
-  Retail cluster
-  Community centre
-  Sewage works
-  Industrial area/ employment
-  HELAA sites
-  Landscape setting
-  Watercourse
-  Flood zone 2
-  Flood zone 3
-  Marina
-  Road
-  PROW
-  Railway
-  Railway station
-  Boat dwellers
-  2m contours
-  Rear of existing dwellings
-  Gas main medium pressure

#### NWP 2016 odour

-  Sewage
-  More than 5
-  3-5
-  1.5-3

#### Opportunities

-  Pedestrian & cycle route
-  Potential primary access
-  GI Opportunity



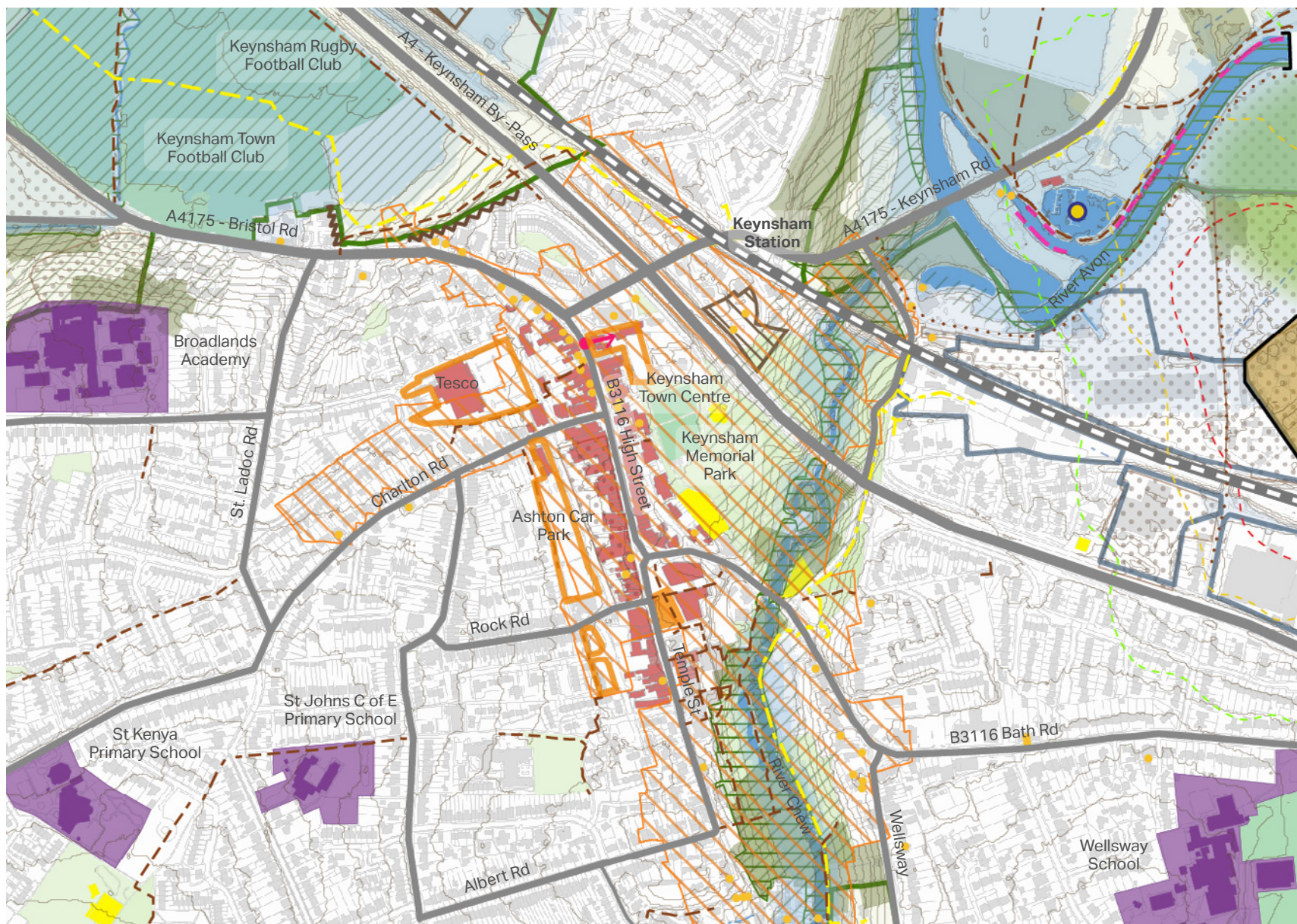


Figure 4. KS2 constraints and opportunities



## Area of search assessment - KS2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Series of surface car parks and a supermarket within the urban area of Keynsham. Each part of the site is enclosed by existing urban roads, with mix of retail, commercial and residential properties. The site is located behind the main High Street that runs through the town. No published Townscape Character Assessment available. Residential development would result in the removal of large areas of surface level car parking and would be in character with the adjacent mixed use properties. Access routes and small areas of open space could be incorporated into the layout, providing more opportunities for open space within the town and improving connectivity.	Moderate Beneficial Impact
	Green Belt	Keynsham is an inset town within the Green Belt designation and therefore outside the Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	A network of PRowS and streets provide access through the town, connecting to Keynsham Memorial Park which runs along the River Chew through the town to the east. Potential to create additional public open space within any residential development which will add to the GBI for both existing and future residents.	Minor Beneficial Impact
	Heritage	KS2 is located on the edge of Keynsham Conservation Area with several Grade II listed structures located along the High Street to the west within the conservation area. The setting of the conservation area, including connections which link KS2 to the conservation area, and the listed structures, should be carefully considered in any development proposals to limited any adverse impact. Removing car parks and restoring built development potentially would be a beneficial change, improving the setting of the conservation area and the townscape character of the area.	Minor Beneficial Impact
<b>Transport</b>	Existing levels of connectivity	Site KS2 identifies existing car parking areas at Tesco Superstore and Ashton Way as potential regeneration areas. The majority are to the east of High Street, and are in close walking distance (approximately 150m) from a range of services on High Street. There are a range of bus stops within 200m walking distance along Danes Lane, Ashton Way and High Street. These are served by several bus services providing direct links to Bristol and Bath at a frequency of circa 6 buses per hour. Keynsham Railway Station is approximately 550m walking distance from Sites KS2, with hourly services to Bath Spa and Bristol Temple Meads. Connectivity mapping data from the Partial Update (2022) shows that the site is very well connected to all services by walking, public transport and car modes. This is in comparison to the B&NES district as a whole. Site KS2 is above the average score for all modes individually due to its close proximity to Keynsham town centre and the associated bus stops, railway station and strategic roads which serve Keynsham.	Moderate Beneficial Impact

## Area of search assessment - KS2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Existing connections from Site KS2 to the A4 are via Hicks Gate Roundabout and Broadmead Roundabout at the eastern and western extents of the Keynsham Bypass. Access to the A4 by active modes could be improved. The Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling along the A4 which this site would benefit from and the introduction of electric scooters and bicycle parking to create mobility hubs in proximity of bus stops could alleviate this issue. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. The frequency of services to Bath Spa and Bristol Temple Meads from Keynsham Railway Station, within walking distance of Site KS2, could be improved to further improve levels of connectivity.	Moderate Beneficial Impact
	Access feasibility	The site is easily accessible by car mode from the A4, with access from Hicks Gate Roundabout to the west and Broadmead Roundabout to the east. The A4 connects to Bristol to the north-west, and Hicks Gate roundabout provides access to Durley Hill and Bristol Road, providing direct access to the site. This would be subject to testing vehicle flows with appropriate traffic modelling software to consider the generation of additional trips on Bristol Road and High Street which are town centre locations. High levels of connectivity to Site KS2 from bus and rail modes may help to limit access issues.	Moderate Beneficial Impact
	Potential for the site to enhance sustainability	Site KS2 could enhance the case for E-Scooter and public bike hire to be extended to Keynsham in order to provide a sustainable mode of transport from the site to Keynsham Railway Station and High Street. Site KS2 also has the potential to support patronage for bus services to local destinations as well as to Bristol. Site KS2 has a wide range of services and modes of public transportation within walking distance which could facilitate sustainable living.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Cleeve Wood Hanham SSSI 1270m N, Bickley Wood SSSI 1300m NNW, Manor Road Community Woodland Local Nature Reserve 1300m SE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous Woodland 220m NE, 200m SE. The main habitats in this parcel are developed land with sealed surfaces. The only features suitable to support wildlife are scattered mature trees and some scrub areas. Scattered trees in the eastern-most section of the parcel should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact

## Area of search assessment - KS2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Environment</b>	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland network to the north-east of the parcel along the side of the A4 and the rail corridor to the north. Opportunities to thicken and enhance woodland planting thus contributing to links to existing woodland in Keynsham Memorial Park and to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within Flood Zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Note a couple of unknown buildings present (no view available on streetview). Agricultural land classified as urban, therefore neutral impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The parcels in this site are in a high value area therefore delivery of market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location adjacent to Keynsham town centre and near the station provides potential for a varied mix of house types and tenures.	Minor Beneficial Impact
	Employment potential	The site contains a number of parcels of land identified for potential regeneration within and adjacent to Keynsham town centre which could enhance the role of Keynsham town centre and attract further employment opportunities. The site would be appropriate for mixed use development as it has good accessibility to the town centre and Keynsham train station. The site contains a number of surface car parks therefore (depending on the scale of development) the loss of parking spaces could indirectly impact existing businesses if fewer customers are able to access the town centre. Mitigation should be considered in the form of ensuring that accessibility is maintained through improvements to other modes of transport.	Moderate Beneficial Impact



## Area of search assessment - KS2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Site size and ability to deliver community infrastructure	The parcels in this location are brownfield which could be used to deliver community infrastructure as part of regeneration projects. As in-use brownfield sites the opportunity for land value capture may not generate a significant amount of funding for new infrastructure therefore only a minor beneficial impact is predicted.	Minor Beneficial Impact
<b>Utilities</b>	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

## Summary - KS2

The KS2 area of search was rated as minor adverse due to issues on drainage and priority habitats. These criteria require further investigation to evaluate potential mitigation solutions.

Overall the area rated quite highly as the rest of the nineteen categories rated neutral, minor beneficial, or moderate beneficial.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Moderate Beneficial Impact
	Green Belt	Neutral Impact
	Green and Blue Infrastructure (GBI)	Minor Beneficial Impact
	Heritage	Minor Beneficial Impact
<b>Transport</b>	Existing levels of connectivity	Moderate Beneficial Impact
	Potential future levels of connectivity	Moderate Beneficial Impact
	Access feasibility	Moderate Beneficial Impact
	Potential for the site to enhance sustainability	Moderate Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Minor Beneficial Impact
	Employment potential	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact
<b>Utilities</b>	Gas	Minor Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Adverse Impact
	Electricity	Minor Beneficial Impact

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## 2.3. West of Keynsham - KS3

### Area of search delivery potential

Total 15.10ha. 9.06ha (60%) residential, 362 homes at 40dph. 4.53ha (30%) GBI+community infrastructure and 1.5ha (10%) other infrastructure.

### Area of search description

This area consists of arable fields and a small employment areas. It is located within the landscape setting of Keynsham as covered by policy NE2A.

### Reason for selection

This area is selected due to its relatively central location with easy access to the town centre and public transport services.

### Access

Potential for direct access from Charlton Road.

### Constraints













- The area lies within the Green Belt and the landscape setting of Keynsham
- A high pressure gas pipe passes through the western side of the area.
- Currently the site is accessible only from the southern site with a single access.
- The existing PRoW access to the site is too narrow which constrains the pedestrian and cycle connectivity.

- The site directly south of KS3 has been discounted as an area of search due to the high pressure gas line and related safety zone restricting potential for development.




### Opportunities

- The area displays an opportunity due to its proximity to the town centre and the public transport facilities.
- Opportunity to improve the existing PRoW, add new pedestrian and cycle routes to increase the connectivity within the area and create easy access to the countryside.
- The area can create further critical mass, supporting public transport servicing, introducing new community facilities and providing strategic green infrastructure and nature recovery opportunities.

#### Key

-  Indicative Area of Search Boundary
-  Listed buildings
-  Conservation area
-  Green belt
-  Woodland
-  SNCI
-  Parks and open spaces and local green spaces
-  Play area
-  Farm
-  School
-  Retail cluster
-  Golf course
-  Industrial area/ employment
-  HELAA sites
-  Landscape setting
-  Watercourse
-  Flood zone 2
-  Flood zone 3
-  Road
-  PRoW
-  Hedges
-  2m contours
-  Steep topography
-  11KV Overhead line
-  Gas main high pressure with inner zone (20m), middle zone (40m) and outer zone (50m)

#### Opportunities

-  GI Opportunity
-  Potential primary access
-  Potential secondary access

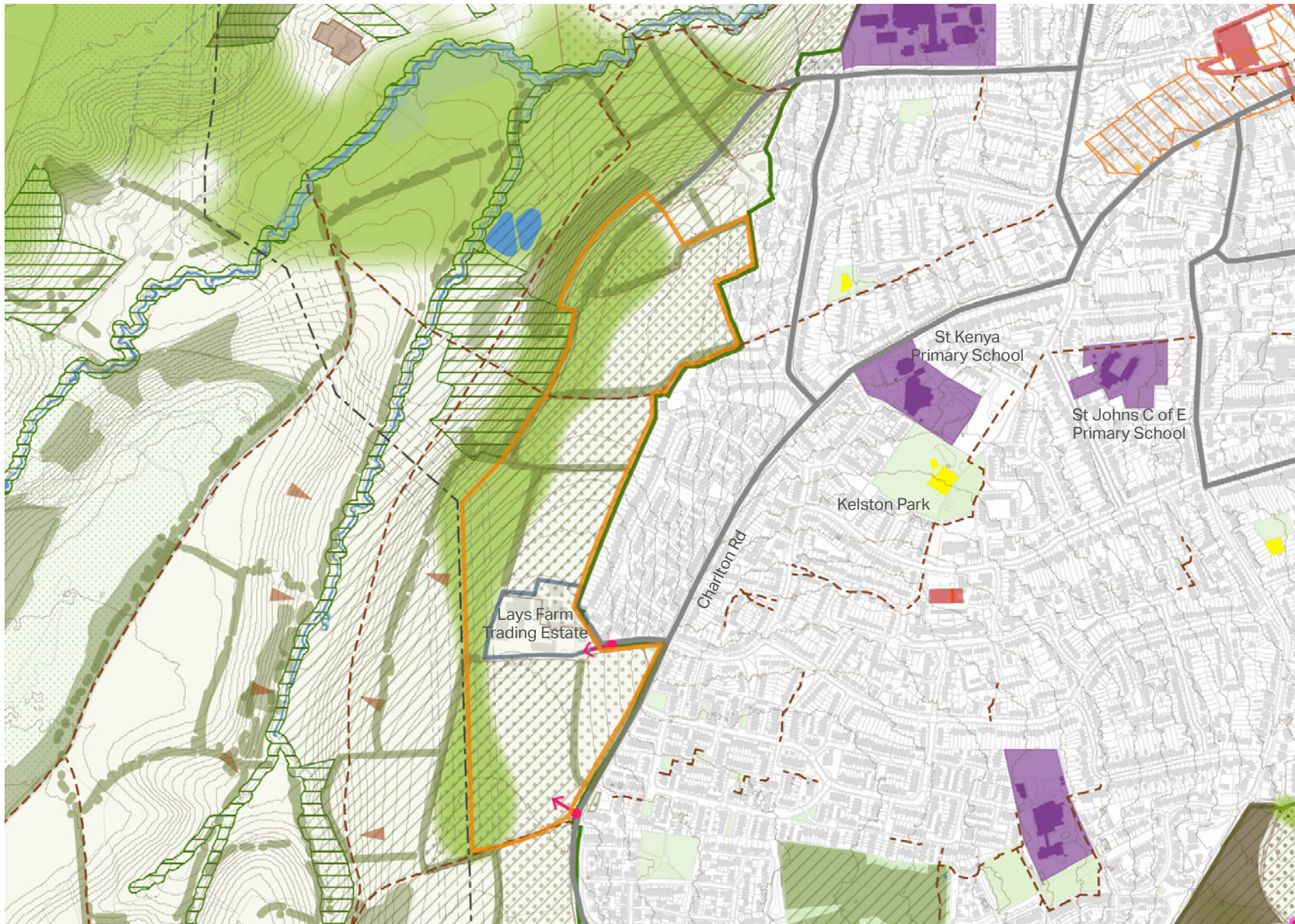


Figure 5. KS3 constraints and opportunities



## Area of search assessment - KS3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	KS3 consists of several arable fields located around Lays Farm Trading Estate on the western edge of Keynsham. Mature and well maintained hedgerows, some with mature trees, enclose the site and each field. To the east, is the residential built up edge of western Keynsham. To the west, the open countryside of Stockwood Vale. The landform of the site is relatively flat in comparison to the Vale, where the land falls steeply from approximately 55m AOD along the western boundary of the site to 25m AOD within Stockwood Vale. KS3 is located within the landscape setting of Keynsham as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the town. KS3 is within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges, with the southern part of the site within B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland and the northern part within LCA 3e Stockwood Vale and Charlton Bottom. KS3 and landscape to the south displays an agricultural landscape with limited settlement, characteristic of the LCA 9b. There are clear views across Stockwood Vale from KS3 towards Stockwood Vale Golf Course and built up area of Bristol to the west. Potential close-range views of the site would be available from residents in the built up area of Keynsham off Charlton Road along the eastern boundary and from the Public Right of Way (PRoW) which runs through the centre of the site. The PRoW links Keynsham with Stockwood Vale. The site was assessed as high landscape and visual sensitivity to residential development (HELAA Review 2016/17), as it is located along the edge of Stockwood Vale, an important feature which separates the built up areas of Keynsham from Bristol. Residential development would result in a change from open agricultural fields to housing altering the landscape setting of Keynsham and potentially the landscape character of the Vale. Even with vegetated buffers, any development would be visible from across the Vale and for existing residents within Keynsham.	Moderate Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P82 from the WECA Strategic Green Belt Assessment (2021). P82 is identified as making significant contribution to four of the five Green Belt purposes. The Green Belt parcel covers an extensive area but special mention is made of part of KS3, south of Lays Farm Trading Estate. Release of land here is considered to 'have some adverse impact on the contribution of adjacent Green Belt land but less so than on the steeper valley sides, and there would be sufficient separation from Stockwood for development not to be perceived as expansion of the large built-up area of Bristol' - Purpose 1. However, it also states that given the narrowness of the settlement gap between Bristol and Keynsham, any strategic scale expansion will have some adverse impact in regard to Purpose 2 - prevention of the merger of towns.	Moderate Adverse Impact



## Area of search assessment - KS3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Green and Blue Infrastructure (GBI)	The PRow through the centre of KS3 connects into a network of PRows which connect Keynsham with Stockwood Vale and Bristol to the west. Retention of existing trees and shrubs and the PRow as part of any residential development would help to preserve the existing connectivity and provide the potential to create new open spaces and connections. Vegetated buffers along the edge of Stockwood Vale and to help screen views from existing residents off Charlton Road would also help to improve vegetated links providing a range of GBI multi-functional benefits.	Neutral Impact
	Heritage	KS3 is distant from Keynsham Conservation Area and there are no listed structures in the vicinity of the site.	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	The eastern extent of Site KS3 is in close proximity to Charlton Road, which connects to Keynsham town centre, approximately 2.5km to the north-east of the site following publicly accessible routes. There is currently a lack of footways present along Charlton Road. The closest bus stop to site KS3 is Bilbie Green, located on Charlton Road approximately 700m north from the centre of Site KS3. Service 349 provides two services per hour at peak times from this location to Bristol city centre via Keynsham High Street. There are few services within 750m walking distance of Site KS3, with Holmoak Road Playground approximately 800m to the north-east of the site. There is limited data from the Partial Update (2022) for Site KS3 available to show levels of connectivity to services. The site scores slightly above the average for the whole of the B&NES district for connectivity to all services by car mode, as Charlton Road provides access to a greater number of services to the north of Site KS3.	Minor Adverse Impact.
	Potential future levels of connectivity	An extension of the WECA E-Scooter trial to Keynsham would benefit the site by providing an active mode of travel to Keynsham town centre and railway station. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. There is an opportunity to improve active travel connections by linking the site to Queen Charlton Lane, providing a direct access to Whitchurch Village via active travel modes.	Minor Adverse Impact.
	Access feasibility	The most logical point of access is Charlton Road on the eastern extent of the site, which would be appropriate given the scale of the development. This would be subject to testing vehicle flows with appropriate traffic modelling software. An additional access / egress point could be created on the south of the site onto Charlton Road. This could be for active travel modes only. Modelling traffic for the site should include analysis of the potential additional traffic along Charlton Road having to go through Keynsham town centre to access the A4.	Minor Beneficial Impact

## Area of search assessment - KS3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	"Potential for the site to enhance sustainable connectivity. (to discuss inclusion)"	Site KS3 could enhance the case for E-Scooter and public bike hire to be extended to Keynsham in order to provide a sustainable mode of transport from the site to Keynsham Railway Station and High Street. Site KS3 also has the potential to support patronage for bus services to local destinations. The proposed development for Site KS3 could provide the critical mass for greater services to be located on Charlton Road to serve the development and existing housing.	Minor Beneficial Impact
Environment	Presence of ecological designations	No statutorily designated sites.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland (Pepper Shells) 1815m S, (Catsley Wood) 1897m SSW; Traditional Orchard 1209m SE, 1260m SSE 1581m W; Deciduous Woodland 1260m N, 270m ENE, 1207m E, 1184m ESE, 1711m ESE, 1002m ESE, 928m SE, 967m SSE, 1157m S, 1655m SW, 1276m SW, 1476m WSW, 766m NNW, 1314m NNW, 1630m NNW. 1810m N. Parcel contains arable land, mature hedgerow with mature trees along N border, scattered trees and managed hedgerow bordering Charlton Road. Hedgerows should be retained, preferably with a buffer. Scattered trees should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of opportunities to add woodland planting enhancing connectivity to woodland to the E, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage. There is a small trading estate/ business centre in the central area of the site although a generally low potential for contamination from this area. Therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 4 (not BMV) or 'other', therefore neutral impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact

### Area of search assessment - KS3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 525 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas. Recent development at the Parkhouse allocation demonstrates the strength of demand for predominantly family housing.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Keynsham town centre, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site is also adjacent to a recently completed residential development at Parkhouse. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 525 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	High-Pressure (Wales&West asset) gas main running through the centre of the site. HSE building stand offs will be applied to determine the full impact to the site.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is a watercourse or ditch along the edge of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site.	Minor Beneficial Impact



## Summary - KS3

The KS3 area is rated as moderate adverse due to its sensitive landscape, being located within the Green Belt, and the gas pipe at its western edge.

Existing levels of connectivity are rated as a minor impact which requires further investigation.

The site directly south of KS3 has been discounted as an area of search due to the high pressure gas line and related safety zone restricting potential for development.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Moderate Adverse Impact
	Green Belt	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Minor Adverse Impact.
	Potential future levels of connectivity	Minor Adverse Impact.
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Neutral Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Beneficial Impact

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## 2.4. Areas to the north of A4- KS4, KS5

### Area of search delivery potential

**KS4:** Total 1.78ha. 1.42ha (80%) residential, 114 homes at 80dph. 0.36ha (20%) GBI, community infrastructure and other infrastructure.

**KS5:** Total 3.9ha. 3.12ha (80%) mixed-use residential, 250 homes at 80dph, 0.78ha (20%) GBI, community infrastructure and other infrastructure (on the assumption that the water recycling gets upgraded and the odour zone shrinks). With the current constraint, only 1.2ha of land is available for development.

### Area of search description

KS4 is located south of the railway line and is bordered by residential homes to the south. It accommodates a number of medium size industrial units, including a concrete supplier. The land is accessed via Avon Mill Lane and Vandyck Avenue.

KS5 is located between the railway line and the A4. It currently comprises three medium/large industrial units (plus associated laydown areas) and several residential plots on Unity Road. The land is accessed via Broadmead Lane, which directly connects to the A4 via Broadmead Roundabout and Unity Road.

### Reason for selection

This area is selected due to its central location and potential to be redeveloped for mixed-use, medium/high-density residential development with the aim of increasing the critical mass of resident population within the central area of the town.

### Access

Avon Mill Lane and Vandyck Avenue provide existing access to Site KS4. Depending on the scale of the development, if additional access is required it could be created along Broadmead Lane, which connects to the A4. KS5 can be accessed via the existing access points on Broadmead Lane and Unity Road.

### Constraints

Most of KS5 is affected by the water recycling centre's odour zone. Currently, only the western quarter of the land can accommodate residential development. KS4 doesn't have significant physical constraints.

### Opportunities

Regeneration opportunity to introduce mixed-use, medium/high-density residential development to increase the critical mass of resident population within Keynsham town centre.

#### Key

	Indicative Area of Search boundary		2m contours
	Listed buildings		Gas main medium pressure
	Scheduled monument	<b>NWP 2016 odour</b>	
	Conservation area		Sewage
	Green belt		More than 5
	Woodland		3-5
	SNCI		1.5-3
	Parks, open spaces and local green spaces	<b>Opportunities</b>	
	Leisure / playing field		Pedestrian & cycle route
	Play area		Potential primary access
	Military		GI Opportunity
	Nursery		
	School		
	Retail cluster		
	Community centre		
	Sewage works		
	Industrial area/ employment		
	Strategic allocated site		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		
	Marina		
	Road		
	PRoW		
	Railway		
	Railway station		
	Boat dwellers		



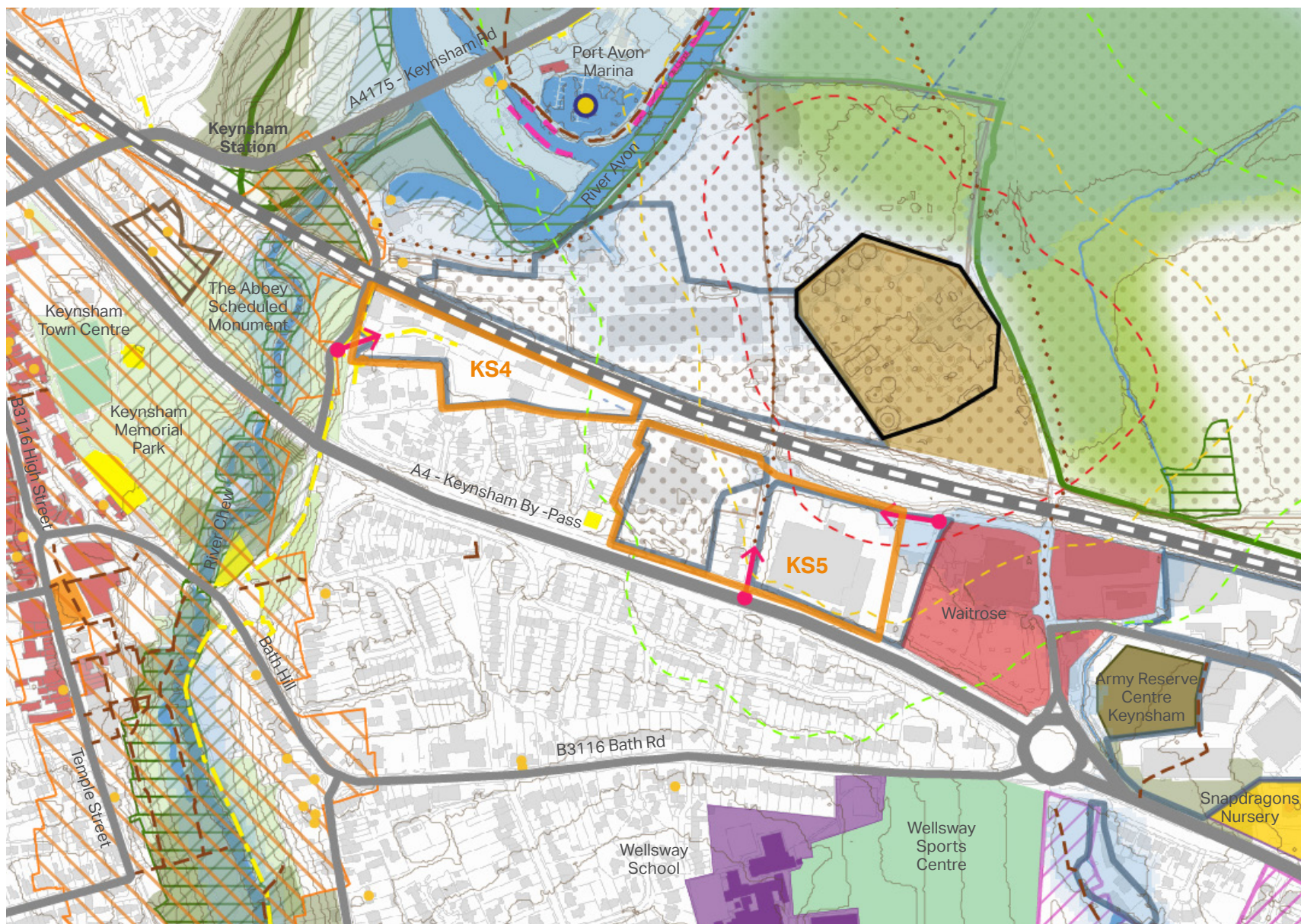


Figure 6. KS4 and KS5 constraints and opportunities map

## Area of search assessment - KS4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	KS4 is adjacent to the railway line, to the east of Keynsham Station. The site is currently used as a small-scale industrial park with large areas of hard standing, small industrial sheds and limited vegetation between the site and the railway and in left over spaces. To the south of the site, are a series of residential cul-de-sacs off Vandyck Avenue. KS4 is located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges but is excluded from B&NES Landscape Character Assessment as it is within the urban area of Keynsham. Residential development would replace an industrial landscape character with housing which would be in keeping with the existing landscape character to the south. Careful design would help to integrate the existing residential areas with the new development and through planting, potentially provide a more effective screen to the railway.	Moderate Beneficial Impact
	Green Belt	Keynsham is an inset town within the Green Belt designation and therefore outside the Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	KS4 is an isolated site with limited trees and shrubs and poor connectivity. No Public Rights of Way (PRoW) are in the immediate vicinity of the site, with only the access roads into the site and the adjacent residential area providing connections. The railway is a barrier to movement northwards. The River Chew valley is however to the west and any future development could improve connectivity to the river valley and through the existing residential areas to the south.	Moderate Beneficial Impact
	Heritage	KS4 is separated from Keynsham Conservation Area by the Keynsham bypass (A4) and adjacent built development. Five Grade II listed structures to the northwest of the site, three of which are north of the railway. The other two are listed bridges across or carrying the railway. The Grade II listed Avon Mill Bridge is a road bridge in the northwest corner of KS4 and from the bridge, there would be clear views across the site of the existing industrial park. Residential development would seek to improve the setting of the Avon Mill Bridge, both the area around the bridge and views across the site.	Minor Beneficial Impact

## Area of search assessment - KS4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The site is bound to the north by the railway line which serves Keynsham and bound to the south by the A4. There is access to a range of services on High Street (approximately 700m away) via Avon Mill Lane and Bath Hill from KS4. The tunnel on Avon Mill Lane under the A4 provides adequate space for pedestrians segregated from the highway, however lighting is poor. Site KS4 is approximately 600m from Keynsham railway station following publicly accessible routes. The route passes under the railway bridge located on Avon Mill Lane, where footways are very narrow. There is also a constraint to the capacity of the highway at this location. The closest bus stop to Site KS4 is Keynsham Bus and Coach Station (600m to the north-west) which is currently served by one service with hourly departures to Bristol. Connectivity mapping data from the Partial Update (2022) is below the average for the whole of the B&NES district for connectivity to all services by walking mode due to the distance and lack of direct route routes to Keynsham town centre. Site KS4 is well connected by public transport modes to services due to the close proximity of Keynsham railway station. Site KS4 is slightly above the average for the B&NES district for connectivity to services by car and by all modes, however when the car is excluded the site is below the average score for the whole of the B&NES district for connectivity to all services.	Minor Beneficial Impact
	Potential future levels of connectivity	The connectivity of Site KS4 could be improved with a direct connection to the A4 via Broadmead Lane and Broadmead roundabout. This would provide access from Site KS4 to the shared walking / cycling path along the A4 which runs to Saltford. Improved cycling and pedestrian facilities along Avon Mill Lane would also improve connectivity by active modes to Keynsham town centre, and provide access to a greater number of services. The WECA E-Scooter trial could be extended to Keynsham which would make Keynsham railway station and High Street more accessible by active modes.	Moderate Beneficial Impact
	Access feasibility	There is existing access to Site KS4 provided by Avon Mill Lane and Vandyck Avenue. Avon Mill Lane connects to Bath Hill to the south and A4175 Keynsham Road to the north. Depending on the scale of the development, an additional access could be created along Broadmead Lane, which connects to the A4. This could be for vehicle or active travel modes only and would be subject to testing vehicle flows with appropriate traffic modelling software.	Minor Beneficial Impact



## Area of search assessment - KS4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential for the site to enhance sustainability	Site KS4 could improve patronage at Keynsham Railway Station as well as on bus services which serve here. Development at Site KS4 could provide the critical mass required for greater services to locate on Broadmead Lane. This has the potential to increase the internalisation of trips within Keynsham.	Minor Beneficial Impact
Environment	Presence of ecological designations	Stidham Farm SSSI 1917m E, Cleve Wood Hanham SSSI 1365m N, Bickley Wood SSSI 1632 NW, Willsbridge Valley Local Nature Reserve 2000m NNE, Manor Road Community Woodland 1067m SSW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous Woodland 25m NW, 110m N. The main habitats in this parcel are developed land with sealed surfaces. The only features suitable to support wildlife within the parcel are scattered trees and some scrub areas within. There are clusters of mature trees immediately to the S and mature hedgerow with trees along the N edge of the adjacent rail corridor 15m away. Trees in the parcel should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity around the parcel and woodland connectivity to woodland to the NNW and NE, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year)	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is impacted by reservoir flooding when there is also flooding by rivers.	
	Geological constraints to development	KS4 appears to be a small industrial area, including concrete suppliers, car dealership, recycling centre and engineering company. Made Ground mapped across northern section. Adjacent to railway lines. Authorised landfill located approximately 115m north (Keynsham Paper Mill Paper Sludge Treatment Lagoon & Landfill Site). Low to medium potential for contamination from on-site and off-site sources. There is considered to be a minor beneficial impact on the environment from potential remediation that may be required to facilitate redevelopment.  Agricultural land classified as urban, therefore neutral impact on agricultural soils.  Not within a MSA, therefore neutral impact on mineral resources.	Minor Beneficial Impact (resulting from potential remediation that may be required to facilitate redevelopment)



## Area of search assessment - KS4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 150 market and affordable apartments would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location along the A4 corridor and near Keynsham station provides potential demand for flatted development in a central location.	Minor Beneficial Impact
	Employment potential	The site is an existing industrial estate that is proposed for redevelopment to residential. The industrial estate is not high quality however it is host to a number of viable operational businesses that would need to be relocated before development could take place. Without alternative sites for the businesses to relocate to there would be a net loss of employment and an adverse impact overall.	Minor Adverse Impact
	Site size and ability to deliver community infrastructure	The site is brownfield and in use as employment with potential for some contamination. Viability at the site may be limited as a result, with relatively limited opportunities for community infrastructure compared to a comparable development on greenfield land.	Minor Beneficial Impact
<b>Utilities</b>	Gas	Presence of medium pressure gas main.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

## Area of search assessment - KS5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	KS5 is located between the railway line and the A4, Keynsham Bypass. The site is currently used as a retail and industrial park with areas of hard standing, industrial sheds and vegetation between the site and the railway and the A4. To the east of the site, is a supermarket and other retail outlets. To the west, the residential area off Vandyck Avenue. KS5 is located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges but is excluded from B&NES Landscape Character Assessment as it is within the urban area of Keynsham. Residential development would replace an industrial landscape character with housing which would be in keeping with the existing landscape character to the west. Careful design would help to integrate the existing residential area with the new development, removing large areas of hard standing and improving connectivity.	Moderate Beneficial Impact
	Green Belt	Keynsham is an inset town within the Green Belt designation and therefore outside the Green Belt designation.	Neutral Impact
	Green and Blue Infrastructure (GBI)	KS5 is a relatively isolated site with trees and shrubs around the boundaries and poor connectivity. No Public Rights of Way (PRoW) are in the immediate vicinity of the site, with only the access roads into the site providing connections. The railway is a barrier to movement northwards and the A4 to movement south. The River Chew valley is to the west, beyond the residential area off Vandyck Avenue. Any future development could improve connectivity to the river valley through the existing residential areas to the west and seek to improve connectivity to the south. Open space could be provided within the residential layout which could link to the Vandyck Playground, providing facilities for both existing and future residents.	Moderate Beneficial Impact
	Heritage	KS5 is separated from Keynsham Conservation Area by the Keynsham bypass (A4) and adjacent built development. There are no listed structures within the vicinity of the site.	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	The site is bound to the north by the railway line which serves Keynsham and bound to the south by the A4. There is access to a range of services on High Street (approximately 1.3m away) via Unity Road and Gaston Avenue from KS5. Access from KS5 to Gaston Avenue is via an underpass under the A4. The underpass is signed for pedestrian access only. Site KS5 is approximately 1.4km from Keynsham railway station following publicly accessible routes. The existing route passes under the A4 (Keynsham Bypass) twice, representing a barrier to movement from Site KS5. The route to the railway station also passes under the railway line bridge, where footways are very narrow. Keynsham Railway Station provides hourly services to Bristol Temple Meads and Bath Spa. The closest bus stop with strategic routes to Site KS5 is Unity Road (450m to the south) located on Bath Road and offers connections to Bath and Bristol with limited frequency. Connectivity mapping data from the Partial Update (2022) is below the average for the whole of the B&NES district for connectivity to all services by walking mode due to the distance and lack of direct route routes to Keynsham town centre. The area scores well for connectivity by public transport modes to services due to the close proximity of Keynsham railway station, however Site KS5 itself is limited by a lack of direct routes to the station. Site KS5 is slightly above the average for the B&NES district for connectivity to services by car and by all modes, however when the car is excluded the site is below the average score for the whole of the B&NES district for connectivity to all services.	Minor Beneficial Impact

## Area of search assessment - KS5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	The connectivity of Site KS5 could be improved with a public right of way connection to the north of the site. This would provide a direct route to Keynsham railway station through the distribution park located to the north of KS5. A4 via Broadmead Lane and Broadmead roundabout. Improved cycling and pedestrian facilities along Unity Road would increase the permeability of the area, with cyclists currently unable to cycle on the public right of way. Improvements on Avon Mill Lane would also improve connectivity by active modes to Keynsham railway station along the existing route. The WECA E-Scooter trial could be extended to Keynsham which would make Keynsham railway station and High Street more accessible by active modes.	Moderate Beneficial Impact
	Access feasibility	There is existing access to Site KS5 provided by Unity Road and Broadmead Lane, which connects to the A4 at Broadmead roundabout, providing direct access to Bristol and Bath. Broadmead Lane also provides access to a limited number of local facilities. Depending on the scale of the development, an additional access / egress point for the site could be created by connecting to Vandyck Avenue to the west of KS5. Active travel access points could be upgraded to the south and north of KS5 to provide direct connections to the railway station and town centre.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Site KS5 could improve patronage at Keynsham Railway Station as well as on bus services which serve here. Development at Site KS5 could provide the critical mass required for greater services to locate on Broadmead Lane. This has the potential to increase the internalisation of trips within Keynsham. As part of the development, active travel routes could be improved to increase the permeability of the area, currently burdened by the A4 and railway line.	Minor Beneficial Impact
Environment	Presence of ecological designations	Stidham Farm SSSI 1630m E, Cleve Wood Hanham SSSI 1426m N, Bickley Wood SSSI 1947 NW, Willsbridge Valley Local Nature Reserve 1932m NNE, Manor Road Community Woodland 775m SSW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous Woodland 350m WNW, 322m NW. The main habitats in this parcel are developed land with sealed surfaces. The only features suitable to support wildlife within the parcel are scattered trees, mature hedgerow immediately S, and some scrub areas within. There are mature hedgerows immediately to the S and mature hedgerow with trees along the N and S edges the adjacent rail corridor to the N. Trees in the parcel should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact

## Area of search assessment - KS5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity around the parcel and woodland connectivity to woodland to the WNW and NW, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is primarily within flood zone 1 (<0.1% each year) with minor areas of flood zone 2 (0.1%-1% each year).	Minor Adverse Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with areas of low risk (0.1%-1% each year).	
		Flooding From Reservoirs: Site is impacted by reservoir flooding when there is also flooding by rivers.	
	Geological constraints to development	KS5 appears to be a light industrial area, including a packaging company, storage and transportation warehouse and a building materials supplier. Adjacent to railway lines and mapped Made Ground (to the north). Authorised landfill located approximately 150m north (Keynsham Paper Mill Paper Sludge Treatment Lagoon & Landfill Site). Low potential for contamination from on-site and off-site sources. There is considered to be a neutral to minor beneficial impact on the environment from potential remediation that may be required to facilitate redevelopment.  Agricultural land classified as urban, therefore neutral impact on agricultural soils.  Not within a MSA, therefore neutral impact on mineral resources.	Minor Beneficial Impact
Housing, economy and communities	Housing demand and affordability	The site is in a high value area therefore delivery of around 312 market and affordable apartments would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location along the A4 corridor and near Keynsham station provides potential demand for flats as part of a mixed-use development in a central location.	Moderate Beneficial Impact
	Employment potential	The site is currently in employment use with a small cul de sac of residential dwellings. The proposal is for mixed use development with a higher number of dwellings in the form of apartments. The employment on site is partially protected as part of the Broadmead/Ashmead/Pixash Primary Industrial Estate. On the assumption that proposals would not result in a net loss of industrial floorspace, development at the site would likely have a neutral impact overall.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site is brownfield and in use as employment with potential for some contamination. Viability at the site may be limited as a result, with relatively limited opportunities for community infrastructure compared to a comparable development on greenfield land, however 312 apartments is a significant scale of development.	Minor Beneficial Impact



## Area of search assessment - KS5

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

### Summary - KS4, KS5

KS4 rates minor adverse on four categories and KS5 on two. There is no moderate adverse impact noted.

Overall both of the lands scored pretty highly.

Theme	Criteria Scoring Considerations	Scale of impact	
		KS4	KS5
<b>Placemaking and landscape</b>	Landscape / townscape	Moderate Beneficial Impact	Moderate Beneficial Impact
	Green Belt	Neutral Impact	Neutral Impact
	Green and Blue Infrastructure (GBI)	Moderate Beneficial Impact	Moderate Beneficial Impact
	Heritage	Minor Beneficial Impact	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Minor Beneficial Impact	Minor Beneficial Impact
	Potential future levels of connectivity	Moderate Beneficial Impact	Moderate Beneficial Impact
	Access feasibility	Minor Beneficial Impact	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact
	Flood risk	Neutral Impact	Minor Adverse Impact
	Geological constraints to development	Minor Beneficial Impact	Minor Beneficial Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Minor Beneficial Impact	Moderate Beneficial Impact
	Employment potential	Minor Adverse Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact	Minor Beneficial Impact
<b>Utilities</b>	Gas	Minor Adverse Impact	Minor Beneficial Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact	Minor Beneficial Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact
	Electricity	Minor Beneficial Impact	Minor Beneficial Impact

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## 2.5. North Keynsham - KS6

### Area of search delivery potential

Total 92.84 ha. Mixed-use, medium/high-density residential development, green infrastructure, community infrastructure and employment. Approximately 40.15ha of land is available for residential use due to a range of environmental constraints such as flood and odour zones. Potential to accommodate up to 1,600 units (the capacity is taken from North Keynsham - Strategic Planning Framework Options Handover Report).

### Area of search description

KS6 is located northeast of Keynsham, between the town and the River Avon. Most of the site lies between the river and the Great Western Railway Line, with a smaller section south of the railway. The western boundary of the site is within 500m of the town centre and railway station, while the main body of the site extends 2km eastwards towards Saltford. Although close to the urban fringe, the site is isolated due to the severance caused by the railway line.

There are some businesses located to the west and north of the area. The Avon Valley Adventure and Wildlife Park is situated in the eastern part of the area.

### Reason for selection

This area is selected due to its proximity to the railway station and the town centre and the potential to create a new link between Keynsham Road and the A4, which would benefit the town overall.

### Access

Vehicular access to the site from the A4 might be achieved via Broadmead Lane, on the assumption that a connection over the railway bridge is implemented to connect to Broadmead Roundabout. Access to the

A4 might also be achieved via a junction further to the east on the A4, again with a bridge over the railway. Alternative access could be achieved via Avon Mill Lane and upgrading the highway through the existing distribution park.

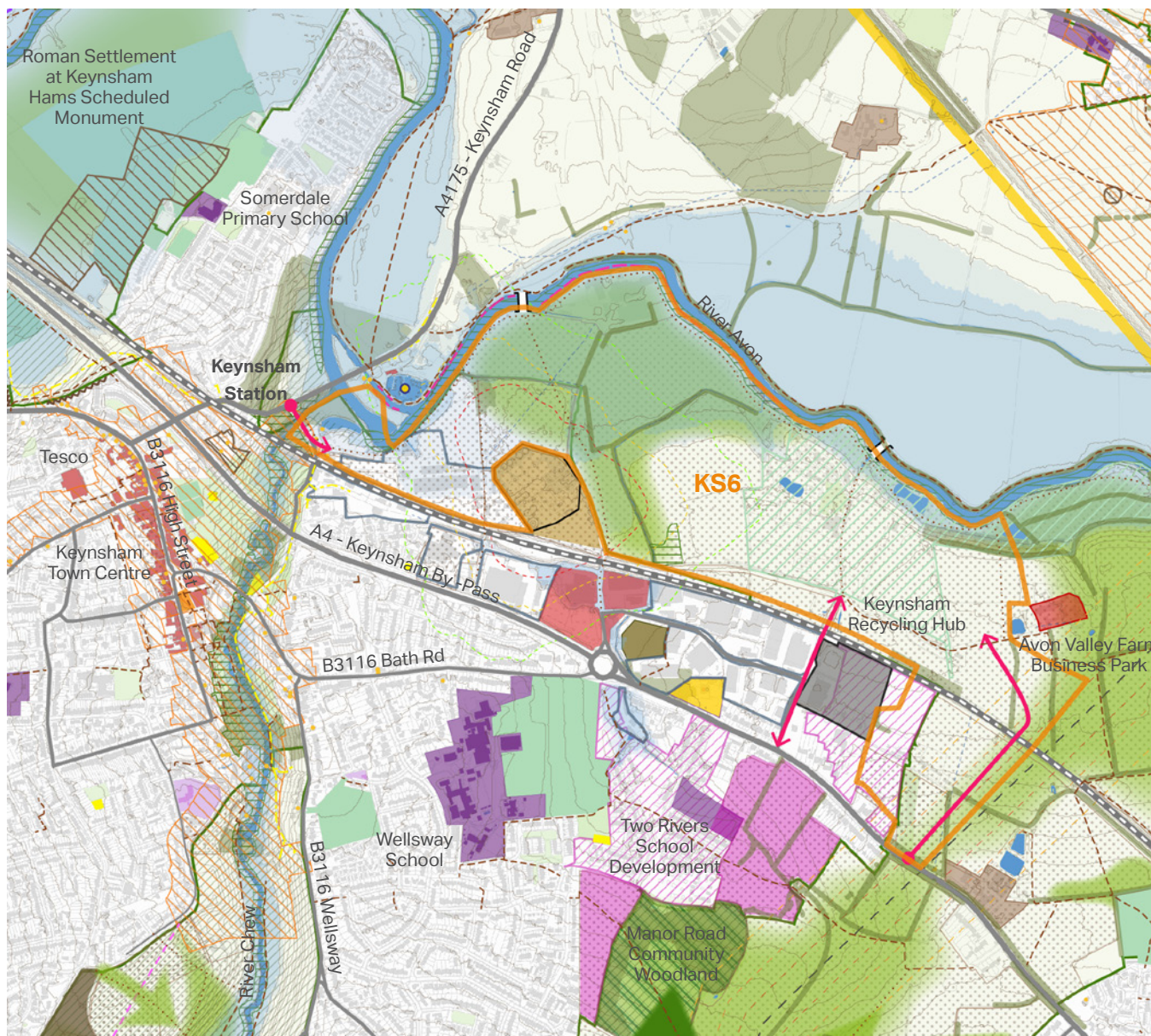
### Constraints

- The area lies within the Green Belt.
- Large section in the northwestern part of the site is within the Flood Zone 3 area.
- A 250m odour buffer zone is required from the sewage treatment works, limiting the type of development permitted within that offset.
- The high-pressure gas pipeline has the potential to constrain development. A National Grid Easement of 10m exists on either side of the pipe (this is a 'no-build' zone) with further HSE consultation zones around the alignment (inner zone: 40m, middle zone: 125m, outer zone: 155m). Each of these Zones carries restrictions on the type or quantum of development that might be possible in each. The site is severed by the railway and lacks access points.
- Landscape is highly sensitive and has limited capacity for new development. There are a number of significant hedges and an orchard that must be retained.
- Industrial uses, whilst contributing positively to the local economy, have potential environmental and health concerns and a substantial impact on views.
- An active sludge pump running east-west across the site may result in some restrictions on development area/potential.

### Opportunities

- An opportunity to use some of the undevelopable land as biodiversity enhancement areas and green spaces. This could support a variety of habitats, including ponds and wetlands along the River Avon. Retaining the existing orchard would also be a beneficial addition to the habitat enhancement strategy, while also providing an opportunity for community enterprise.
- Outdoor sports and recreation uses are another possible use for the open space in the west of the site, where large areas lie within Flood Zone 3.
- An active river frontage with water activities, parks, walking and cycling routes and, potentially, a foot and cycle bridge crossing the river, are all opportunities to provide better waterfront access and develop a meaningful relationship between the river and the new community.
- The site's proximity to Keynsham train station is an advantage, particularly in promoting active travel modes.
- An opportunity to generate a medium/high-density low-car neighbourhood to increase the critical mass close to the central area of Keynsham.
- Opportunity to create a new link between Keynsham Road and the A4 to provide additional access to the area and reduce traffic congestion within the town centre.





### Key

- |   |                               |
|---|-------------------------------|
| Indicative Area of Search boundary        | Flood zone 2                  |
| Listed buildings                          | Flood zone 3                  |
| Scheduled monument                        | Marina                        |
| Conservation area                         | Road                          |
| Green belt                                | PRoW                          |
| Woodland                                  | Railway                       |
| SNCI                                      | Railway station               |
| Local nature reserve                      | National cycle route          |
| Parks, open spaces and local green spaces | Boat dwellers                 |
| Leisure / playing field                   | Hedges                        |
| Play area                                 | 2m contours                   |
| Avon Valley Adventure & Wildlife Park     | 11KV Overhead line            |
| Military                                  | National gas main             |
| Nursery                                   | Gas main medium pressure      |
| Farm                                      |                               |
| School                                    | <b>HSE consultation zones</b> |
| Health                                    | Inner zone - 40m              |
| Business park                             | Middle zone - 80m             |
| Retail cluster                            | Outer zone - 150m             |
| Recycling centre                          |                               |
| Community centre                          | <b>NWP 2016 odour</b>         |
| Sewage works                              | Sewage                        |
| Industrial area/employment                | More than 5                   |
| Strategic allocated site                  | 3-5                           |
| Safeguarded land                          | 1.5-3                         |
| HELAA sites                               |                               |
| Landscape setting                         | <b>Opportunities</b>          |
| Watercourse                               | Pedestrian & cycle route      |
|   | Potential primary access      |
|   | GI Opportunity                |
|   | New GI connection             |

Figure 7. KS6 constraints and opportunities

## Area of search assessment - KS6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	<p>KS6 is a large site between the railway and the River Avon. A small area at its eastern end extends across the railway towards the A4. The site contains a number of different land uses including agricultural fields, a lorry training centre and associated garages, Avon Valley Adventure and Wildlife Park, caravan site and agricultural buildings. The area reflects the landscape character of the River Avon floodplain with large flat areas of farmland, enclosed by hedges of variable quality, areas of scrub and built development associated with light industry or leisure activities. The railway forms a distinct barrier to the south for the majority of the site and the River Avon a barrier to the north. The area is visible in views from the Cotswold National Landscape (Area of Outstanding Natural Beauty) to the northeast and from rising ground to the north of the River Avon, including the Bristol and Bath Railway Path. The majority of the site also forms an important setting to the River Avon. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&amp;NES Landscape Character Assessment LCA 1a Avon Valley, KS6 displays the broad open valley and mixed land use, characteristic of the LCA. The site was assessed as generally high landscape and visual sensitivity to residential development (HELAA Review (2016/17), Keynsham East LVIA (2013), North Keynsham SDL LVA (2017)), however some parts were considered medium-high to low. These included the part of the site, south of the railway line on the eastern edge of the site and the lorry training area on the western limits of KS6. For such a large site, the potential impact on visual amenity and landscape character from residential development would therefore vary. Development along the western, southern and eastern edges of the site, would potentially have less impact than development adjacent to the river in the middle of the site. Consequently detailed design could seek to focus development in these areas, retaining a significant part of the site free of development to retain the setting of the river, the landscape character of the floodplain and minimise intrusion into views from the Cotswolds National Landscape and areas to the north. If the majority of the was developed, these impacts could not be mitigated.</p>	Moderate Adverse Impact

## Area of search assessment - KS6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Green Belt	Site forms part of Green Belt Parcel P72 and the P85 from the WECA Strategic Green Belt Assessment (2021). P72 cover the majority of the site and is identified as making significant contribution to three of the five Green Belt purposes. Purpose 3 - encroachment on the countryside is considered to be the most significant consideration when determining the potential release of land for development plus contributing to the historic setting of Keynsham (Purpose 4). The site however, is not covered by policy NE24, Landscape Setting of Settlements. Although the railway forms a good boundary to the Green Belt, development to the north weakens its strength. The River Avon is considered a strong boundary feature, limiting harm to the integrity of the Green Belt to the north. However, any release of land is considered to have impact on land to the east. P85 only covers the part of the site, south of the railway and is identified as making significant contribution to three of the five Green Belt purposes. The gap between Keynsham and Saltford in the vicinity of the A4 is considered fragile with development along the route weakening the separation. Although it concludes that development would not cause coalescence between towns (Purpose 2), it would encroach into the countryside (Purpose 3).	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	The Avon Valley Adventure and Wildlife Park is located within the centre of site with the River Avon forming the northern boundary. Both are important GBI assets. Public Rights of Way (PRoW) are relatively limited with two within the eastern part of the site, travelling west to east. Apart from the road access points, a pedestrian bridge provides access across the railway to the south, in the east of the site. This connects with several PRoWs that link to the Bristol and Bath Railway Path and the River Avon Trail, on the north bank of the river adjacent to the site. Residential development has potential to improve the GBI network by creation of new open spaces, better active travel, the planting of trees and shrubs and enhancement of riparian habitats along the river. Numerous GBI multifunctional benefits could be delivered, including improving biodiversity, access to nature and encouraging healthy lifestyles.	Moderate Beneficial Impact
	Heritage	KS6 is a large site, located on an area which traditionally has been managed as an agricultural floodplain. It is distant from Keynsham Conservation Area and has only bridges Grade II listed bridges across the railway close to the site. The area is however an important part of distant views from listed structures within the Cotswolds National Landscape (Area of Outstanding Natural Beauty) to the northeast and Bitton Conservation Area, also to the north east. Residential development should consider the historic management of the area and the impact on views from heritage assets, distant from the site.	Minor Adverse Impact



## Area of search assessment - KS6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	Site KS6 is bound to the south by the railway line which serves Keynsham and bound to the north and west by the River Avon. Access to the site is possible via Avon Mill Lane to the west, Broadmead Lane to the south and Pixash Lane to the east. There is access to a small number of services on Broadmead Lane (which currently runs through Site KS6) to the south. Keynsham town centre is approximately 1.2km away, although the railway acts as a barrier to movement and limits the number of routes possible. Keynsham Railway Station is approximately 850m from the centre of Site KS6 to the west following publicly accessible routes along Avon Mill Lane. Bristol and Bath Railway Path is approximately 1.5km to the east of the site. Keynsham Railway Station provides hourly services to Bristol Temple Meads and Bath Spa. The closest bus stop to Site KS6 is Keynsham Station (850m to the north-west) located on Keynsham Road and offers connections every 30 minutes to Bristol. Connectivity mapping data from the Partial Update (2022) is below the average for the whole of the B&NES district for connectivity to all services by walking mode due to the distance and lack of direct route routes to Keynsham town centre. The area scores well for connectivity by public transport modes to services due to the close proximity of Keynsham railway station, however Site KS5 itself is limited by a lack of direct routes to the station. Site KS6 is slightly above the average for the B&NES district for connectivity to services by car and by all modes, however when the car is excluded the site is below the average score for the whole of the B&NES district for connectivity to all services.	Neutral Impact
	Potential future levels of connectivity	The connectivity of Site KS6 could be improved with a public right of way connection to the south of the site. This would provide better connectivity between the site and services on Broadmead Lane. Additionally, a direct route to Keynsham railway station through the distribution park located to the west of KS6 would improve connectivity. Improved cycling and pedestrian facilities along Pixash Lane or Broadmead Lane would improve active travel connections to the site. Improvements on Avon Mill Lane would also improve connectivity by active modes to Keynsham railway station along the existing route. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path. The WECA E-Scooter trial could be extended to Keynsham which would make Keynsham railway station and High Street more accessible by active modes. A proposed link as per the Keynsham Transport Strategy over the railway line to the A4 would remove the amount of traffic through Keynsham town centre.	Minor Beneficial Impact



## Area of search assessment - KS6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	Vehicular access to the site could be possible via Broadmead Lane if a connection over the railway bridge is implemented to connect to Broadmead Roundabout, providing direct access to the A4. Alternative access points include via Avon Mill Lane and upgrading the highway through the existing distribution park. Pixash Lane also connects site KS6 to A4, however its current form suits an active travel connection. The final access arrangements would be subject to testing vehicle flows with appropriate traffic modelling software. A link over the railway line providing direct access to the site from the A4 would be subject to liaison with Network Rail. The site scores neutral rather than minor adverse for access feasibility due to technical work carried out by WSP, which AECOM has not been commissioned to verify.	Neutral Impact
	Potential for the site to enhance sustainability	Site KS5 could improve patronage at Keynsham Railway Station as well as on bus services which serve the station. Development at Site KS6 could provide the critical mass required for greater services to locate on Broadmead Lane. This has the potential to increase the internalisation of trips within Keynsham and reduce the number of short distance journeys by car. As part of the development, active travel routes could be improved to increase the permeability of the area, currently burdened by the railway line. This could improve active travel connections between north Keynsham, the railway station and the A4 to Saltford.	Moderate Beneficial Impact
Environment	Presence of ecological designations	Stidham Farm SSSI 325m E, Cleve Wood Hanham SSSI 920m NNW, Bickley Wood SSSI 1548m NW, Willsbridge Valley Local Nature Reserve 1440m N, Manor Road Community Woodland 430m SW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous Woodland within the parcel in the W, 220m S, 700m NE, 110m NW, 282m SSW, 661m SW, 1428m ESE, 1392m E, 695m NE, 1560m NNE, and 898m NNE. This larger parcel comprises predominantly arable land, but also developed land with sealed surfaces, grassland, scrub, significant numbers of mature trees in the W, mature hedgerows within the parcel and along the rail corridor in the S of the parcel, and scattered trees throughout. The River Avon runs along the N and W borders. There is high potential for the parcel to support bats given the trees and river foraging opportunities. Hedgerows should be retained where possible and trees in the parcel should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact

## Area of search assessment - KS6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Environment</b>	Nature Recovery and Biodiversity Net Gain	Significant Strategic Nature Recovery Network opportunities identified in the form of grassland within the parcel, woodland connectivity in the W of the parcel which could link the adjacent woodland in the W, E and S and further E and W along the rail corridor, contributing to strategic nature recovery network.	Moderate Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site has large areas of flood zone 2 and 3, due to the rivers Avon and Chew. An FRA will need to be conducted to assess this.	Moderate Adverse Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is impacted by reservoir flooding while rivers are at normal levels.	Moderate Adverse Impact
	Geological constraints to development	KS6 appears to be a light industrial area in the south-west and north-west, including a storage and transportation company, vehicle repair, a waste recycling centre and skip management company. Commercial premises are present in the central area (adventure park). Mapped Made Ground in the western and eastern extents (approx. 20% of the site). Adjacent to a fuel station in the south-east. Adjacent to railway lines. Authorised landfill located in the west (Keynsham Paper Mill Paper Sludge Treatment Lagoon & Landfill Site), occupying approx. 10% of the site. Medium to high potential for contamination from on-site and off-site sources. There is considered to be a minor to moderate beneficial impact on the environment from potential remediation required to facilitate redevelopment, particularly in the western area. Agricultural land classified as urban, Grade 3b (not BMV) and Grade 3a (BMV). Grade 3a in the central area, occupying approx. 25% of the site (where mapped, approx. 20ha). Therefore moderate adverse impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Neutral (resulting from up to moderate beneficial impact from potential remediation that may be required to facilitate redevelopment, but reduced based on the development across >20ha Grade 3a agricultural land)
<b>Housing, economy and communities</b>	Housing demand and affordability	There is currently no estimate of the potential capacity at this site but it is of a significant scale and as the site is in a high value delivery of a significant number of market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor and near Keynsham station which is a high demand location for housing. The size of the site and also the location provides potential for a varied mix of house types and tenures.	Moderate Beneficial Impact

## Area of search assessment - KS6

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Employment potential	The site is a significant scale opportunity that is adjacent to the Primary Industrial Estate at Broadmead/ Ashmead/Pixash which has recently been extended through development of the allocation at World's End Lane. Further extension of the industrial estate at the east of the site would be appropriate. The western part of the site is located near to Keynsham Station though access is not direct. If access were improved this could be appropriate for a mix of office and light industrial. The site would involve the loss of some employment associated with the Avon Valley Adventure and Wildlife Park and potentially some employment in the west at Avon Mill Lane. The site could potentially be expanded to the east to directly reprovide land for the Avon Valley Adventure and Wildlife park to relocate to.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site is a significant scale opportunity for development however it is subject to abnormal costs regarding the need for a new bridge across the railway line to access the site which will reduce the amount of funding available for wider community infrastructure. However, the scale of the development would assist in ensuring that a likely overall moderate benefit would exist.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Presence of medium pressure gas main.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	Wessex Water rising main running through the centre of the site.	Minor Adverse Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

## Summary - KS6

The KS6 area of search has a number of significant physical constraints, which are reflected in the summary table across. It is rated moderate adverse in two categories in ecology and one category in landscape. It is also rated minor adverse in six categories.

This area of search has significant challenges; however, due to its value on sustainability grounds and many other major benefits that it potentially can bring present an opportunity to be investigated further.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking (including landscape)</b>	Landscape / townscape	Moderate Adverse Impact
	Green Belt	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	Moderate Beneficial Impact
	Heritage	Minor Adverse Impact
<b>Transport</b>	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Minor Beneficial Impact
	Access feasibility	Neutral Impact
	Potential for the site to enhance sustainability	Moderate Beneficial Impact
<b>Environment (including ecology, flood risk and geology)</b>	Presence of ecological designations	Moderate Adverse Impact
	Priority habitats and significant linear features for protected species movement	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Moderate Beneficial Impact
	Flood risk	Minor Adverse Impact
	Geological constraints to development	Neutral Impact
<b>Housing, economy and communities)</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Minor Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Adverse Impact



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## 2.6. North West Saltford - KS7

### Area of search delivery potential

Total 14ha. 8.40ha (60%) residential, 336 homes at 40dph. 4.2ha (30%), GBI, community infrastructure and 1.4ha (10%) other infrastructure.

### Area of search description

The area is located west of Saltford and north of the A4. It is situated between the railway and the A4 on the northwest edge of Saltford. Most of the site is agricultural fields enclosed by mature hedgerows with some hedgerow trees of variable quality.

### Reason for selection

The area of search is located relatively close to the community facilities currently located in the village centre (approximately 10-15 min walking time).

### Access

Potential for direct access from the A4.

### Constraints

- The area lies within the Green Belt.
- The site was assessed as medium to high landscape and visual sensitivity to residential development (HELAA Review (2016/17)).
- Development of the site would significantly weaken the gap between Keynsham and Saltford to the north of the A4, when experiencing the separation of settlements travelling along the A4.

### Opportunities

- The area is relatively flat and does not have many physical constraints.
- There is an opportunity to improve the existing public right of ways to increase connectivity within the area.
- The area can create further critical mass of resident population, support public transport services, introduce new community facilities and contribute towards the creation of a country park between Keynsham and Saltford.

#### Key

	Indicative Area of Search boundary		Boat dwellers
	Listed buildings		Hedges
	Conservation area		2m contours
	Green belt		11KV Overhead line
	Woodland		National gas main
	SNCI	<b>HSE consultation zones</b>	
	Local nature reserve		Inner zone -40m
	SSSI		Middle zone -80m
	Parks, open spaces and local green spaces		Outer zone -150m
	Leisure / playing field	<b>Opportunities</b>	
	Play area		Pedestrian & cycle route
	Avon Valley Adventure & Wildlife Park		Potential primary access
	Nursery		GI Opportunity
	Farm		New GI connection
	School		
	Business park		
	Retail cluster		
	Recycling centre		
	Strategic allocated site		
	Safeguarded land		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		
	Road		
	PROW		
	Railway		
	Railway station		
	National cycle route		



Figure 8. KS7 constraints and opportunities



## Area of search assessment - KS7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	KS7 is located between the railway and the A4, on the northwest edge of Saltford. Most of the site is agricultural fields enclosed by mature hedgerows with some hedgerow trees of variable quality. A farm with retail outlet and ponds is in the southwest corner. The railway and the A4 form distinct barriers to the northeast and southwest. The area is visible in views from the Cotswold National Landscape (Area of Outstanding Natural Beauty) to the northeast and at close range, from the Public Rights of Way (PRoW) which run through the site and the residential properties along the north-western edge of Saltford. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 1a Avon Valley, KS7 displays the patchwork of arable and pasture fields with some mixed land use, characteristic of the LCA. The site was assessed as medium to high landscape and visual sensitivity to residential development (HELAA Review (2016/17)). Residential development would reduce the gap between Saltford and Keynsham, which is relatively narrow in this location but is located outside the identified area for the landscape setting of Saltford covered by Policy NE24. Although development could retain the existing hedgerows, to preserve aspects of the existing landscape character and incorporate planting to minimise visual intrusion, the reduction in the gap between the two settlements would weaken the separation, expanding the Saltford settlement boundary into the countryside.	Moderate Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P85 from the WECA Strategic Green Belt Assessment (2021). P85 is identified as making significant contribution to three of the five Green Belt purposes. The gap between Keynsham and Saltford in the vicinity of the A4 is considered fragile with development along the route weakening the separation. Although it concludes that development would not cause coalescence between towns (Purpose 2), it would encroach into the countryside (Purpose 3).	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	A network of hedgerows with hedgerow trees enclose the agricultural fields which make up the majority of this site. Several PRoWs follow this network with additional routes crossing through the middle of the fields. The PRoWs converge on the pedestrian bridge across the railway which provides access to the north, including the Avon Valley Adventure and Wildlife Park to the northwest, the Bristol and Bath Railway Path and River Avon Trail to the northeast. There is good connectivity within the site and in the immediate vicinity. Residential development should seek to retain and enhance this connectivity and hedgerow landscape framework. Numerous multifunctional benefits could be delivered.	Minor Beneficial Impact
	Heritage	KS7 is distant from the Saltford Conservation Area as it is located to the southeast of the railway. Two Grade II listed structures are located on the boundary of the site: Clay Lane Bridge to the north crosses the railway and Wick Farm Farmhouse to the south. Residential development should seek to preserve the setting of each of the listed structures in any future proposals.	Neutral Impact



## Area of search assessment - KS7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The southern boundary of site KS7 abuts the A4 Bath Road, providing direct links towards Keynsham and Bristol to the north-west and Bath and Saltford to the south-east. The A4 provides existing bus stops along the northern boundary of the site which are served by several bus services providing direct links to Bristol and Bath at a frequency of circa 6 buses per hour. The A4 also benefits from footways on either side of the carriageway, with a 3m shared pedestrian/ cycleway towards Keynsham as well as being in close proximity to the Avon Cycleway which provides on-road links to the Bristol and Bath Railway Path which is part of the National Cycle Network (NCN) connecting Bristol and Bath. Walking and cycling connectivity to other settlements is limited, other than the pedestrian links along the A4 and several public rights of way in the immediate area. The site is located circa 2.75km from Keynsham Railway Station, with hourly services to Bath Spa and Bristol Temple Meads and can be accessed by walking cycling along the A4 as well as via the X39 bus service. Connectivity mapping data from the Partial Update (2022) shows that the site ranks in the lowest quartile for connectivity to all services by walking mode. This is in comparison to the B&NES district as a whole. The site ranks above the average score for connectivity to all services by public transport and by car modes. Overall, the site is reasonably connected to all services, above the average score for the district for connectivity to all services by all modes, although slightly below the average for the B&NES district when the car mode is excluded.	Neutral Impact
	Potential future levels of connectivity	There are opportunities to improve public rights in proximity of the A4 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, and has the potential to reduce the use of car trips for short / local journeys. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path. The shape and scale of site would mean a large proportion of the site would be in excess of 400m from bus stops, unless bus services diverted into the site which would likely require a new service as the X39 is unlikely to divert. However, the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling along the A4 which this site would benefit from and the introduction of electric scooter and bicycle parking creating a mobility hub in proximity of bus stops could alleviate this issue. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. Potential improvements to connectivity at this site are limited to public transport and micro-mobility interventions.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto the A4 would provide the logical access point, where precedent is set. An active mode link onto the A4 would be necessary, tying in with existing footway provision and improved/new pedestrian crossing facilities across A4. For the size of development, it is recommended to provide two points of vehicular access, although this would be subject to testing vehicle flows with appropriate traffic modelling software. There is an opportunity for access to link into existing housing to the east of KS7 on Wedmore Road.	Minor Beneficial Impact

## Area of search assessment - KS7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential for the site to enhance sustainability	The site is deemed good for improving bus connectivity, limited in terms of critical mass. The scale of development is expected to support existing / additional local facilities, which has the potential to increase internalisation of trips within Saltford and Keynsham thereby support increase of active mode trips, including additional patronage for bus services.	Minor Beneficial Impact
Environment	Presence of ecological designations	Cotswolds Area of Outstanding Natural Beauty 998m ESE, Stidham Farm SSSI 375m NE, Manor Road Community Woodland 559m E.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland (Folly Wood) & Deciduous Woodland 1268m SSE; Traditional Orchard 525m N, 1536m E, 1894m ESE; Deciduous Woodland 1252m NNE, 925m NNE, 1464m NE, 1218m ENE, 1825m ENE, 628m E, 965m SE, 1293m SE, 1958m SE, 783m S, 682m SW, 848m SW, 1890m W, 1781m W, 916m NW, 1732m NW, 1716m NNW. This parcel comprises mainly arable land or pasture and is bordered by mature hedgerows. In the W there is an area of developed land with sealed surfaces and three ponds, one bordered by mature trees. These ponds may be suitable habitat for great crested newts and should be surveyed. Trees in the parcel should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity in the W of the parcel which could link the adjacent woodland in the NW and W, and further SE along the rail corridor, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and medium risk (1%-3.33% each year).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Farm premises located in the south-eastern extent. Adjacent to railway lines. Agricultural land classified as 'other' and Grade 3b (not BMV), therefore neutral impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact

## Area of search assessment - KS7

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities)</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 336 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location along the A4 bus corridor provides potential for a varied mix of house types and tenures.	Moderate Beneficial Impact
	Employment potential	The site is located along the A4 corridor however the surrounding suburban residential land uses suggest that residential would be more appropriate than employment in this location. That said, the site is near the established and expanded employment cluster at north east Keynsham (Broadmead/Ashmead/Pixash) and given Bath's inability to meet light industrial land requirements Saltford could provide a strategic opportunity to assist. Distance from a rail station (providing access to Bath and Bristol) suggests that there would be limited demand for office development. There may be some loss of local employment should the farm shop on site be redeveloped.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 336 homes and is of a sufficient scale to deliver community infrastructure and open space. There is also the opportunity to deliver an extension to the adjacent Saltford Recreation Ground.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	National High-Pressure (National Gas asset) gas main running along the western side of the site. HSE easements will need to be applied to determine the impact on development.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water overflow pipeline running through the center of the site. Diversion or relocation will not be possible.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

## Summary -KS7

The KS7 area of search is rated as moderate adverse due to the landscape constraints especially concerning the significant weakening of the gap between Keynsham and Saltford, particularly when experiencing the separation whilst travelling along the A4. Critical mass of development within this area in isolation is not considered to be great enough to support facilities required, i.e. new primary school. Development in addition to other adjacent sites (i.e. KS6 / KS8) could potentially provide critical mass to support facilities, but significantly reduces the gap between the two settlements..

The high pressure gas main which passes through the western section of the site results a moderate adverse rating. Both of these criteria should be investigated further to evaluate potential mitigation solutions.

The area is rated minor adverse on six categories, which again should be investigated further if and how they can be mitigated.

The rest of the nineteen categories rated neutral, minor beneficial, or moderate beneficial.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Moderate Adverse Impact
	Green Belt	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	Minor Beneficial Impact
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Minor Beneficial Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Minor Adverse Impact
	Geological constraints to development	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Adverse Impact
	Electricity	Minor Beneficial Impact



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## 2.7. West of Saltford - KS8

### Area of search delivery potential

Total 27.04ha. 16.22ha (60%) residential, 650 homes at 40dph. 8.11ha (30%) GBI, community infrastructure and 2.704ha (10%) other infrastructure.

### Area of search description

The area is located west of Saltford and south of the A4. Flat arable fields with some hedgerows containing hedgerow trees in variable conditions interspersed with post and wire fencing and, in some cases, field boundaries are not marked. To the south, the woodland area outside the southeast corner of KS8 is connected to Manor Road Community Woodland via a row of trees along Manor Road. To the east, the edge of Saltford appears to be a traditional 1930s residential estate. Potential for open views from the rear of properties along Grange Road (east of site) and more distant views from Cotswolds National Landscape.

### Reason for selection

The area has the potential for easy access from the A4. The area can generate a reasonable critical mass of resident population and offers the opportunity for a substantial open space for both the existing and new residents along its west edge. It can also enhance the protection of the gap between Keynsham and Saltford with a functional and accessible green space.

### Access

Potential for direct access from the A4 and secondary access from Manor Road.

### Constraints

- The area lies within the Green Belt.
- The area is edged by the back of existing houses to its east without any gap to create a pedestrian and cycle connection between the village and the K8. Only connections can be achieved along the A4 and Manor Road to the south.
- A high-pressure gas pipe is located beyond the western boundary of the area.
- Development of the site would weaken the gap between Keynsham and Saltford to the south of the A4.




### Opportunities

- The area is relatively flat and doesn't have many physical constraints.
- There is an opportunity to improve the existing public right of ways to increase connectivity within the area.
- The area can create further critical mass of resident population, support public transport services, introducing new community facilities and contribute towards the opportunity to connect Manor Road Community Woodland and the woodland within the golf club and further strategic green infrastructure and nature recovery opportunities within the area.







### Key

-  Indicative Area of Search boundary
-  Listed buildings
-  Conservation area
-  Green belt
-  Woodland
-  Local nature reserve
-  Parks, open spaces and local green spaces
-  Leisure / playing field
-  Play area
-  Farm
-  School
-  Retail cluster
-  Golf course
-  Strategic allocated site
-  Safeguarded land
-  HELAA sites
-  Landscape setting
-  Watercourse
-  Flood zone 2
-  Flood zone 3
-  Road
-  PRoW
-  Railway
-  Hedges
-  2m contours
-  11KV Overhead line
-  33KV Overhead line
-  National gas main

### HSE consultation zones

-  Inner zone -40m
-  Middle zone -80m
-  Outer zone -150m

### Opportunities

-  Pedestrian & cycle route
-  Potential primary access
-  Potential secondary access
-  Woodland connection
-  GI Opportunity
-  New GI connection

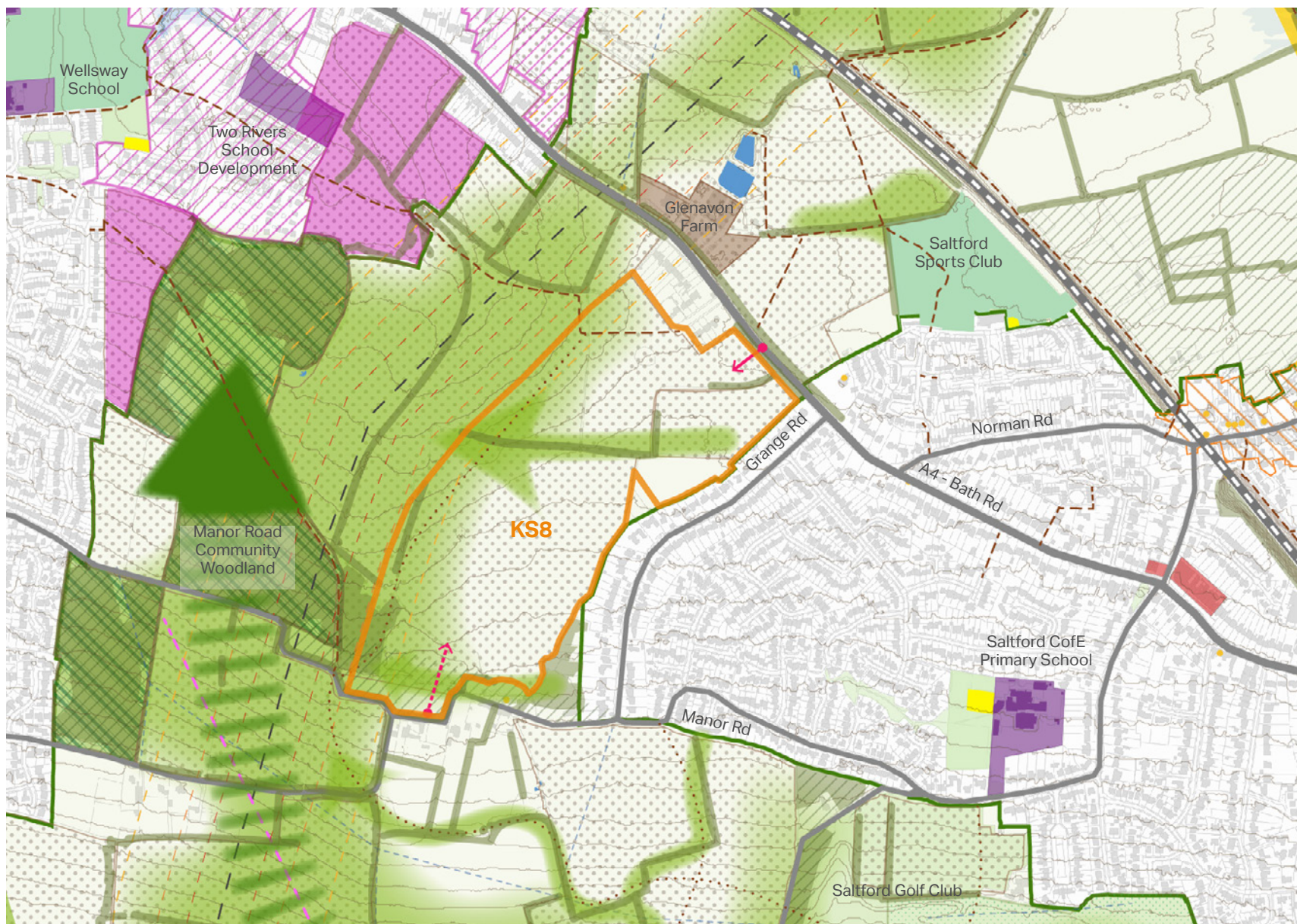


Figure 9. KS8 constraints and opportunities



## Area of search assessment - KS8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	NCA 118: Bristol, Avon Valleys and Ridges, B&NES Landscape Character Assessment (2021) LCA 1a Avon Valley with LCA5b Farnborough along southern border. Flat arable fields with some hedgerows containing hedgerow trees in variable condition many replaced with post and wire or field boundaries not marked. To the south, area of woodland outside southeast corner of KS8 which is connected to Manor Road Community Woodland via a row of trees along Manor Road. To the east, edge of Saltford appears to be traditional 1930s residential estate. Potential open views from rear of properties along Grange Road (east of site) and more distant views from Cotswolds National Landscape. Existing vegetation helps to limit views at southern end of Grange Road. Small piece of informal open space behind properties at northern end of Grange Road adjacent to A4 within KS8 is identified as Protected Recreational Land in the Green Space Strategy 2015. Residential development would result in change from open agricultural landscape with no specific landscape designations to residential landscape. Detailed design could allow retention of existing hedgerow pattern where existing and planting of new trees and shrubs to form habitat connections and improve the GBI network. Vegetated buffers could be established to minimise visual intrusion from existing residents and distant views from Cotswolds National Landscape whilst protecting and enhancing GBI assets. Although loss of countryside, undeveloped gap retained between Keynsham and Saltford with Manor Road Community Woodland. The area of search displays an opportunity to introduce a public open space at its western edge creating a softer transition towards the countryside defining a robust and defensible village edge. It also presents opportunities to introduce east-west pedestrian and cycle connections between Keynsham and Saltford.	Minor Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P85 from the WECA Strategic Green Belt Assessment (2021). P85 is identified as making significant contribution to three of the five Green Belt purposes. The gap between Keynsham and Saltford in the vicinity of the A4 is considered fragile with development along the route weakening the separation. It recognises the relatively young woodland that lie between the southern parts of Keynsham and Saltford are an important feature in maintaining the strength of the Green Belt between the settlements. However, it concludes that any release would weaken the remaining Green Belt in the narrow Keynsham-Saltford Gap.	Minor Adverse Impact



## Area of search assessment - KS8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Green and Blue Infrastructure (GBI)	Manor Road Community Woodland Local Nature Reserve adjacent to the west of the area. Public Right of Way (PRoW)(east-west) through northern part of KS8 which connects across the A4 and the railway to Avon Valley Adventure and Wildlife Park, the River Avon and River Avon Trail to the north. A4 acts as barrier to movement with poor signage defining route. Another PRoW through Manor Road Community Wood to west (north-south). Relatively few PRoWs in immediate area. Informal area of open space in north east corner of KS8 is identified as Protected Recreational Land in the Green Space Strategy 2015. Residential development has potential to improve the GBI network by creation of new open spaces, enhanced active travel, including a connection across the A4, and the planting of trees and shrubs. Numerous GBI multifunctional benefits could be delivered, including improving biodiversity, access to nature and encouraging healthy lifestyles.	Minor Beneficial Impact
	Heritage	KS8 is distant from both the Saltford and Keynsham Conservation Areas and therefore has no impact. There are two Grade II listed structures located on the edge of the site: milestone on the A4 and Keynsham Manor and Keynsham Manor West on the southern boundary. Setting of Manor should be protected within any development proposals. Few designated heritage assets in the vicinity of KS8, reducing potential impact of any development on these assets and their settings.	Neutral Impact
Transport	Existing levels of connectivity	The northern boundary of site KS8 abuts the A4 Bath Road providing direct links towards Keynsham and Bristol to the north-west and Bath and Saltford to the south-east. The A4 provides existing bus stops along the northern boundary of the site which are served by several bus services providing direct links to Bristol and Bath at a frequency of circa 6 buses per hour. The A4 also benefits from footways on either side of the carriageway, with a 3m shared pedestrian/ cycleway towards Keynsham as well as being in close proximity to the Avon Cycleway which provides on-road links to the Bristol and Bath Railway Path which is part of the NCN connecting Bristol and Bath. Walking and cycling connectivity to other settlements is limited, other than the pedestrian links along the A4 and several public rights of way in the immediate area. The site is located circa 2.75km from Keynsham Railway Station, with hourly services to Bath Spa and Bristol Temple Meads and can be accessed by walking cycling along the A4 as well as via the X39 bus service. Connectivity mapping data from the Partial Update (2022) shows that the site ranks in the lowest quartile for connectivity to all services by walking mode. This is in comparison to the B&NES district as a whole. The site ranks above the average score for connectivity to all services by public transport and by car modes. Overall, the site is reasonably connected to all services, above the average score for the district for connectivity to all services by all modes, although slightly below the average for the B&NES district when the car mode is excluded.	Neutral Impact

## Area of search assessment - KS8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	There are opportunities to improve public rights in proximity of the A4 which would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education, and has the potential to reduce the use of car trips for short / local journeys. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path. The shape and scale of site would mean a large proportion of the site would be in excess of 400m from bus stops, unless bus services diverted into the site which would likely require a new service as the X39 is unlikely to divert. However, the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling along the A4 which this site would benefit from and the introduction of eclectic scooter and bicycle parking creating a mobility hub in proximity of bus stops could alleviate this issue. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact
	Access feasibility	Vehicular access options onto the A4 would provide the logical access point, where precedent is set. An active mode link onto the A4 would be necessary, tying in with existing footway provision and improved/new pedestrian crossing facilities across A4. For the size of development, it is recommended to provide two points of vehicular access, although this would be subject to testing vehicle flows with appropriate traffic modelling software. There is the potential to upgrade existing access to north-western corner of the site as an access onto the A4. There is limited opportunity to access into extant housing to the east of KS8 without purchasing property to create and access. In addition, Manor Road to the south is narrow country road with limited frontage so may only be appropriate as emergency access / active mode link towards Saltford.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Potential for KS8 site to enhance sustainable connectivity. The site is deemed good for improving bus connectivity, limited in terms of critical mass. The scale of development is expected to support existing / additional local facilities, which has the potential to increase internalisation of trips within Saltford and Keynsham thereby support increase of active mode trips, including additional patronage for bus services.	Minor Beneficial Impact

## Area of search assessment - KS8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	378m from Stidham Farm SSSI, on the opposite side of the railway. 563m from Manor Road Community Woodland Local Nature Reserve.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Main habitat appears to be pasture or arable land. Mature hedgerows form the boundary of the parcel. There is also a well-developed hedgerow with trees running through the parcel. There are some large ponds/water features in the adjacent farm which could be suitable for great crested newts. Medium Adverse Impact - the central mature hedgerow within the site should be retained, preferably with a minimum 10m buffer either side. If can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of all trees to be removed advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland network along the rail corridor, along the north-west boundary and along Bath Road. Opportunities along the identified corridors to thicken and enhance woodland planting thus contributing to strategic nature recovery network.	Moderate Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within flood zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1%).	Minor Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	There is a historical landfill located in the south-eastern extent of KS8, however, based on the size of this landfill compared to the rest of the site area (occupies <10% of the site), there is considered to be a neutral to minor beneficial impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3b (not BMV), therefore neutral impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Minor Beneficial Impact (resulting from potential remediation that may be required to facilitate redevelopment)
Housing, economy and communities	Housing demand and affordability	The site is in a high value area therefore delivery of around 650 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location along the A4 bus corridor provides potential for a varied mix of house types and tenures.	Moderate Beneficial Impact

## Area of search assessment - KS8

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Employment potential	The site is located along the A4 corridor however the surrounding suburban residential land uses suggest that residential would be more appropriate than employment in this location. That said, the site is near the established and expanded employment cluster at north east Keynsham (Broadmead/Ashmead/Pixash) and given Bath's inability to meet light industrial land requirements Saltford could provide a strategic opportunity to assist. Distance from a rail station (providing access to Bath and Bristol) suggests that there would be limited demand for office development.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 650 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	National High-Pressure (National Gas asset) gas main running along the western side of the site. HSE easements will need to be applied to determine the impact on development.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul and surface water sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact



## Summary - KS8

The KS8 area of search was rated as minor due to ecological sensitivities and proximity to the high pressure gas pipe. It also rates minor adverse on landscape and green belt. On all the other criteria the land is rated neutral or positive.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking (including landscape)</b>	Landscape / townscape	Minor Adverse Impact
	Green Belt	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	Minor Beneficial Impact
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Minor Beneficial Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment (including ecology, flood risk and geology)</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Moderate Beneficial Impact
	Flood risk	Minor Adverse Impact
	Geological constraints to development	Minor Beneficial Impact
<b>Housing, economy and communities)</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Beneficial Impact

## 2.8. South of Saltford KS9 & KS10

### Area of search delivery potential

**KS9:** Total 29.04ha. 17.42ha (60%) residential, 697 homes at 40dph. 5.22ha (30%) GBI, community infrastructure and 2.9ha (10%) other infrastructure.

**KS10:** Total 13.47ha. 8.08ha (60%) residential, 323 homes at 40dph. 4ha (30%) GBI, community infrastructure and 1.34ha (10%) other infrastructure.

### Area of search description

KS9 and KS10 occupy the lower slopes of the rising landform to the south and are adjacent to the southern edge of Saltford. KS9 is characterised by medium-sized agricultural fields enclosed by hedgerows with relatively few trees of variable condition. KS10 is currently occupied by a golf course with small woodland areas and tree belts between the different parts of the course. The vegetation on both sites does not reflect the more open character of the wider agricultural landscape.

### Reason for selection

The area of search does not have significant constraints and lies outside the landscape setting area. The area can generate a reasonable critical mass of resident population and promote a substantial open space for both the existing and new residents in the south, creating a softer transition between the village and the countryside.

### Access

Vehicular access options onto Manor Road would provide the logical access point.



























### Constraints

- The area lies within the Green Belt.
- There are some existing hedgerows and plantations within the area which should be protected.
- KS10 is currently used as a Golf course, and a potential development would require the land of the golf club to be reduced,
- The access opportunities are limited.




### Opportunities

- The area of search does not have many physical constraints.
- There is an opportunity to improve the existing public right of way, add new pedestrian and cycle routes to increase the connectivity within the area and create easy access to the countryside.
- The area can create critical mass of residential population, support public transport servicing, introduce new community facilities and contribute towards the opportunity to connect Manor Road Community Woodland and the woodland within the golf club and further strategic green infrastructure and nature recovery opportunities within the area.
- KS8 can enhance and protect the existing hedgerows and create defined biodiversity corridors.





### Key

	Indicative Area of Search boundary
	Listed buildings
	Conservation area
	Green belt
	Woodland
	Ancient woodland and 25m buffer
	Local nature reserve
	Parks and open spaces and local green spaces
	Leisure / playing field
	Play area
	Farm
	School
	Business park
	Retail cluster
	Golf course
	Safeguarded land
	HELAA sites
	Landscape setting
	Watercourse
	Flood zone 2
	Flood zone 3
	Road
	PRoW
	Railway
	National cycle route
	Hedges
	2m contours
	11KV Overhead line
	33KV Overhead line
	National gas main

### HSE consultation zones

	Inner zone -40m
	Middle zone -80m
	Outer zone -150m

### Opportunities

	Pedestrian & cycle route
	Woodland connection
	GI Opportunity
	New GI connection



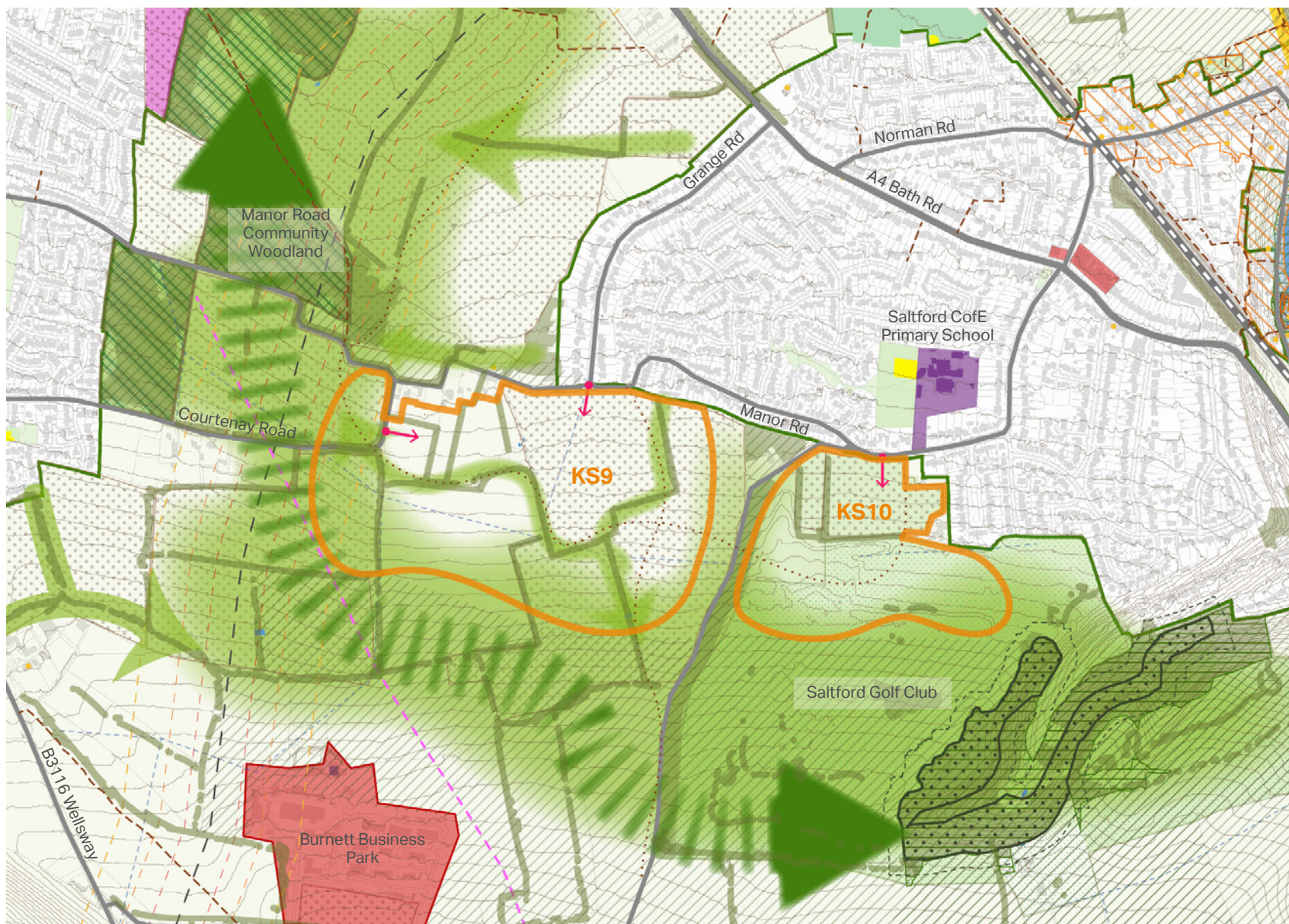


Figure 10. KS9 and KS10 constraint and opportunities

## Area of search assessment -KS9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking	Landscape / townscape	The site occupies the lower slopes of rising landform to the south and is adjacent to the southern edge of Saltford. Land use is medium sized agricultural fields, enclosed by hedgerows with relatively few trees in variable condition. To the east is the grounds of Keynsham Manor and associated buildings. Although partially visible from the Cotswold National Landscape (Area of Outstanding Natural Beauty) to the northeast, the site is away from the ridgeline to the south and hence partially screened by the existing urban area of Saltford. In contrast, the site would be visible from Public Rights of Way (PRoWs) on the ridgeline to the south and from residential properties along the southern edge of Saltford. The site is outside the area identified as the landscape setting for Saltford in policy NE24. This covers the ridgeline to the south. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 5b Farmborough, KS9 displays the patchwork of arable and pasture farmland, characteristic of the LCA. The site was assessed as medium landscape and visual sensitivity to residential development (HELAA Review (2016/17)), increasing in sensitivity as development progressed up the slope to the ridgeline. Residential development should therefore seek to concentrate along the existing settlement edge, minimising development along the southern edge of the site. The setting of Keynsham Manor should also be protected, reducing development to the west. Planting should seek to minimise visual intrusion from viewpoints in the south, utilising and strengthening the existing landscape framework.	Neutral Impact
	Green Belt	Site forms part of Green Belt Parcel P85 from the WECA Strategic Green Belt Assessment (2021). P85 is identified as making significant contribution to three of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt. Saltford is however, considered to have a relatively weak inset settlement edge, so adjacent land makes a weaker contribution to Purpose 3 but generally the assessment concludes any release would weaken the remaining Green Belt in the narrow Keynsham-Saltford gap. The location of this site, however could be considered to make relatively little contribution to strengthening this gap and hence Purpose 2, prevention of the merging of towns.	Neutral Impact



## Area of search assessment -KS9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking	Green and Blue Infrastructure (GBI)	A relatively weak network of hedgerows with hedgerow trees enclose the agricultural fields which make up the majority of this site. There are no PRowS through the site or in nearby. There are however several country roads which provide access to the Manor Road Community Woodland to the northwest and connect into the PRow network to the north and south. In general however, the site has relatively poor connectivity for PRowS. Residential development should seek to improve connectivity and strengthen the hedgerow landscape framework, delivering numerous multifunctional benefits.	Moderate Beneficial Impact
	Heritage	KS9 is distant from both the Saltford and Keynsham Conservation Areas and therefore has no impact. There is a Grade II listed structure located on the edge of the site: Keynsham Manor and Keynsham Manor West on the western boundary. Setting of Manor should be protected within any development proposals.	Neutral Impact
Transport	Existing levels of connectivity	The northern boundary of site KS9 abuts Manor Road which provides a connection to the A4 to the north-east and to the north-west via Grange Road. The A4 provides direct links towards Keynsham and Bristol to the north-west and Bath to the south-east. The A4 provides existing bus stops to the north of the site which are served by several bus services providing direct links to Bristol and Bath at a frequency of circa 6 buses per hour. However, the nearest bus stop along the A4 is approximately 1km walking distance away from site KS9. The A4 also benefits from footways on either side of the carriageway, with a 3m shared pedestrian/ cycleway towards Keynsham. The Avon Cycleway runs along traffic-free routes to the south of KS9 and along the eastern extent of the site, before providing on-road links to the Bristol and Bath Railway Path which is part of the NCN, connecting Bristol and Bath. Walking and cycling connectivity is limited to the pedestrian links along the A4 and the Avon Cycleway. Several public rights of way in the immediate area. The site is located circa 3.2km from Keynsham Railway Station, with hourly services to Bath Spa and Bristol Temple Meads. The station can be accessed by walking cycling along the A4 as well as via the X39 bus service. Connectivity mapping data from the Partial Update (2022) shows that the site ranks below the average score for connectivity to all services by walking mode. This is in comparison to the B&NES district as a whole. The site ranks above the average score for connectivity to all services by public transport and by car modes. Overall, the site is reasonably connected to all services, slightly above the average score for the district for connectivity to all services by all other modes; cycling, public transport and car.	Minor Adverse Impact

## Area of search assessment -KS9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	There are opportunities to improve walking and wheeling conditions between Site KS9 and the A4. This would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education in the centre of Saltford and has the potential to reduce the use of car trips for short / local journeys. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path. The location of the site would mean a large proportion of the site would be in excess of 400m from bus stops, unless bus services diverted into the site which would likely require a new service as the X39 is unlikely to divert. However, the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling along the A4 which this site would benefit from and the introduction of electric scooter and bicycle parking creating a mobility hub in proximity of bus stops could alleviate this issue. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access options onto Grange Road / Manor Road would provide the logical access point. An active mode link onto the A4 would be necessary, tying in with existing footway provision along Grange Road. There is also the potential to tie in with any development on parcel KS8. For the size of development, it is recommended to provide two points of vehicular access / egress, although this would be subject to testing vehicle flows with appropriate traffic modelling software. There is the potential to upgrade the existing connection to Saltford via Manor Road to the north-east of the site which is currently a country road. However, the road is very narrow with limited frontage so may only be appropriate as emergency access / active mode link between Keynsham and Saltford. There is a clear opportunity for development on KS9 to link into existing housing to the north, providing legible routes towards the A4. Connections to Site KS8 are limited due to third party land between the sites.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	The scale of development is expected to support existing / additional local facilities, which has the potential to increase internalisation of trips within Saltford thereby support increase of active mode trips, including additional patronage for bus services. There are opportunities to link into the Avon Cycleway and improve cycling connections between Bristol, Keynsham and Saltford.	Minor Beneficial Impact

## Area of search assessment -KS9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Cotswolds Area of Outstanding Natural Beauty 1563m E, Stidham Farm SSSI 1579m NNE, Manor Road Community Woodland Local Nature Reserve 125m NW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland (Folly Wood 653m SE), (Tennants Wood 1535m E); Deciduous Woodland 85m N, 160m E, 1135m W. Parcel is predominantly arable or pasture land, with mature hedgerow in the NW and crossing the parcel, scattered trees along the hedgerows and a cluster of trees in the NW. Trees in the parcel should be surveyed for bat roost potential if they are to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity in the E of the parcel which could thicken woodland in the E and further S along the lane to the E of the parcel, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate remediation. Historical landfill located 80m north-west, although off-site. Agricultural land classified as Grade 3b (not BMV). Where not surveyed, classified as Grade 3 (approx. 10% of site area, <20 ha - assumed as Grade 3a). Therefore a minor adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a high value area therefore delivery of around 697 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Keynsham and Saltford centres, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact

## Area of search assessment -KS9

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Site size and ability to deliver community infrastructure	The site size could deliver 697 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	National High-Pressure (National Gas asset) gas main running along the western side of the site. HSE easements will need to be applied to determine the impact on development.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection, without crossing third-party land.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact



## Area of search assessment - KS10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	The site occupies the lower slopes of rising landform to the south and is adjacent to the southern edge of Saltford. It is currently occupied by a golf course with small woodland areas and tree belts between the different parts of the course. The vegetation does not reflect the character of the wider agricultural landscape. Although partially visible from the Cotswold National Landscape (Area of Outstanding Natural Beauty) to the northeast, the site is away from the ridgeline to the south and hence partially screened by the existing urban area of Saltford. In contrast, the site would be visible from Public Rights of Way (PRoWs) on the ridgeline to the south and from residential properties along the southern edge of Saltford. The site is outside the area identified as the landscape setting for Saltford in policy NE24. This covers the ridgeline to the south. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 5b Farmborough, as a golf course KS10 does not display the patchwork of arable and pasture farmland, characteristic of the LCA. Residential development should therefore seek to concentrate along the existing settlement edge, minimising development along the southern edge of the site. Planting should seek to minimise visual intrusion from viewpoints in the south, utilising the retained woodland and vegetation from the golf course to restore the landscape character of the LCA.	Minor Beneficial Impact
	Green Belt	Site forms part of Green Belt Parcel P85 from the WECA Strategic Green Belt Assessment (2021). P85 is identified as making significant contribution to three of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt. Saltford is however, considered to have a relatively weak inset settlement edge, so adjacent land makes a weaker contribution to Purpose 3 but generally the assessment concludes any release would weaken the remaining Green Belt in the narrow Keynsham-Saltford gap. The location of this site, however could be considered to make relatively little contribution to strengthening this gap and hence Purpose 2, prevention of the merging of towns.	Neutral Impact
	Green and Blue Infrastructure (GBI)	Although not characteristic of the wider landscape, the woodland and tree belts of the golf course provide a useful vegetated framework, connecting to the wider hedgerow network. There are no PRoWs through the site or nearby, but the golf course is a popular local facility. There are several country roads which connect into the PRoW network to the north and south. In general however, the site has relatively poor connectivity for PRoWs and is inaccessible to the public. Residential development should seek to improve connectivity, utilising the mature woodlands and tree belts to enhance biodiversity and deliver numerous multifunctional benefits.	Moderate Beneficial Impact
	Heritage	KS10 is distant from both Keynsham and Saltford Conservation Areas, with no nearby listed structures. The site is located within the landscape setting of Saltford, which extends along the ridgeline to the south. There are several very distant listed structures, where views towards the site may form part of the setting.	Neutral Impact

## Area of search assessment - KS10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	<p>The northern boundary of site KS10 abuts Manor Road which provides a connection to the A4 to the north-east. The A4 provides direct links towards Keynsham and Bristol to the north-west and Bath to the south-east. The A4 provides existing bus stops to the north of the site which are served by several bus services providing direct links to Bristol and Bath at a frequency of circa 6 buses per hour. However, the nearest bus stop along the A4 is approximately 700m walking distance away from site KS10. There are also a limited range of services available along A4 Bath Road. The A4 benefits from footways on either side of the carriageway, with a 3m shared pedestrian/ cycleway towards Keynsham. The Avon Cycleway runs along traffic-free routes to the south of KS10 and along the western extent of the site, before providing on-road links to the Bristol and Bath Railway Path which is part of the NCN, connecting Bristol and Bath. Walking and cycling connectivity is limited to the pedestrian links along the A4 and the Avon Cycleway. Several PRowS in the immediate area. The site is located circa 3.5km from Keynsham Railway Station, with hourly services to Bath Spa and Bristol Temple Meads. The station can be accessed by walking cycling along the A4 as well as via the X39 bus service. Connectivity mapping data from the Partial Update (2022) shows that the site ranks in the lowest quartile for connectivity to all services by walking mode. This is in comparison to the B&amp;NES district as a whole. The site ranks slightly above the average score for connectivity to all services by public transport and by car modes. Overall considering all modes, the site is above the average score for connectivity to services, however this is much closer to the average when the car mode is excluded.</p>	Neutral Impact

## Area of search assessment - KS10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	There are opportunities to improve walking and wheeling conditions between Site KS10 and the A4. This would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education in the centre of Saltford and has the potential to reduce the use of car trips for short / local journeys. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path. The location of the site would mean a large proportion of the site would be in excess of 400m from bus stops, unless bus services diverted into the site which would likely require a new service as the X39 is unlikely to divert. However, the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling along the A4 which this site would benefit from and the introduction of electric scooter and bicycle parking creating a mobility hub in proximity of bus stops could alleviate this issue. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Neutral Impact
	Access feasibility	Vehicular access options onto Manor Road would provide the logical access point, where precedent is set. An active mode link onto the A4 would be necessary, tying in with existing footway provision. For the size of development, it may be required to provide two points of vehicular access / egress, although this would be subject to testing vehicle flows with appropriate traffic modelling software. There is the potential to upgrade the existing connection to Keynsham via Manor Road to the west of the site which is currently a country road. However, the road is very narrow with limited frontage so may only be appropriate as emergency access / active mode link between Keynsham and Saltford. There is a clear opportunity for development on KS10 to link into existing housing to the north, providing legible routes towards the A4.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	The scale of development is expected to support existing / additional local facilities, which has the potential to increase internalisation of trips within Saltford thereby support increase of active mode trips, including additional patronage for bus services. There are opportunities to link into the Avon Cycleway and improve cycling connections between Bristol, Keynsham and Saltford.	Minor Beneficial Impact

## Area of search assessment - KS10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Cotswolds Area of Outstanding Natural Beauty 839m NE, Stidham Farm SSSI 1400m N, Manor Road Community Woodland Local Nature Reserve 917m WNW.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Folly Wood 46m E, Tennants Wood 1001m ENE, Kelston Park Wood 1631m E; Woodpasture & Parkland: Kelston Park 1631m E; Deciduous Woodland: 682m NE, 232m E, 533m NW, 880m NW, 1037m ESE, 847m SE. Parcel contains primarily amenity grassland (golf club) with discontinuous mature hedgerows at hole boundaries and continuous at the N boundary; Ancient woodland lies directly adjacent to the E and SE. Hedgerows should be retained and trees in the parcel should be surveyed for bats if needed to be removed.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity in the W and E of the parcel which could thicken woodland at both sides and connecting to ancient woodland to the east.	Moderate Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Agricultural land classified as Grade 3 (assumed to be Grade 3a) on <20 ha. Therefore a minor adverse impact on agricultural soils although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact
Housing, economy and communities	Housing demand and affordability	The site is in a high value area therefore delivery of around 323 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing.	Moderate Beneficial Impact



## Area of search assessment - KS10

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Employment potential	The site is located some distance from Keynsham and Saltford centres, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site would lead to the loss of part of the Golf Course designated under Policy LCR5 Safeguarding existing sport and recreational facilities. However the site size could deliver 456 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection, without crossing third-party land.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land	Minor Adverse Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

### Summary - KS9, KS10

KS9 rates moderate adverse due to its proximity to the high pressure gas pipe. It also rates minor adverse on six categories.

KS10 rates moderate adverse regarding ecology sensitivity and rates minor adverse on four categories.

Theme	Criteria Scoring Considerations	Scale of Impact	
		KS9	KS10
<b>Placemaking and landscape</b>	Landscape / townscape	Neutral Impact	Minor Beneficial Impact
	Green Belt	Neutral Impact	Neutral Impact
	Green and Blue Infrastructure (GBI)	Moderate Beneficial Impact	Moderate Beneficial Impact
	Heritage	Neutral Impact	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Minor Adverse Impact	Neutral Impact
	Potential future levels of connectivity	Neutral Impact	Neutral Impact
	Access feasibility	Minor Beneficial Impact	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Moderate Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact
	Geological constraints to development	Minor Adverse Impact	Minor Adverse Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact	Moderate Beneficial Impact
	Employment potential	Neutral Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact	Minor Beneficial Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Adverse Impact	Minor Adverse Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact
	Electricity	Minor Beneficial Impact	Minor Adverse Impact

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## 2.9. South of Keynsham - KS11, KS12, KS13

### Area of search delivery potential

Total area: 37.58ha, 22.54ha (60%) residential, 900 homes at 40dph. 11.27ha (30%) GBI+ community infrastructure and 3.75ha (10%) other infrastructure.

### Area of search description

This area of search is situated adjacent to the urban edge of southeast Keynsham. The area consists of agricultural fields and mature hedgerows enclose the site and each field, with land falling towards the River Chew to the east. To the north are residential estates on the edge of Keynsham. The Chew Valley is to the east and south, with the landform steeply descending towards the river.

### Reason for selection

The area can generate a reasonable critical mass of resident population and promote a substantial open space for both the existing and new residents along its southern and eastern edges, creating a softer transition between the village and the countryside. Further reasoning for the selection is also listed within the opportunities below.

### Access

The area currently cannot be safely accessed via the Charlton Road / Parkhouse Lane junction to the west. Various access points and configurations have been explored along Charlton Lane, and it is not considered possible to provide a safe access into the site. Vertical alignment issues reduce visibility along Charlton Road. The required forward visibility for posted speed limit is not achievable, and covers significant third party land. A reduction in the speed limit along this

stretch has been explored. However, it is considered that the road characteristics do not allow for this.

The access opportunity from St Clements Road to the east is limited.































### Constraints

- The area lies within the Green Belt and landscape setting of Keynsham.
- There are some existing hedgerows and plantations within the area which should be protected.
- A 33kV overhead cable cuts across KS12 and KS13.
- Safe access to the site is not considered to be possible
- The site is highly sensitive in landscape terms as Parkhouse Lane plays an important role in forming a distinct landscape edge to Keynsham, and the land is very prominent in important views across the Chew Valley.

### Opportunities

- The area of search has few physical constraints and sits on a relatively gentle slope.
- There is an opportunity to improve the existing public rights of way, add new pedestrian and cycle routes to increase connectivity within the area and create enhanced access to the adjacent countryside.
- The area can create further critical mass of resident population, support public transport services, introduce new community facilities and provide strategic green infrastructure and nature recovery opportunities.

#### Key

	Indicative Area of Search boundary		Road
	Listed buildings		PRoW
	Conservation area		Hedges
	Green belt		2m contours
	Woodland		Steep topography
	SNCI		11KV Overhead line
	Parks, open spaces and local green spaces		33KV Overhead line
	Leisure / playing field		Gas main high pressure with inner zone (20m), middle zone (40m) and outer zone (50m)
	Play area		Gas main medium pressure
	Allotment		
	Farm		
	School		
	Health		
	Retail cluster		
	Industrial area/employment		
	Strategic allocated site		
	HELAA sites		
	Landscape setting		
	Watercourse		
	Flood zone 2		
	Flood zone 3		

#### Opportunities






	Pedestrian & cycle route
	Potential primary access
	Potential secondary access
	GI Opportunity
	New GI connection





Figure 11. KS11, KS12 and KS13 constraints and opportunities



## Area of search assessment -KS11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	KS11 consists of three agricultural fields on the southern edge of Keynsham. Mature and poorly maintained hedgerows, enclose the site and each field. To the north, is a recent residential development on the edge of Keynsham. To the south, is open agricultural landscape. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland, KS11 and landscape to the south displays an agricultural landscape with limited settlement, characteristic of the LCA. There are potential close-range views across the site from residents in the new developments off Parkhouse Lane along the northern boundary. The ground rises to the southwest, from where more distant views may be available from country lanes. The site was assessed as high landscape and visual sensitivity to residential development (Keynsham South LVA (2013)), due to the rural landscape character, particularly within the Chew Valley, and its visual prominence. The assessment however, assessed a larger parcel than KS11, which covers KS12. Development on this part would however still be visually prominent and extend the settlement boundary towards the Chew Valley. Residential development would therefore need to mitigate this visual prominence and seek to protect the rural character of the Chew Valley.	Moderate Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P83 from the WECA Strategic Green Belt Assessment (2021). P83 is identified as making significant contribution to two of the five Green Belt purposes. Safeguarding the countryside from encroachment (Purpose 3) is the principal consideration when determining the potential for release of land for development. Although it is recognised that fields adjacent to the urban edge are not considered to make a significant contribution to preventing encroachment, there are no alternative strong settlement inset boundaries than the roads running along the southern edge of the urban area. It concludes therefore that any release would weaken the contribution of the adjacent Green Belt land.	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	A relatively weak network of hedgerows enclose the agricultural fields which make up the site. There are no PRoWs through the site or nearby. There are however several country roads which provide access to the Chew Valley to the east and PRoWs around Queen Charlton to the west. Abbots Wood Ecological Park is north of the site adjacent to the recent development. In general however, the site has relatively poor connectivity for PRoWs. Residential development should seek to improve connectivity and strengthen the hedgerow landscape framework, delivering numerous multifunctional benefits.	Moderate Beneficial Impact
	Heritage	KS11 is distant from Keynsham Conservation Area but has a Grade II listed building to the north of the site boundary, Parkhouse Farmhouse. Other listed structures are distant to the site with groups to the east within the Chew Valley or within Queen Charlton to the west. Residential development to consider the setting of Parkhouse Farmhouse and any distant views from other listed structures.	Neutral Impact

## Area of search assessment -KS11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The northern extent of Site KS11 affronts Parkhouse Lane, which connects to Charlton Road, which connects to Keynsham town centre, approximately 2.5km to the north-east of the site following publicly accessible routes. Service 349 provides two services per hour at peak times from Bilbie Green to Bristol city centre via Keynsham High Street. Bilbie Green bus stop is located on Charlton Road approximately 950m walking distance to the north of Site KS11. There are very few services within 750m walking distance of Site KS11. There is limited data from the Partial Update (2022) for Site KS11 available to show levels of connectivity to services. The site scores slightly above the average for the whole of the B&NES district for connectivity to all services by car mode, as Charlton Road provides access to a greater number of services to the north of Site KS11.	Minor Adverse Impact
	Potential future levels of connectivity	An extension of the WECA E-Scooter trial to Keynsham would benefit the site by providing an active mode of travel to Keynsham town centre and railway station. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. There is an opportunity to improve active travel connections by linking the site to Queen Charlton Lane, providing a direct access to Whitchurch Village via active travel modes. Reddych Lane could also provide an active travel link to Wellsway, Keynsham. The scale of the development could encourage the 349 service to operate further in Keynsham by operating further on Charlton Lane to serve Site KS11.	Neutral Impact
	Access feasibility	The most logical point of access is via the Charlton Road / Parkhouse Lane junction. This would be subject to testing vehicle flows with appropriate traffic modelling software to consider any additional stress on the Parkhouse Lane / Charlton Road junction. Modelling traffic for the site should also include analysis of the potential additional traffic along Charlton Road having to go through Keynsham town centre to access the A4.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Site KS11 could enhance the case for E-Scooter and public bike hire to be extended to Keynsham in order to provide a sustainable mode of transport from the site to Keynsham Railway Station and High Street. Site KS11 also has the potential to support the extension of existing bus services to serve a greater area of Keynsham. The proposed development for Site KS11 could provide the critical mass for greater services to be located on Charlton Road to serve the development and existing housing. Development alongside KS12 and KS13 could provide critical mass for additional local facilities within walking distance.	Minor Beneficial Impact

## Area of search assessment -KS11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Manor Road Community Woodland Local Nature Reserve 1741m E.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Catsley Wood 1575m S, Pepper Shells 1702m S; Traditional Orchard 858m SSE, 1103m S; Deciduous Woodland 1019m S, 517m SE, 802m SSE, 814m S, 762m E, 662m NE, 135m NW. The parcel is predominantly pasture with discontinuous mature hedgerow with some mature trees, within the parcel and along the border with Parkhouse Lane. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer either side. It can't be retained, bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity in the NW of the parcel which could link to woodland to the NW and further SW along Parkhouse Lane, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate remediation. Agricultural land classified as Grade 3b (not BMV), therefore neutral impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact
Housing, economy and communities	Housing demand and affordability	The site is in a high value area therefore delivery of around 456 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas. Recent development at the Parkhouse allocation demonstrates the strength of demand for predominantly family housing. If the site were to be planned comprehensively alongside KS12 and KS13 there is greater scope for a more diverse housing mix.	Moderate Beneficial Impact

## Area of search assessment -KS11

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Employment potential	The site is located some distance from Keynsham town centre, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 405 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	No records of Wales&West assets appearing to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	No records of Wessex Water foul sewer assets within the vicinity of the site, without crossing third-party land.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact



## Area of search assessment -KS12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	KS12 consists of agricultural fields on the southern edge of Keynsham. Mature and poorly maintained hedgerows, enclose the site and each field. Some field hedges appear to have been lost. To the north, is a recent residential development on the edge of Keynsham and Abbots Wood Ecological Park. To the south, is open agricultural landscape and the River Chew in the south east. KS12 is located within the landscape setting of Keynsham as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the town. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland, KS11 and landscape to the south displays an agricultural landscape with limited settlement, characteristic of the LCA. There are potential close-range views across the site from residents in the new developments off Parkhouse Lane along the northern boundary. The ground rises to the southwest, from where more distant views may be available from country lanes. To the east and south east the ground falls into the Chew Valley. The site was assessed as high landscape and visual sensitivity to residential development (Keynsham South LVA (2013)), due to the rural landscape character, particularly within the Chew Valley, and its visual prominence. The assessment however, assessed a larger parcel than KS12, which covers KS11. Development on this part would however still be visually prominent and extend the settlement boundary towards the Chew Valley. Residential development would therefore need to mitigate this visual prominence and seek to protect the rural character of the Chew Valley.	Moderate Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P83 from the WECA Strategic Green Belt Assessment (2021). P83 is identified as making significant contribution to two of the five Green Belt purposes. Safeguarding the countryside from encroachment (Purpose 3) is the principal consideration when determining the potential for release of land for development. Although it is recognised that fields adjacent to the urban edge are not considered to make a significant contribution to preventing encroachment, there are no alternative strong settlement inset boundaries than the roads running along the southern edge of the urban area. It concludes therefore that any release would weaken the contribution of the adjacent Green Belt land.	Moderate Adverse Impact

## Area of search assessment -KS12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Green and Blue Infrastructure (GBI)	A relatively weak network of hedgerows enclose the agricultural fields which make up the site. There are no PRoWs through the site or nearby. There are however several country roads which provide access to the Chew Valley to the east, including the Two Rivers Way long distance footpath . Abbots Wood Ecological Park is north of the site adjacent to the recent development. In general however, the site has limited connectivity for PRoWs. Residential development should seek to improve connectivity and strengthen the hedgerow landscape framework, delivering numerous multifunctional benefits.	Moderate Beneficial Impact
	Heritage	KS12 is distant from Keynsham Conservation Area but has a Grade II listed building to the west of the site boundary, Parkhouse Farmhouse. Other listed structures are distant to the site with groups to the east within the Chew Valley or within Queen Charlton to the west. The Chew Valley contributes to Keynsham's historic character as a settlement framed by valleys. Residential development to consider the setting of Parkhouse Farmhouse, any distant views from other listed structures and the historic character of the Chew Valley.	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	The northern extent of Site KS12 affronts Parkhouse Lane, which connects to Charlton Road, which connects to Keynsham town centre, approximately 2.2km to the north-east of the site following publicly accessible routes. Service 349 provides two services per hour at peak times from Keynsham to Bristol city centre via Keynsham High Street. The nearest bus stop is Holly Walk, located on Cedar Drive, which is approximately 750m walking distance to the north from Site KS12. There are a small number of walking routes from Site KS12 providing connectivity to existing housing in Keynsham. This includes ways through Abbots Wood, and a footpath from Parkhouse Lane to Daisy Close. There are very few services within 750m walking distance of Site KS12, with the closest being Castle Primary School and associated playing fields, 700m to the north-east of the site. Connectivity mapping data from the Partial Update (2022) shows that Site KS12 scores lower than the average for the B&NES district for connectivity to all services by walking mode. However, the site scores above the B&NES average for connectivity to all services by all modes; including public transport, bicycle and by car modes.	Neutral Impact
	Potential future levels of connectivity	An extension of the WECA E-Scooter trial to Keynsham would benefit the site by providing an active mode of travel to Keynsham town centre and railway station. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. There is an opportunity to improve active travel connections by linking the site to Reddych Lane, which could provide an active travel link to Wellsway, Keynsham.	Neutral Impact

## Area of search assessment -KS12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	The most logical point of access is Parkhouse Lane via the Charlton Road junction. This would be subject to testing vehicle flows with appropriate traffic modelling software to consider any additional stress on the Parkhouse Lane / Charlton Road junction. Modelling traffic for the site should also include analysis of the potential additional traffic along Charlton Road having to go through Keynsham town centre to access the A4.	Minor Adverse Impact
	Potential for the site to enhance sustainability	Site KS12 could enhance the case for E-Scooter and public bike hire to be extended to Keynsham in order to provide a sustainable mode of transport from the site to Keynsham Railway Station and High Street. Site KS12 also has the potential to support the extension of existing bus services with a possible re-route of the 349 service to serve the development. The proposed development for Site KS12 alongside KS11 and KS13 could provide the critical mass for greater services to be located on Charlton Road to serve the development and existing housing.	Minor Beneficial Impact
Environment	Presence of ecological designations	Manor Road Community Woodland Local Nature Reserve 1244m E.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Pepper Shells 1901m S; Traditional Orchard 897m S, 1333m SSW; Deciduous Woodland 50m N, 997m NNE, 723m NE, 193m ESE, 809m SE, 337m SSE, 474m S, 996m SSW. The parcel is predominantly pasture with discontinuous mature hedgerow with some mature trees, within the parcel and along the border with Parkhouse Lane and Primrose Walk. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer either side. If can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity in the NW of the parcel which could link to woodland to the NW and further SW along Parkhouse Lane, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by surface water: Site is within flood zone 1 (less than 0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	

## Area of search assessment -KS12

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Environment</b>	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate remediation.  Agricultural land classified as Grade 3b (not BMV), therefore neutral impact on agricultural soils.  Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 298 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas. Recent development at the Parkhouse allocation demonstrates the strength of demand for predominantly family housing. If the site were to be planned comprehensively alongside KS11 and KS13 there is greater scope for a more diverse housing mix.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Keynsham town centre, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 298 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	No records of Wales&West assets appearing to be located in the vicinity of the site to provide potential for gas supply connection, without crossing third-party land.	Minor Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul and surface water sewers available in proximity to the site or within adjacent roads, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing HV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact



## Area of search assessment -KS13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	KS13 consists of agricultural fields on the southern edge of Keynsham, close to the River Chew. Mature and poorly maintained hedgerows, enclose the site and each field, with land falling towards the River Chew to the east. Some field hedgerows appear to have been lost. To the north, are residential estates on the edge of Keynsham. To the east and south, is the Chew Valley, with the landform steeply descending towards the river. KS13 is located within the landscape setting of Keynsham as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the town. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 2b Chew Valley, KS13 and landscape to the south displays the narrow valley landscape, with steeper valley sides of the north-eastern part of the Chew Valley, characteristic of the LCA. There are potential close-range views across the site from residents in the residential estates off St. Clements Road along the northern boundary and across the Chew Valley from Chewton Road. Although landscape and visual sensitivity to residential development has not been previously assessed for this site, it has similar concerns to KS11 and KS12, where development would disrupt the rural landscape character of the Chew Valley and would be potentially visually prominent. Residential development would therefore need to mitigate this visual prominence and seek to protect the rural character of the Chew Valley.	Moderate Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P84 from the WECA Strategic Green Belt Assessment (2021). P83 is identified as making significant contribution to two of the five Green Belt purposes. Safeguarding the countryside from encroachment (Purpose 3) is the principal consideration when determining the potential for release of land for development. Although it is recognised that the Chew river valley has a strong landform distinction from Keynsham, the proximity and visibility of urban edges to the north, east and west mean that it has only moderate distinction from the inset settlement. Any release of land in this area is therefore considered would have an impact on the contribution of adjacent countryside to the south, as there are no strong alternative Green Belt boundary features.	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	A weak network of hedgerows enclose the agricultural fields which make up the site. There are no PROWs through the site or nearby, although St. Clements Lane connects to the Two Rivers Way long distance footpath beside the River Chew, north of the site. The Chew Valley and the River Chew are key GBI assets, although direct access from the site is limited. Residential development should seek to improve connectivity to the valley and the wider area, strengthening the hedgerow landscape framework to deliver numerous multifunctional benefits.	Minor Beneficial Impact
	Heritage	KS13 is located at the southern end of the Keynsham Conservation Area, which extends along the Chew Valley. There are several Grade II listed structures to the northeast in the conservation area. The Chew Valley contributes to Keynsham's historic character as a settlement framed by valleys. Residential development to consider the setting of the conservation area, any distant views from listed structures and the historic character of the Chew Valley.	Neutral Impact

## Area of search assessment -KS13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The northern extent of Site KS13 affronts Primrose Walk, a shared footpath which provides a traffic-free connection between existing residential streets and links to Parkhouse Lane, providing access to Charlton Road. Keynsham town centre is approximately 2.2km to the north of the site following publicly accessible routes. Service 349 provides two services per hour at peak times from Keynsham to Bristol city centre via Keynsham High Street. The nearest bus stop is Holly Walk, located on Cedar Drive, which is approximately 650m walking distance to the north from Site KS13. Abbots Wood is in close proximity to Site KS13, providing ways to access the surrounding residential areas. There are very few services within 750m walking distance of Site KS13, with the closest being Castle Primary School and associated playing fields, 500m to the north of the site. Connectivity mapping data from the Partial Update (2022) shows that Site KS12 scores lower than the average for the B&NES district for connectivity to all services by walking mode. However, the site scores above the B&NES average for connectivity to all services by all modes; including public transport, bicycle and by car modes.	Minor Beneficial Impact
	Potential future levels of connectivity	An extension of the WECA E-Scooter trial to Keynsham would benefit the site by providing an active mode of travel to Keynsham town centre and railway station. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. There is an opportunity to improve active travel connections by linking the site to Enginehouse Lane, which could provide an active travel link to Wellsway, Keynsham via Chewton Road.	Neutral Impact
	Access feasibility	Primrose Walk, an existing shared footpath, blocks access from the north of Site KS13 and would require a re-configuration. Parkhouse Lane could be extended to provide access to the site, which would also provide a direct connection from the site to Charlton Road. The most logical point of access is Parkhouse Lane via the Charlton Road junction. An additional access / egress point could be created by upgrading Enginehouse Lane and Chewton Road. This would be subject to testing vehicle flows with appropriate traffic modelling software and could be for active travel modes only.	Neutral Impact
	Potential for the site to enhance sustainability	Site KS13 could enhance the case for E-Scooter and public bike hire to be extended to Keynsham in order to provide a sustainable mode of transport from the site to Keynsham Railway Station and High Street. Site KS13 also has the potential to support additional patronage on the 349 service. The proposed development for Site KS13 could provide the critical mass for greater services to be located on Charlton Road to serve the development and existing housing. Site KS13 is in close proximity to a number of routes which could be earmarked as active travel routes to improve the connectivity of the area by active modes. This could reduce the number of short distance trips by car mode.	Minor Beneficial Impact

## Area of search assessment -KS13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Presence of ecological designations	Manor Road Community Woodland Local Nature Reserve 1086m E.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Traditional Orchard 1211m S, 1827m SSW, 1658m ENE; Deciduous Woodland 550m NNE, 279m NE, 746m SSE, 282m S, 562m S, 827m SSW, 495m WSW. The parcel is predominantly pasture with discontinuous mature hedgerow with some mature trees, within the parcel and along the NW border with Parkhouse Lane, Primrose Walk and St Clements Rd. The W section of the parcel appears to be allotments. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer either side. If can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity in the W of the parcel which could link to woodland to the W and further SW along Parkhouse Lane, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Made Ground mapped to the north, although off-site. Agricultural land classified as 'not surveyed'. Where not surveyed, classified as urban or as Grade 3 (assumed to be Grade 3a) on approx. 60% of the site (<20 ha). Therefore a minor adverse impact on agricultural soils although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

## Area of search assessment -KS13

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 211 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas. Recent development at the Parkhouse allocation demonstrates the strength of demand for predominantly family housing. If the site were to be planned comprehensively alongside KS11 and KS12 there is greater scope for a more diverse housing mix.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Keynsham town centre, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 211 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul and surface water sewers available in proximity to the site or within adjacent roads, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Existing HV (33kV and above) services are routed within the site boundary. Diversion or relocation will not be possible.	Moderate Adverse Impact

### **Summary - KS11, KS12, KS13**

KS11, KS12 and KS13 are all rated moderate adverse on landscape and green belt categories and also on utilities due to the 33kV cutting across the site.

KS11 and KS12 are cannot be accessed from Charlton Road due to highways safety reasons. KS13 can achieve a limited access from St Clements Road to the east.



Theme	Criteria Scoring Considerations	Scale of Impact		
		KS11	KS12	KS13
<b>Placemaking and landscape</b>	Landscape / townscape	Moderate Adverse Impact	Moderate Adverse Impact	Moderate Adverse Impact
	Green Belt	Moderate Adverse Impact	Moderate Adverse Impact	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Moderate Beneficial Impact	Moderate Beneficial Impact	Minor Beneficial Impact
	Heritage	Neutral Impact	Neutral Impact	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Minor Adverse Impact	Neutral Impact	Minor Beneficial Impact
	Potential future levels of connectivity	Neutral Impact	Neutral Impact	Neutral Impact
	Access feasibility	Minor Adverse Impact	Minor Adverse Impact	Neutral Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact	Neutral Impact	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact	Neutral Impact
	Geological constraints to development	Neutral Impact	Neutral Impact	Minor Adverse Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact	Moderate Beneficial Impact	Moderate Beneficial Impact
	Employment potential	Neutral Impact	Neutral Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact	Moderate Beneficial Impact	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Minor Adverse Impact	Minor Adverse Impact	Minor Beneficial Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Adverse Impact	Minor Beneficial Impact	Minor Beneficial Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact	Minor Beneficial Impact
	Electricity	Moderate Adverse Impact	Moderate Adverse Impact	Moderate Adverse Impact

## 2.10. South East Keynsham - KS14, KS15

### Area of search delivery potential

**KS14:** Total 4ha. 3.20ha (80%) residential, 96 homes at 30dph. 0.8ha (20%) GBI+community infrastructure and other infrastructure.

**KS10:** Total 10.41ha. 8.33ha (80%) residential, 250 homes at 30dph. 2ha (20%) GBI+ community infrastructure and other infrastructure.

### Area of search description

KS14 and KS15 are agricultural fields on the southern edge of Keynsham. KS14 is located west of the B3116 Wellsway, and KS15 is to its east.

### Reason for selection

The area doesn't have significant constraints and mainly lies outside the landscape setting area.

### Access

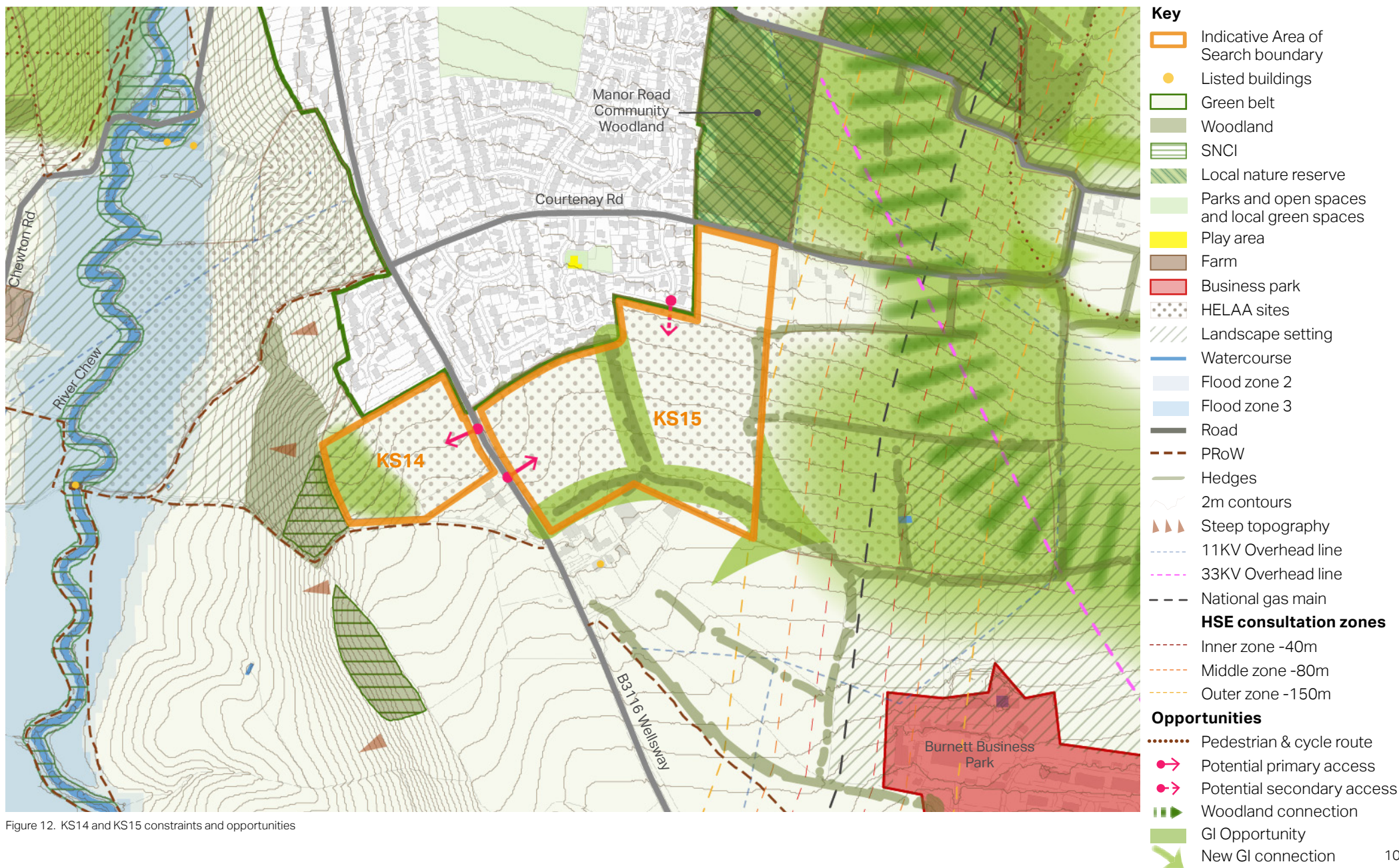
The area is to be accessed from the B3116 Wellsway.

### Constraints

- The area lies within the Green Belt.
- There are some existing hedgerows and plantations within the area which should be protected.
- The area can only generate a small development, and its contribution to community facilities, strategic green infrastructure, and nature recovery would be limited.

### Opportunities

- The areas don't have many physical constraints and are easily accessible.





## Area of search assessment -KS14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	KS14 is an agricultural field on the southern edge of Keynsham, beside the B3116. Although enclosed by hedgerows and mature trees along three boundaries, there are open views across the site from the B3116 due to the poor hedgerow along this boundary. Views then extend across KS15 to the east. The site sits above the Chew Valley, with the landform falling steeply towards the River Chew beyond the western limits of the site. A small woodland covers the slopes of the valley. to the north is the residential edge of Keynsham. The site is visible from these properties and a Public Rights of Way (PRoW) which goes close to the southern corner of the site. More distant views are potentially available from high ground, the other side of the Chew Valley. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 5b Farnborough, KS14 displays the plateau landscape characteristic of the LCA. The site was assessed as medium landscape and visual sensitivity to residential development (HELAA Review (2016/17)), due to its location on the skyline for views across the Chew Valley and more distant from the Cotswolds National Landscape. Residential development could however, seek to incorporate vegetated buffers to minimise visual intrusion along the skyline and locate elements adjacent to the road away from the sensitive Chew Valley.	Neutral Impact
	Green Belt	Site forms part of Green Belt Parcel P85 from the WECA Strategic Green Belt Assessment (2021). P85 is identified as making significant contribution to three of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt.	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	The field is partially enclosed by mature hedgerows and trees, which form part of an extensive network of hedgerows and small woodlands within the Chew Valley. A PRoW passes close to the southern boundary of the site and provides access to the Chew Valley and Two Rivers long distance footpath. Residential development could seek to enhance the existing hedgerows, reinstating a vegetated boundary along the B3116 and providing small pockets of open space to improve the GBI network. New access routes could connect into the existing PRoWs, providing a range of multi-functional benefits.	Minor Beneficial Impact
	Heritage	KS14 is distant from the Keynsham Conservation Area, although sits above the Chew Valley along which to the north the conservation area is located. To the southeast of the site is Grade II Uplands Farmhouse.	Neutral Impact

## Area of search assessment -KS14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The eastern boundary of site KS14 affronts B3116 Wellsway, providing direct links to Keynsham and the A4 to the north, which provides access to Bristol to the north-west and Bath and Saltford to the east. The nearest bus stop, Uplands, is located on Wellsway and is approximately 250m walking distance from site KS14. The 522 service serves Site KS14 and provides an hourly service to Keynsham town centre and Bristol. This promotes multi-modal trips, as Keynsham railway service is located approximately 3.8km to the north of the site, providing hourly services to Bristol Temple Meads and Bath Spa. Wellsway has a 40mph speed limit and does not feature cycle lanes so is not conducive to cycling. Close to the site, there are only footways present on one side. On the northern boundary of Site KS14, there is a restricted bridleway which links to a public right of way, connecting the site to Queen Charlton. Connectivity mapping data from the Partial Update (2022) shows that the site ranks well below the average score for connectivity to all services by walking mode due to the area's residential nature. This is in comparison to the B&NES district as a whole. The site ranks above the average score for connectivity to all services by bicycle and by car modes, and around the average for public transport connectivity.	Minor Adverse Impact
	Potential future levels of connectivity	There are opportunities to improve walking and wheeling conditions between Site KS14 and Keynsham. This would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education in Keynsham town centre and has the potential to reduce the use of car trips for short / local journeys. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path by connecting to the Avon Cycleway on Wellsway to the south of KS14. The site is well located along the route of the 522 bus service. and the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling between the cities which this site would benefit from. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Adverse Impact



## Area of search assessment -KS14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	Vehicular access options onto Wellsway would provide the logical access point, where precedent is set. This would be subject to testing vehicle flows with appropriate traffic modelling software. The impact on traffic along Gypsy Lane, a more direct route from Site KS14 to Saltford, would have to be assessed. An active mode link onto the restricted boundary on the northern boundary would be beneficial, tying in with existing public right of way network. Improved and extended pedestrian facilities along the eastern boundary of the site along Wellsway to facilitate access to bus stops and the wider Keynsham area is also recommended.	Neutral Impact
	Potential for the site to enhance sustainability	The site is deemed good for improving bus connectivity, being located along the route of the 522 service. The development could help to support additional local facilities, which has the potential to increase internalisation of trips within Keynsham and thereby support an increase of active mode trips, including additional patronage for bus services.	Neutral Impact
Environment	Presence of ecological designations	Manor Road Community Woodland Local Nature Reserve 447m ENE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Pepper Shells 2000m SW, Folly Wood 1969m ESE; Traditional Orchard: 928m SW, 1612m SW; Deciduous Woodland: 984m NE, 230m S, 894m S, 678m SSW, 989, WSW, 10m W, 585m WNW, 684m NW. The parcel contains predominantly arable/pasture land, with Priority Habitat-listed woodland to the W, mature hedgerow with intermittent trees to the S and N, and discontinuous poor hedgerow adjacent to Wellsway to the E. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer either side. If can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity on all sides of the parcel which could link to woodland to the W, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	

## Area of search assessment -KS14

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate remediation. Agricultural land classified as Grade 3b (not BMV), therefore neutral impact on agricultural soils. Western extent is in a MSA for coal. Following conditions set out in the footnote will result in a neutral impact on the MSA.	Neutral Impact
<b>Housing, economy and communities)</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 128 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing.	Minor Beneficial Impact
	Employment potential	The site is located some distance from Keynsham town centre, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 96 homes and is of a minor scale to deliver community infrastructure and open space.	Minor Beneficial Impact
<b>Utilities</b>	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing LV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

## Area of search assessment -KS15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	KS15 is agricultural fields on the southern edge of Keynsham, beside the B3116. Although enclosed by hedgerows and mature trees along three boundaries, there are open views across the site from the B3116 due to the poor hedgerow along this boundary. Views then extend across KS14 to the west. The site sits above the Chew Valley within the plateau landscape. To the north is the residential edge of Keynsham. The site is visible from these properties and potentially from high ground, the other side of the Chew Valley to the west. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 5b Farnborough, KS14 displays the plateau landscape characteristic of the LCA. The site was assessed as medium to high landscape and visual sensitivity to residential development (HELAA Review (2016/17)), due to its location skyline for views across the Chew Valley and more distant from the Cotswolds National Landscape. Residential development could however, seek to incorporate vegetated buffers to minimise visual intrusion along the skyline and locate elements adjacent to the road away from the sensitive Chew Valley.	Neutral Impact
	Green Belt	Site forms part of Green Belt Parcel P85 from the WECA Strategic Green Belt Assessment (2021). P85 is identified as making significant contribution to three of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt.	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	The site is partially enclosed by mature hedgerows and trees, which form part of an extensive network of hedgerows and small woodlands within the plateau landscape. There are no PRoWs within the site and poor connectivity in the local area to the east of the B3116. Residential development could seek to enhance the existing hedgerows, reinstating a vegetated boundary along the B3116 and providing small pockets of open space to improve the GBI network. New access routes could connect into the existing PRoWs to the west, providing a range of multi-functional benefits.	Moderate Beneficial Impact
	Heritage	KS15 is distant from the Keynsham Conservation Area. To the south is Grade II Uplands Farmhouse within a farmyard complex. Residential development to consider setting of the listed structure in detailed design.	Neutral Impact

## Area of search assessment -KS15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The western boundary of site KS14 affronts B3116 Wellsway, providing direct links to Keynsham and the A4 to the north, which provides access to Bristol to the north-west and Bath and Saltford to the east. The nearest bus stop, Uplands, is located on Wellsway and is approximately 350m walking distance from site KS15. The 522 service serves Site KS15 and provides an hourly service to Keynsham town centre and Bristol. This promotes multi-modal trips, as Keynsham railway service is located approximately 3.8km to the north of the site, providing hourly services to Bristol Temple Meads and Bath Spa. Wellsway has a 40mph speed limit and does not feature cycle lanes so is not conducive to cycling. Close to the site, there are only footways present on one side. There is limited connectivity to existing housing, with a playground on Chalfield Close located 200m to the north of Site KS15. Connectivity mapping data from the Partial Update (2022) shows that the site ranks in the lowest quartile for connectivity to all services by walking mode due to the area's residential nature. This is in comparison to the B&NES district as a whole. The site ranks above the average score for connectivity to all services by car mode, and around the average for connectivity by public transport and bicycle modes. This site therefore scores well above the average for connectivity to all services by all modes, however the score is around the average for the B&NES district with the car mode excluded.	Minor Adverse Impact
	Potential future levels of connectivity	There are opportunities to improve walking and wheeling conditions between Site KS15, Keynsham town centre and Saltford. This would provide increased connectivity for active modes, connectivity to key destinations for everyday uses e.g. retail, education in Keynsham town centre and has the potential to reduce the use of car trips for short / local journeys. There is also the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path by connecting to the Avon Cycleway on Wellsway to the south of KS15. The site is well located along the route of the 522 bus service. and the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling between the cities which this site would benefit from. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Adverse Impact

## Area of search assessment -KS15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	Vehicular access options onto Wellsway would provide the logical access point, where precedent is set given the scale of the proposed development. This would be subject to testing vehicle flows with appropriate traffic modelling software. An active mode link on the north-east boundary onto Courtenay Road / Hardington Drive provides an additional option for an access / egress point for Site KS15. This connects to Manor Road, providing active travel connections to Saltford. Improved pedestrian facilities along Wellsway to facilitate access to bus stops is also recommended.	Neutral Impact
	Potential for the site to enhance sustainability	The site is deemed good for improving bus connectivity, being located along the route of the 522 service. The development could help to provide the critical mass required for additional local facilities. It could also facilitate active travel corridors between the south of Keynsham, Keynsham town centre and Saltford. This has the potential to increase internalisation of trips within Keynsham and thereby support an increase of active mode trips, including additional patronage for bus services.	Neutral Impact
Environment	Presence of ecological designations	Manor Road Community Woodland Local Nature Reserve 142m N.	Minor Adverse Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Folly Wood 1525m ESE; Traditional Orchard: 928m SW, 1612m SW; Deciduous Woodland: 984m NE, 847m NE, 907m SSW, 339m SW, 833m SW, 327m W, 787m WNW, 814m NW. The parcel contains arable/pasture land, bordered with mature hedgerow with intermittent trees. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer either side. If can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of woodland connectivity to the N and W of the parcel which could link to woodland further to the W, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within Flood Zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year).	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	



## Area of search assessment -KS15

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Environment</b>	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate remediation. Agricultural land classified as Grade 3b or Grade 4 (not BMV), therefore neutral impact on agricultural soils. Not within a MSA, therefore neutral impact on mineral resources.	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery of around 250 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for the Bath and the Bristol Housing Market Areas along the A4 corridor which is a high demand location for housing. Location along the A4 bus corridor provides potential for a varied mix of house types and tenures.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Keynsham town centre, Keynsham train station and the A4 corridor therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 333 homes and is of a sufficient scale to deliver community infrastructure and open space.	Minor Beneficial Impact
<b>Utilities</b>	Gas	Presence of low pressure gas mains (Wales & West asset) within the site/adjacent road, which may be able to supply the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment.	Minor Beneficial Impact
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land.	Minor Adverse Impact
	Electricity	Existing LV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

### Summary - KS14, KS15

Both KS14 and KS15 rated minor adverse on greenbelt, connectivity for existing and future, ecology sensitivity and drainage.

Theme	Criteria Scoring Considerations	Scale of Impact	
		KS14	KS15
<b>Placemaking and landscape</b>	Landscape / townscape	Neutral Impact	Neutral Impact
	Green Belt	Minor Adverse Impact	Minor Adverse Impact
	Green and Blue Infrastructure (GBI)	Minor Beneficial Impact	Moderate Beneficial Impact
	Heritage	Neutral Impact	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Minor Adverse Impact	Minor Adverse Impact
	Potential future levels of connectivity	Minor Adverse Impact	Minor Adverse Impact
	Access feasibility	Neutral Impact	Neutral Impact
	Potential for the site to enhance sustainability	Neutral Impact	Neutral Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact	Minor Adverse Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact	Minor Beneficial Impact
	Flood risk	Neutral Impact	Neutral Impact
	Geological constraints to development	Neutral Impact	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Minor Beneficial Impact	Moderate Beneficial Impact
	Employment potential	Neutral Impact	Neutral Impact
	Site size and ability to deliver community infrastructure	Minor Beneficial Impact	Minor Beneficial Impact
<b>Utilities</b>	Gas	Minor Beneficial Impact	Minor Beneficial Impact
	Water	Minor Beneficial Impact	Minor Beneficial Impact
	Sewage	Minor Beneficial Impact	Minor Beneficial Impact
	Drainage	Minor Adverse Impact	Minor Adverse Impact
	Electricity	Minor Beneficial Impact	Minor Beneficial Impact

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## 2.11. South of Burnett - KS16

### Area of search delivery potential

Total 250ha. 117.5ha (50%) residential, 2,500-4,000 homes. 117.5ha (50%) GBI+community infrastructure and other infrastructure and 14ha employment.

### Area of search description

KS16 is located to the north and south of the A39. The site comprises several small to medium-large agricultural fields enclosed by hedgerows with infrequent hedgerow trees.

### Reason for selection

The area does not present major constraints. The land has a gently undulating topography and some mature trees and hedges which can be protected within a development. The area presents a potential opportunity for a new settlement with a good access to the major road network. Its single landownership also could open the possibilities to create a new exemplar sustainable community within B&NES.

### Access

The area is to be accessed from the A39.

### Constraints

- The area lies within the Green Belt.
- There are some existing hedgerows and plantations within the area which should be protected.
- An high-pressure gas pipe cut across the area.

- An 33kV overhead powerline cuts across KS16.
- The area is far from existing towns.

### Opportunities

- The physical constraints mentioned above can be accommodated with a good design or mitigated.
- The area displays an opportunity for a new settlement and employment. It can contribute to the overall growth strategy lifting the tension from the constraint area around Keynsham and Saltford.
- Woodland screening to Chew Valley ribbon should be protected to the western side of the area.







## Area of search assessment -KS16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	KS16 is located south of Burnett to the north and south of the A39. The site consists of several small to medium-large agricultural fields enclosed by hedgerows with infrequent hedgerow trees. In places, the hedgerows have been replaced with post and wire fences. The B3116 bisects the western part of the site and a Public Right of Way (PRoW) runs close to the road in a north-south direction. The A39 also divides the area into north and south section. The areas around Corston Field Farm and south of the A39 are located within the landscape setting of Saltford as covered by policy NE2A. The landscape setting is considered to make a significant contribution to the distinct form and character of the town. The area is however distant and forms part of the ridgeline above the town. The area is visible from properties within Burnett and potentially the southern edge of Saltford and Keynsham. Stantonbury Hill is an important high point to the south of the site. Views may be limited however due to the woodland on the slopes of the hill. More distant views may be available from the Cotswolds National Landscape (Area of Outstanding Natural Beauty). Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 5b Farnborough, KS16 displays the plateau landscape characteristic of the LCA. Residential development would create a new settlement distant from the existing urban area. Detailed design would seek to minimise visual intrusion in distant views with carefully located vegetated buffers and position of features. However, the landscape character would change from an agricultural landscape to housing within open countryside.	Moderate Adverse Impact
	Green Belt	Site forms part of Green Belt Parcel P86 from the WECA Strategic Green Belt Assessment (2021). P86 is identified as making significant contribution to two of the five Green Belt purposes. Encroachment on the countryside (Purpose 3) is considered the most significant consideration for this site when determining potential release of land from Green Belt. It is concluded there is no scope for development without high harm to the retained Green Belt land and development would weaken the Green Belt openness.	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	The agricultural landscape is enclosed by mature hedgerows or variable condition which form a hedgerow network across the plateau landscape. Occasional rows of mature trees and small blocks of woodland link to the network. A PRoW passes through the site which links to the PRoW that cross Stantonbury Hill to the south. Another PRoW runs east-west direction to the south of the A39 connecting the area to Corston to the east. These PRoWs connect to other PRoWs, forming an extensive network, particularly to the west along the Wansdyke and Marksby Vale. Residential development would retain and enhance the existing hedgerow framework, introducing small new woodlands and tree belts to enhance the GBI network. Improved connectivity to the existing PRoW network would provide greater opportunities for new residents to access the countryside.	Neutral Impact
	Heritage	KS16 is distant from all local conservation areas: Keynsham, Saltford, Corston and Queen Charlton. There are several Grade II listed structures within Burnett to the northeast and two further Grade II structures, Wansdyke to the south and Corston Field Farmhouse to the east. Residential development to consider the setting of the listed structures and potential views from distant listed structures.	Neutral Impact

## Area of search assessment -KS16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	B3116 Wellsway runs through western part of the area KS16 and provides connectivity by car mode to Keynsham and the A4 to the north, which connects to Bristol. To the south, Wellsway connects to the A39 which provides a direct connection to Bath to the east and Saltford to the north-east. The nearest bus stop is located on Wellsway at the junction with the A39. The 522 service serves Site KS16 and provides an hourly service to Keynsham town centre and Bristol. This promotes multi-modal trips, as Keynsham railway service is located approximately 5.3km to the north of the site, providing hourly services to Bristol Temple Meads and Bath Spa. Wellsway has a 40mph speed limit and does not feature cycle lanes, so is not conducive to cycling. There are limited pedestrian facilities in the vicinity of the site other than limited provision at the A39/B3116 signalised junction. There are little to no services within 750m walking distance of Site KS16. There is little data available on connectivity to all services, however connectivity mapping data from the Partial Update (2022) shows that the site ranks slightly above the average score for connectivity to all services by car mode due to the site's connectivity with Wellsway and the A39.	Moderate Adverse Impact
	Potential future levels of connectivity	There is the opportunity to improve connectivity to longer distance cycle routes, e.g. Bristol and Bath Railway Path by connecting to the Avon Cycleway on Wellsway to the north of KS16. The Avon Cycleway currently runs along Middlepiece Lane, 600m to the north of the site. Site KS16 is 5km to the south of Keynsham town centre, which limits the improvements to connectivity to services. The site is located along the route of the 522 bus service and the Bristol Bath Strategy Corridor Study proposes improvement to both bus and cycling between the cities which this site would benefit from. There are also possible benefits from the West Link DRT that could further improve links from this site to key transport corridors. However, the Westlink DRT commenced in April 2023, which is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Adverse Impact
	Access feasibility	Vehicular access options onto Wellsway and / or the A39 Wells Road would provide the logical access point, where precedent is set. Given the scale of the proposed development, multiple access / egress points would be required. This would be subject to testing vehicle flows with appropriate traffic modelling software. An active mode link on the eastern boundary onto Corston Fields would provide an additional option for an access / egress point for Site KS16. This could connect to the Avon Cycleway at Middlepiece Lane / Ashton Hill. Existing footway provision on the local highway network is poor and therefore there is limited opportunity to provide connections to the pedestrian network.	Neutral Impact

## Area of search assessment -KS16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential for the site to enhance sustainability	The site is deemed good for improving bus connectivity, being located along the route of the 522 service and could provide additional patronage for bus services. It could also facilitate active travel corridors between the south of Keynsham, Keynsham town centre and Saltford. Active travel connections could be improved by linking into the existing Avon Cycleway. However, the site is 5km from Keynsham town centre so benefits are unlikely to be realised at this site. Site KS16 has few local facilities in close proximity and therefore could increase the number of short journeys made by car unless public transport / active travel connections are improved. It is important to create a sufficient scale of development in this area that can support local facilities to avoid short-distance car journeys for day-to-day needs.	Neutral Impact
Environment	Presence of ecological designations	Manor Road Community Woodland Local Nature Reserve 1541m N.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Atgrove Wood 1211m SW, Folly Wood 950m NE, Pepper Shells 1910m W; Traditional Orchard: 928m SW, 1612m SW; Deciduous Woodland: 665m NNE, 945m ENE, 280m SE, 42m WSW (2), 617m NW. The parcel contains arable/pasture land, bordered with mature hedgerow with intermittent trees. The mature hedgerows bordering the parcel should be retained, preferably with a minimum 10m buffer either side. If can't be retained bat activity surveys should be undertaken to confirm significance for bats. Bat roost potential survey of any trees to be removed is advised.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Strategic Nature Recovery Network opportunities identified in the form of planted woodland to the W of the parcel which could link to woodland further to the W, contributing to strategic nature recovery network.	Minor Beneficial Impact
	Flood risk	Flooding by rivers and sea: Site is located within flood zone 1 (less than 0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is very low risk of flooding (<0.1% each year)	
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation. Agricultural land classified as Grade 3 (assumed to be Grade 3a, >20ha). Therefore a moderate adverse impact on agricultural soils, although this will require confirming through survey work. Not within a MSA, therefore neutral impact on mineral resources.	Minor Adverse Impact

## Area of search assessment -KS16

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	The site is in a high value area therefore delivery within the range of 2,500 - 4,000 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site would be a new settlement therefore would not satisfy local demand for housing at existing settlements (such as Bath or Keynsham) however it would make a beneficial contribution towards meeting housing need in the Housing Market Area.	Moderate Beneficial Impact
	Employment potential	Given the potential scale of the proposal ( 2,500 - 4,000 dwellings) some on-site employment would likely be generated.	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	The site is of a significant scale. Infrastructure required to deliver sustainable transport would likely be expensive however the land value capture for what is effectively a new settlement could fund significant amounts of infrastructure.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	High-Pressure (Wales&West asset) gas main running through the centre of the site. HSE building stand offs will be applied to determine the full impact to the site.	Moderate Adverse Impact
	Water	Existing Bristol Water assets located within the site boundary or adjacent roads are available which may be able to supply the site, subject to capacity assessment	Minor Beneficial Impact
	Sewage	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Minor Adverse Impact
	Drainage	There is no potential surface water discharge available from (part of) the site without crossing third party land	Minor Adverse Impact
	Electricity	Existing HV networks are present in proximity to the site which may be able to provide connection to the site, subject to capacity assessment.	Minor Beneficial Impact

## Summary - KS16

KS16 is rated moderate adverse on landscape, green belt and existing levels of connectivity due to its disconnected location from other settlements.

The gas main constraint is rated as moderate adverse. However, given the large of the size the pipe alignment and its easement can be accommodated within the development.

Theme	Criteria Scoring Considerations	Scale of Impact
		KS16
<b>Placemaking and landscape</b>	Landscape / townscape	Moderate Adverse Impact
	Green Belt	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Moderate Adverse Impact
	Potential future levels of connectivity	Minor Adverse Impact
	Access feasibility	Neutral Impact
	Potential for the site to enhance sustainability	Neutral Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Minor Adverse Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Minor Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Adverse Impact
	Electricity	Minor Beneficial Impact



## 2.12. Overview

Theme	Criteria Scoring Considerations	Scale of Impact															
		KS1	KS2	KS3	KS4	KS5	KS6	KS7	KS8	KS9	KS10	KS11	KS12	KS13	KS14	KS15	KS16
<b>Placemaking and landscape</b>	Landscape / townscape																
	Green Belt																
	Green and Blue Infrastructure (GBI)																
	Heritage																
<b>Transport</b>	Existing levels of connectivity																
	Potential future levels of connectivity																
	Access feasibility																
	Potential for the site to enhance sustainability																
<b>Environment</b>	Presence of ecological designations																
	Priority habitats and significant linear features for protected species movement																
	Nature Recovery and Biodiversity Net Gain																
	Flood risk																
	Geological constraints to development																
<b>Housing, economy and communities</b>	Housing demand and affordability																
	Employment potential																
	Site size and ability to deliver community infrastructure																
<b>Utilities</b>	Gas																
	Water																
	Sewage																
	Drainage																
	Electricity																

### Key

Scale of impact				
Moderate Adverse Impact	Minor Adverse Impact	Neutral Impact	Minor Beneficial Impact	Moderate Beneficial Impact

## Conclusion

The Area of Search Placemaking Assessment outcomes were presented to the B&NES officers at the Area of Search Prioritisation Workshop, which was held on 25th June 2023. The attendees reviewed and discussed the Assessment of each area, and they collectively agreed to prioritise a number of areas to be explored further to inform the Local Plan.

The boundaries of the search areas presented in this report are indicative, and they are not decisive. A comprehensive approach was followed at the workshop on selecting the prioritised areas by grouping some of the areas or creating new boundaries where necessary.

The outcome of the workshop is summarised below.

## Prioritised areas

### *Ashton Way (KS2)*

The areas along the Ashton Way present a good regeneration opportunity; therefore, these areas will be explored further at the next stage of this commission.

### *West of Keynsham (KS3)*

The area in the West of Keynsham has a number of constraints. It lies within the Green Belt and the landscape setting of Keynsham. A high-pressure gas pipe also constrains it at its western edge.

This area is selected at the area of search prioritisation workshop to be explored further at the option development stage due to its proximity to the key public transport facilities and the town centre

and its potential to create a further critical mass to support the existing and potential new transport facilities. The area is within a 15-20 min walking distance from the town centre, providing easy access to the key facilities for pedestrians and cyclists. The area is constrained in terms of accessibility. Currently, the area can be accessed only from its southern part. At the next stage, further access opportunities need to be explored.

The area also presents opportunities to enhance access to the countryside and east-west pedestrian and cycle connectivity, provide public open space at the town's western edge to create nature recovery areas and support B&NES' health and wellbeing strategy.

### *East of Avon Mill Lane (KS4)*

The area to the east of Avon Mill Lane is currently employment land occupied by a number of operators. The area represents a good regeneration opportunity due to its proximity and easy access to the railway station and the town centre. This area will be explored further at the next stage of this commission.

### *North Keynsham (KS6)*

The North Keynsham area has a number of constraints. It lies within the Green Belt, and a large part of the western area is within flood zone 3. The water recycling centre's odour zone to the west, the high-pressure gas pipeline, and its HSE consultation zone also affect the area.

This area is selected at the area of search prioritisation workshop to be explored further at the option development stage due to its proximity to the key public transport facilities and the town centre

and its potential to create a further critical mass to support the existing and potential new transport facilities. It also presents the potential to create a new link between Keynsham Road and the A4 to relieve the congestion within the town centre.

Furthermore, the area can also create active river frontage creating, recreational spaces and improving access to the River Avon to provide health and wellbeing benefits to the new and existing residents. It can also create a nature recovery area with a new wetland to contribute towards climate change resilience and ecological emergency.

### *South and West of Saltford (KS8, KS9, KS10)*

It is agreed to group the areas of search KS8, KS9, and KS10 at the area of search prioritisation workshop to be explored further at the option development stage.

The area lies within the Green Belt, and some part of it is within the landscape setting of Keynsham.

This area is selected to be explored further at the option development stage due to its potential to create a critical mass that can initiate new education and community facilities, sustainable transport initiatives, and strategic green infrastructure and nature recovery. It also presents an opportunity to provide new open spaces to support B&NES' health and wellbeing strategy, create a smoother transition between urban areas and better access to the countryside and create a functional and more definitive green gap between Keynsham and Saltford.

#### ***South East Keynsham - KS14, KS15***

These areas are located on the southeastern edge of Keynsham. They are currently used as agricultural fields. These areas can generate a small development, along with limited contribution to community facilities, strategic green infrastructure, and nature recovery.

The area doesn't have significant constraints, is easily accessible and mainly lies outside the landscape setting area.

#### **Other areas**

##### ***Area to the north of Bristol Road - KS1***

The KS1 area of search is rated as moderate adverse in the placemaking assessment due to flood risk and the medium gas pipe within the area. Further constraints on topography were raised in the area of search assessment workshop as there was a sudden drop behind existing properties along Bristol Road.

Due to severe constraints, the area presents an opportunity of one of a third of the area for mixed-use residential development. The rest of the area can be developed as GI and other community infrastructure. These opportunities have been acknowledged; however, it has been decided not to explore these areas further within this commission due to the size of the developable area of the site.

##### ***Area to the north of A4 – KS5***

This area is currently employment land occupied by a number of operators. It is constrained by the water recycling centre's odour zone to the north, which affects most of the area. Due to these reasons, it has been decided not to explore these areas further within this commission.

#### ***South of Keynsham – KS11, KS12, KS13***

The area has a number of constraints, such as access, landscape sensitivity and overhead cables. As safe access is not considered possible, these sites have not been taken forward.

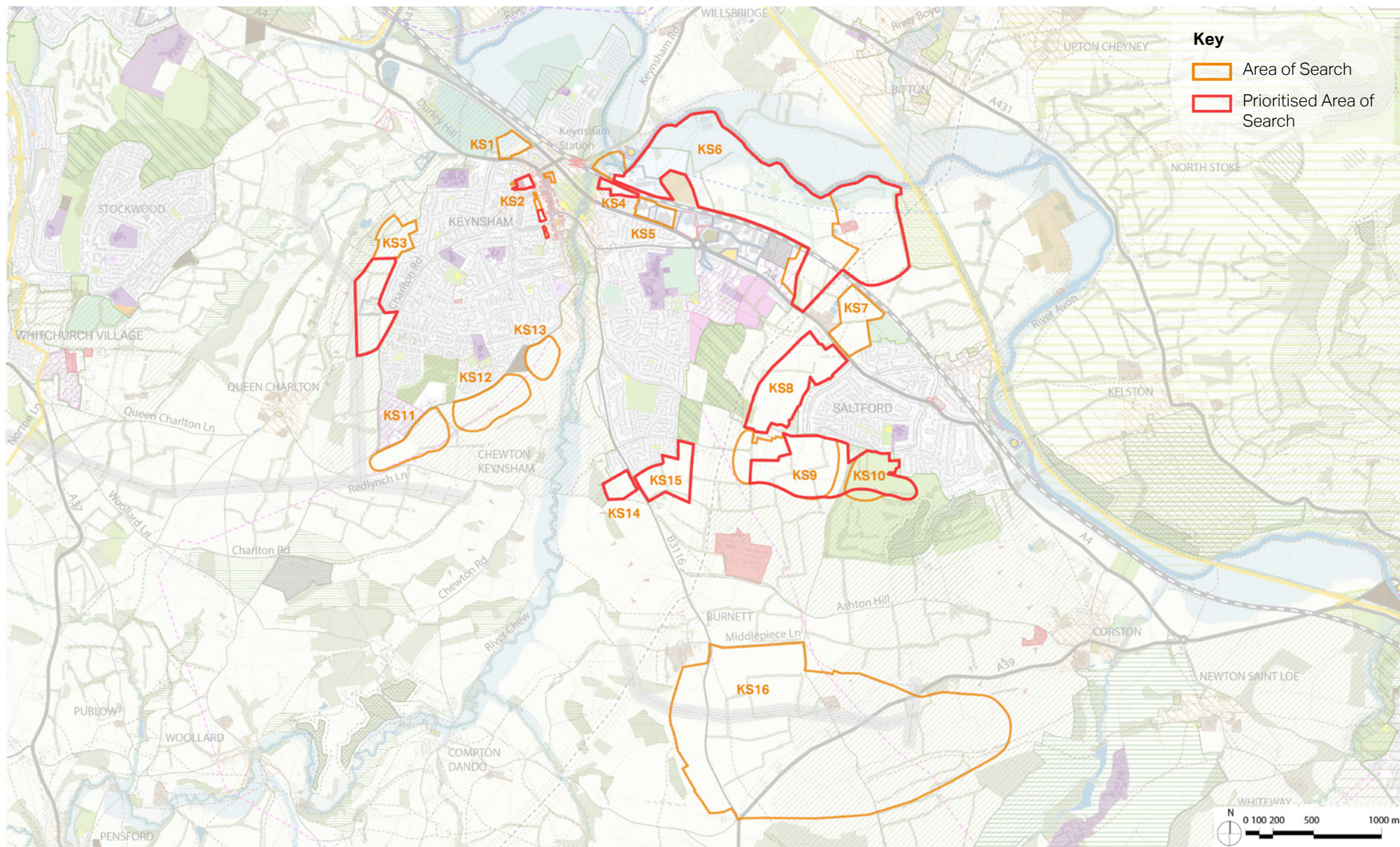
#### ***South of Burnett - KS16***

The area doesn't have significant constraints other than being within the Green Belt and primarily lies outside the landscape setting area. The area displays an opportunity for a new settlement and employment. It is proposed that this site is consulted on as a longer term option in the options document, with the potential to provide housing, employment space, and other uses, outside of the Local Plan period.

#### ***North West of Saltford – KS7***

The KS7 area of search is rated as moderate adverse due to landscape constraints, especially concerning the significant weakening of the gap between Keynsham and Saltford, particularly when experiencing the separation whilst travelling along the A4. Critical mass of development within this area in isolation is not considered to be great enough to support facilities required, i.e. new primary school. Development in addition to other adjacent sites (i.e. KS6 / KS8) could potentially provide critical mass to support facilities, but significantly reduces the gap between the two settlements.





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# Whitchurch Village

# 03

## 3. Whitchurch Village

### 3.1. HorseWorld - WV1

#### Area of search delivery potential

Total 33.9ha. 17 ha (50%) residential, up to 600 homes at average 40dph. 16.9 ha (50%) GBI+community infrastructure and other infrastructure.

#### Area of search description

WV1 is located to the east of Whitchurch village and consists of several pastoral fields used for grazing horses as part of an equestrian centre. There are several warehouse-like agricultural buildings for housing the horses and other smaller stable buildings, as well as a residential house located in one of the fields. Hedgerows with mature trees of variable quality enclose the fields. The site is generally flat.

#### Reason for selection

WV1 was selected as an area of search because of its proximity to the core of the village. The area is easily accessed and well-contained by the existing vegetation to the east and south. The land is flat and doesn't display any major constraints.

#### Access

Potential for direct access from Staunton Lane and the A37.

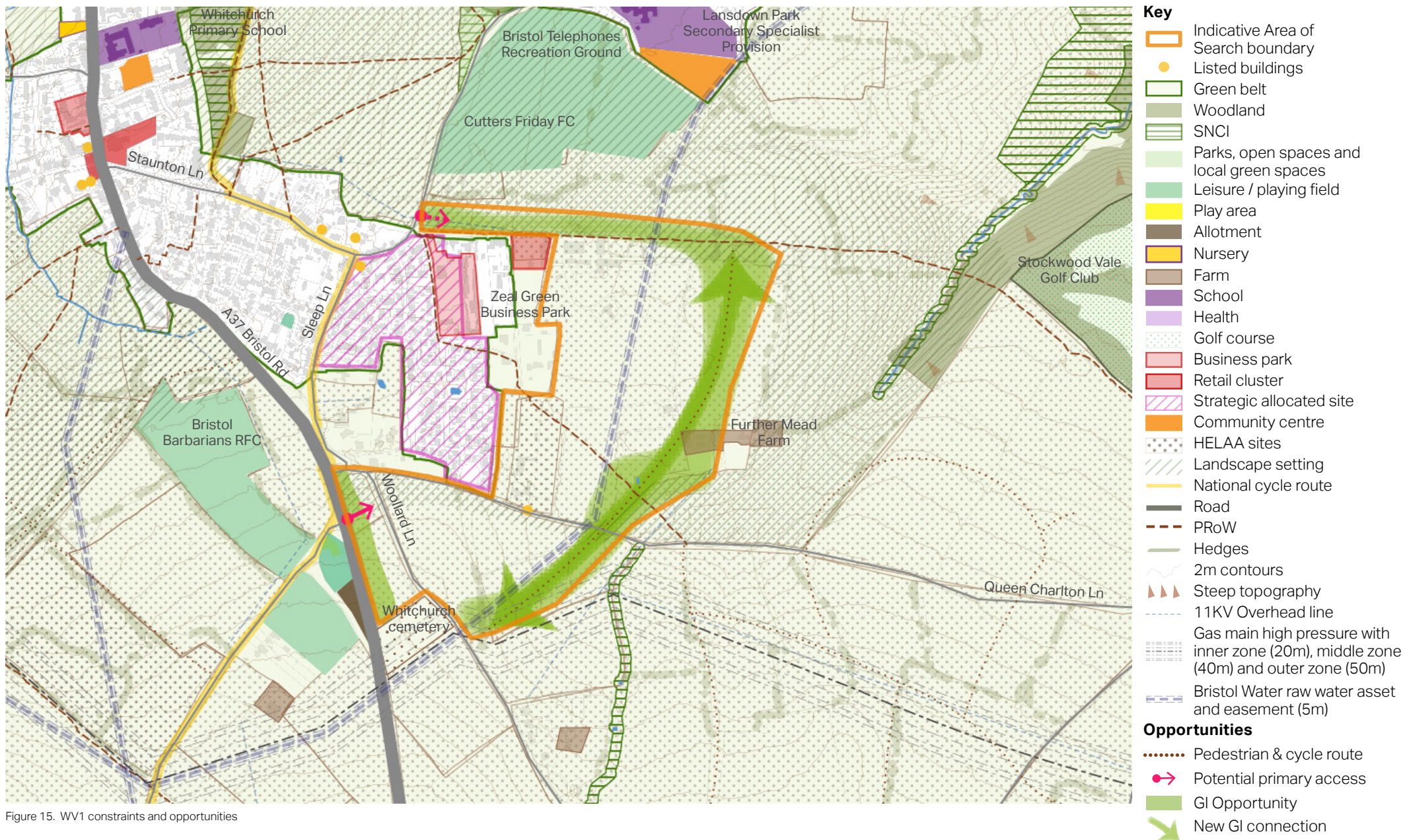
#### Constraints

- WV1 is located within the Green Belt.
- A public right of way cuts across the area from east to west.
- The northern part of the area is defined as a Landscape setting for Whitchurch.

#### Opportunities

- WV1 presents an opportunity to accommodate residential development.







## Area of search assessment - WV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	WV1 is located to the east of Whitchurch village and consists of several pastoral fields used for grazing horses as part of an equestrian centre. As part of the centre there are several warehouse like agricultural buildings for housing the horses and other smaller stable buildings as well as a residential house, located in one of the fields. Hedgerows with mature trees of variable quality enclose the fields. In some locations, the hedgerows have been replaced by post and rail fencing. The site is generally flat with local containment provided by the buildings and vegetation. Distant views may be possible from Maes Knoll to the southwest and across the Stockwood Vale towards Queen Charlton to the east. Landform falls to the east into Stockwood Vale. The site is contained by the built-up area of Whitchurch to the west and farmland to the north, east and south. Two Public Right of Ways pass through the area, one on the northern part of the site, providing a link between Whitchurch village and Queen Charlton to the southeast, and the other one cuts the site diagonally in the middle of the site connecting the village to Queen Charlton Lane. The site is mostly outside the area identified as the landscape setting for Whitchurch in policy NE24. This covers an area to the east and the northern part of the site. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland, WV1 and area to the east, displays the flat open landscape, which is largely unwooded except for small woods and tree belts around settlements, characteristic of the LCA. The site was assessed as medium to high landscape and visual sensitivity to residential development (Whitchurch Landscape and Visual Summary (2013)), increasing in sensitivity as development progressed eastwards, away from the existing built area of Whitchurch village towards the more open countryside of the Stockwood Vale. Residential development should therefore seek to concentrate along the existing settlement edge, minimising development along the eastern edge of the site.	Neutral Impact
	Green Belt	Site is mostly within Green Belt Parcels P92, with a thin slither along its northern boundary within P93 from the WECA Strategic Green Belt Assessment (2021). P92 is identified as making significant contribution to three of the five Green Belt purposes. Prevention of sprawl of the large built-up area (Purpose 1) and encroachment on the countryside (Purpose 3) are considered the most significant consideration for this site when determining potential release of land from Green Belt. P93 is identified as making significant contribution to two of the five Green Belt purposes, none of which are considered more important. For P92, the fields within the site are considered to have a less strong distinction from the Bristol urban area or Whitchurch village, and so make a weaker contribution to Purpose 3, but continue to make a significant contribution to Purpose 1.	Moderate Adverse Impact



## Area of search assessment - WV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Green and Blue Infrastructure (GBI)	Mature hedgerows with mature trees enclose most of the fields which form the site. tree belts also enclose the built development within the site. There is a PRoW through the northern part of the site which connects Whitchurch village to Stockwood Vale and Queen Charlton and another one connect the village to Queen Charlton Lane. In general the site is relatively poor connected by PRoWs but has residential streets within Whitchurch village to the west. Residential development should seek to improve connectivity and strengthen the vegetated landscape framework, particularly forming a visual barrier along the eastern edge of any development to preserve views across the Stockwood Vale. The equestrian centre would be removed.	Minor Adverse
	Heritage	Although distant from Queen Charlton Conservation Area, WV1 may form part of the visual setting with views from the conservation area towards the site. The area is also potentially visible from the Scheduled Monuments of Maes Knoll and the Wansdyke to the west. There are no listed structures immediately adjacent to the site. The 2013 Whitchurch Heritage Asset Report reported the Avon Historic Landscape Characterisation and the site is located in an area identified as 'Late Medieval enclosed open fields'. Residential development should seek to protect the historic landscape pattern and views from key heritage assets in the vicinity. An updated heritage assessment of assets in the area is being produced by LUC to inform the next stages of the assessment process.	Neutral Impact
Transport	Existing levels of connectivity	The site is along the A37, and its nearest bus stop, named 'Sleep Lane', is located. The 172 / 376 service operates along the A37 and links Bristol, Wells, Midsomer Norton and Bath. The A37 is a strategic route running to Bristol city centre to the north and the Somer Valley to the south. NCN 3 runs 400m to the east of the site along Sleep Lane. NCN 3 is a long distance route connecting Cornwall to Bristol city centre. The Whitchurch railway path runs from 800m to the north west of the site from Staunton Lane. Whitchurch Railway Path is a shared footway / cycleway that forms part of the Whitchurch Way. The Whitchurch Way runs along the NCNR 3 cycle route providing a route from Whitchurch Village to Bristol City Centre. There are two public rights of way within the development site which provide connections with the surrounding area. Currently a lack of local facilities provision, in a car dominated area. TAF connectivity data from the Partial Update (2022) scores the site below the average score for the B&NES district by walking mode, around the average for cycling and public transport modes and above the average for car mode. Overall, the score scores above the average for the B&NES district for connectivity to services by all modes.	Neutral Impact
	Potential future levels of connectivity	Opportunities to improve public rights of way connections between Whitchurch Village and Queen Charlton Lane, which is a country lane for pedestrians and cyclists only. This improves orbital connectivity for active modes through to Keynsham. Mobility hub on A37, enhanced service frequency along A37 corridor. Potential for orbital connectivity towards Keynsham via active travel and DRT modes. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built.	Minor Beneficial Impact

## Area of search assessment - WV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Access feasibility	The area can be accessed the A37 and via Staunton Lane where precedent set for access to small business park located west of existing housing. Staunton Lane features footways on both sides and pelican crossings where it connects to existing housing development, before turning into a country lane. Active mode links would be necessary with provision of footways in immediate vicinity of site.	Minor Beneficial Impact
	Potential for the site to enhance sustainability	The site has a lack of local facilities and therefore there is limited opportunity to increase internalisation of trips. However, site could provide critical mass to support additional facilities. Site has good access to bus services on the A37, although the walking distance is 800 metres measured from the centre point of the site.. The site strengthens the case for a mobility hub on the A37.	Neutral Impact
Environment	Presence of ecological designations	Stockwood Open Space Local Nature Reserve 1060m N.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Deciduous Woodland: 1084m NE, 1096m ENE, 811m SSE, 380m WNW, 442m NW, 622m NW, 942m NNW, 260m NW, 912m N; Traditional Orchards 124m SE, 906m WNW, 1725m NW. Parcel is predominantly pasture land with mature hedgerows bordering and crossing the parcel. There are some in-field trees.	Minor Adverse
	Nature Recovery and Biodiversity Net Gain	Woodland Strategic Nature Recovery Network opportunities identified to the N and W of the parcel. Grassland SNR opportunities identified within the parcel and to the NE and SW. Retention and thickening of hedgerows in the parcel could connect to woodland network. Retention of grassland in the parcel could connect to grassland network to the SW and further to the NE.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within Flood Zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and/or medium risk (1%-3.33% each year).	Minor Adverse
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact

## Area of search assessment - WV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Environment</b>	Geological constraints to development	<p>No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Note a small light industrial car body repair centre adjacent to the west. Historic landfill located approximately 170m south-east. Low potential for contamination from off-site sources.</p> <p>Agricultural land classified as Grade 4 (not BMV), therefore neutral impact on agricultural soils.</p> <p>Not within a MSA, therefore neutral impact on mineral resources.</p>	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	<p>Residential, up to 600 homes. Bristol HMA, high demand</p> <p>The site is in a high value area therefore delivery of around 600 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for Bristol Housing Market Area. Recent development at the Staunton allocation at Whitchurch demonstrates the strength of demand for predominantly family housing.</p>	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Bristol and Keynsham train station and therefore there is not considered to be much demand for employment in this location. The site would be appropriate for residential development with some employment development along the A37 frontage.	Neutral
	Site size and ability to deliver community infrastructure	The site size could deliver 600 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact

## Area of search assessment - WV1

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	There are limited localised low pressure gas mains serving the existing structures to the west of the site. It is unlikely that these would have capacity to offer points of connection in close proximity.	Minor Adverse
	Water	Bristol Water surface water asset running through the eastern half of the site, serving the existing developed area. Will require Leasing with Bristol Water to either connect into, or consider diversion.	Moderate Adverse Impact
	Sewage	There are small diameter Foul Water (Wessex Water) assets located within the village to the west of the site boundary. These give limited potential for connection without a requirement for pumping due to topography.	Minor Adverse
	Drainage	There are small diameter Surface Water (Wessex Water) assets located within the village to the west of the site boundary. There is an indicative ditch along the north-eastern boundary which may provide opportunities for an outfall from a SUDs drainage scheme.	Minor Adverse
	Electricity	Existing over-head 11kv lines outside of site boundary to transformers, with various LV service lines. Potential points of contact within close proximity.	Minor Beneficial Impact

## Summary - WV1

WV1 is rated moderate adverse on green belt. It is also rated moderate adverse on Water due to the Bristol Water surface water asset cutting across the site diagonally.

The site scores minor adverse on other utilities. Ecological sensitivity in the area is raised as a concern as well as GBI and access feasibility.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking</b>	Landscape / townscape	Neutral Impact
	Green Belt	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Minor Adverse
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Neutral Impact
	Potential future levels of connectivity	Minor Beneficial Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Neutral Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Neutral Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Neutral
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Minor Adverse
	Water	Moderate Adverse Impact
	Sewage	Minor Adverse
	Drainage	Minor Adverse
	Electricity	Minor Beneficial Impact



## 3.2. Southeast of Whitchurch Village - WV2

### Area of search delivery potential

Total 98ha. 49ha (50%) residential, 1,960 homes at 40dph. 39.2 ha (40%) GBI+community infrastructure and 9.8 (10%) other infrastructure.

### Area of search description

WV2 is a large site to the south of Queen Charlton Lane, which extends to the east over Highwall Lane and Dapwell Lane. It consists of a mosaic of medium-sized agricultural fields, enclosed by mature hedgerows with occasional hedgerow trees and woodland copses to the west, with hedgerows becoming less pronounced to the east. It is a mix of pasture and arable. The site is not immediately adjacent to Whitchurch village to the north but is separated from the built up area of the village by Whitchurch Cricket Club, Whitchurch Cemetery and agricultural fields. To the northeast beyond the site boundary is the historic settlement of Queen Charlton.

### Reason for selection

WV2 displays an opportunity to accommodate sizeable scale of development within close proximity to Bristol. The land doesn't have significant constraints and is easily accessible.

### Access

Potential for direct access from A37.

### Constraints

- The WV2 is located within the Green Belt.
- A high-pressure gas main cuts across the area from east to west.
- The development in this area might impact the rural character of Whitchurch Village.

### Opportunities

- The area doesn't have many physical constraints and it is easily accessible.
- The area displays an opportunity for a small new settlement. It can generate further critical mass within the area, supporting public transport servicing, introducing new community facilities and providing strategic green infrastructure, nature recovery and biodiversity corridor opportunities.



Figure 16. WV2 constraints and opportunities



## Area of search assessment - WV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	WV2 is a large site to the south of Queen Charlton Lane, which extends to the east over Highwall Lane and Dapwell Lane. It consists of a mosaic of medium-sized agricultural fields, enclosed by mature hedgerows with occasional hedgerow trees and woodland copses to the west, with hedgerows becoming less pronounced to the east. It is a mix of pasture and arable. The site is not immediately adjacent to Whitchurch village to the north but is separated from the built up area of the village by Whitchurch Cricket Club, Whitchurch Cemetery and agricultural fields. To the northeast beyond the site boundary is the historic settlement of Queen Charlton. No Public Rights of Ways (PRoW) cross the site. A PRoW connects Queen Charlton Lane, the northern boundary of the site with Whitchurch village to the northwest. The landform is gently sloping upwards from the Stockwood Vale just north of the site towards a ridgeline the south and west. The Wansdyke crosses the ridgeline, connecting to Maes Knoll to the southwest. The strong network of mature hedgerows and trees within the WV2 provide local visual containment, with open views of the site from the ridgeline to the south and west. Visibility from the existing built up area of Whitchurch and Queen Charlton to the east is also limited by the existing vegetation. The site is outside the area identified as the landscape setting for Whitchurch in policy NE24. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland, WV2 displays the flat open landscape, which is largely unwooded except for small woods and tree belts around settlements, characteristic of the LCA. Part of the site was assessed as medium/high to high landscape and visual sensitivity to residential development (Whitchurch Landscape and Visual Summary (2013)), increasing in sensitivity as development progressed westwards, towards Maes Knoll. As a large site, residential development should be set within an extensive green infrastructure network to limit landscape and visual impacts on the wider countryside and protect views from particularly the ridgeline to the south.	Minor Adverse
	Green Belt	Site forms part of Green Belt Parcels P92 and P82 to the east from the WECA Strategic Green Belt Assessment (2021). P92 is identified as making significant contribution to three of the five Green Belt purposes. Prevention of sprawl of the large built-up area (Purpose 1) and encroachment on the countryside (Purpose 3) are considered the most significant consideration for this site when determining potential release of land from Green Belt. P82 is identified as making significant contribution to four of the five Green Belt purposes, three of which are considered very important. In addition to Purposes 1 and 3, it includes prevention of the merger of towns (Purpose 2). For P92, the fields within the site near Queen Charlton Lane are considered to make a weaker contribution to Purpose 1, as development here would be associated with the village more than the large built-up area. There is considered to be only weak alternative boundary features in the area so any release would have a negative impact on the strength of adjacent retained Green Belt land.	Moderate Adverse Impact

## Area of search assessment - WV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Green and Blue Infrastructure (GBI)	WV2 contains a strong vegetated network of mature hedgerows with occasional trees, and few woodland copses. In contrast there are no PRoWs but the large area is broken up by hedged narrow lanes which provide access between the villages. To the south and west is a ridgeline with several PRoWs which, several of which are part of waymarked routes, connecting to local landmarks such as Maes Knoll and the Wansdyke and beyond to Chew Valley Lake in the southwest or north to Stockwood Vale. Residential development should seek to create connectivity and strengthen the vegetated landscape framework, particularly mitigating views from the ridgeline and preserving the setting of Whitchurch and Queen Charlton.	Minor Beneficial Impact
	Heritage	WV2 is located within the setting of the Scheduled Monuments of Maes Knoll and the Wansdyke and Queen Charlton Conservation Area to the east. The pattern of the landscape appears to have retained the historic layout with strongly hedged fields south of Whitchurch. The three lanes of Queen Charlton, Highwall and Dapwell converge towards Queen Charlton and form part of the arrival sequence towards the conservation area. Apart from the cluster of listed structures in Queen Charlton, including two Grade II *, there is a Grade II milestone on the northern edge of the site. Most of the site was considered as part of the Historic Environment Appraisal for Whitchurch 2017. Within the document the site is split across several land parcels, each with a different risk of harm, mostly medium to medium-high on various heritage elements including the Scheduled Monuments, listed buildings, conservation area, non-designated archaeological assets and relict historic landscape. Residential development would need to consider the setting of the Scheduled Monuments, the Queen Charlton Conservation Area and the historic landscape pattern within the detailed design. If large part of the site is left undeveloped, the impact would be reduced.	Minor Adverse
Transport	Existing levels of connectivity	The site is 500m to the east of the A37, where its nearest bus stop, named 'Norton Lane', is located, approximately 650m from the centre of the site. The 172 / 376 service operates along the A37 and links Bristol, Wells, Midsomer Norton and Bath. The A37 is a strategic route running to Bristol city centre to the north and the Somer Valley to the south. Footways along this section of the A37 are only on one side of the carriageway in places. However, there is a shared footway to the east of the site along the A37 towards Whitchurch Village. NCN 3 runs 600m to the north-west of the site along the A37 and Sleep Lane. NCN 3 is a long distance route connecting Cornwall to Bristol city centre. There is a public right of way within the development site which provides a connection between Whitchurch Village and Queen Charlton Lane to the southeast. The site is located to the south of existing housing in Whitchurch and there is a lack of local facilities provision in a highway oriented area. Queen Charlton Lane, which runs along the northern extent of the site, provides a traffic-free route between Whitchurch Village and Queen Charlton. TAF connectivity data from the Partial Update (2022) scores the site below the average score for the B&NES district by walking and cycling mode, around the average for public transport modes and above the average for car mode. Overall, the score scores above the average for the B&NES district for connectivity to services by all modes, although this is slightly below when the car mode is excluded. Levels of growth possible at WV2 would likely require strategic transport intervention.	Minor Adverse

## Area of search assessment - WV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor. Potential for orbital connectivity towards Keynsham via active travel and DRT modes. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. There is the potential to improve orbital connectivity for active modes through to Keynsham.	Neutral Impact
	Access feasibility	The site has frontages with both Woollard Lane and the A37 where access could be taken from. The A37 could provide the primary access point(s), whilst Woollard Lane could provide an emergency access point (open to active modes and bus), this will need to consider if existing rat running traffic is displaced. Subject to assessment using appropriate traffic modelling software as the A37 is a strategic route. Further design work would be needed to balance the potential for creating a rat run vs providing access to the Development. Provision of an access for active modes onto the A37 would be necessary with the provision of new footway which could potentially be provided in the highway verge. Limited potential for footways along Woollard Lane due to the constrained width of the carriageway.	Neutral Impact
	Potential for the site to enhance sustainability	The site is physically distant from facilities in both Whitchurch Village and Keynsham, which would discourage trips by active modes and increase the potential for car journeys. There is limited potential to connect to existing housing and most trips are likely to be via the A37 corridor. However, site is of considerable scale and could provide critical mass to support additional facilities, internalising trips within the site. Site has good access to bus services on the A37, although the eastern part of the site is unlikely to be within walking distance of bus stops on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Potential for footway improvements on the A37.	Minor Beneficial Impact



## Area of search assessment - WV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Environment (including ecology, flood risk and geology)</b>	Presence of ecological designations	Stockwood Open Space Local Nature Reserve 1754m N.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Ancient Woodland: Catsley Wood 1290m SSE, Pepper Shells 1312m SE; Traditional Orchard 153m N, 1211m ESE, 1866m SSE; Deciduous Woodland: one block within the parcel, 886m ESE, 742m ESE, 469m ESE, 555m SE, 811m SE, 834m SE, 888m SSE, 927m SSE, 953m S, 10m S, 440m S, 1031m SSW, 793m SSW, 632m SW, 784m SW, 1063m SW, 241m WSW, 213m SSW, 960m NNW, 986m NNW. The parcel is a mixture of pasture and arable land, with a mature hedgerow border and multiple hedgerows crossing the parcel. There are several thicker clusters of trees along some of the hedgerows.	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Woodland Strategic Nature Recovery Network opportunities identified to the S and SW of the parcel. Grassland SNR opportunities identified within the parcel and to the SW. Retention and thickening of hedgerows in the parcel could connect to woodland network to the S. Retention of grassland in the parcel could connect to grassland network to the SW and further to the N.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within Flood Zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with minor areas of low risk (0.1%-1% each year) and/or medium risk (1%-3.33% each year).	Minor Adverse
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Note the presence of a farm and a car dealership on-site, and a garage adjacent to the west and potential tank structures approximately 150m south-east (potentially a waste processing plant). Made Ground mapped to the south-east. Historic landfill 'Further Mead Farm' located approximately 40m north. Relatively low potential for contamination from off-site sources based on their proximity.  Agricultural land classified as Grade 3 (assumed to be Grade 3a) on >20 ha. Therefore a moderate adverse impact on agricultural soils although this will require confirming through survey work.  Not within a MSA, therefore neutral impact on mineral resources.	Moderate Adverse Impact

## Area of search assessment - WV2

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities)</b>	Housing demand and affordability	<p>Residential, 2,352 homes. Bristol HMA, high demand. New settlement.</p> <p>The site is in a high value area therefore delivery of around 2,352 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for Bristol Housing Market Area. Recent development at the Staunton allocation at Whitchurch demonstrates the strength of demand for predominantly family housing.</p> <p>The site would be a new settlement therefore would not satisfy local demand for housing at existing settlements (such as Bath or Keynsham) however it would make a beneficial contribution towards meeting housing need in the Housing Market Area. Given the location distant from Bristol, Bath, Keynsham and the rail network the demand would likely be for family housing rather than flats or higher density development.</p>	Moderate Beneficial Impact
	Employment potential	Given the scale of the proposal (2,352 dwellings) some on-site employment would likely be generated. The location along the A37 corridor may attract small-scale light industrial occupiers but office development is not considered realistic.	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 2,352 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	High-Pressure (Wales&West asset) gas main running through the centre of the site. HSE building stand offs will be applied to determine the full impact to the site.	Moderate Adverse Impact
	Water	No Wessex Water assets appear to be located in the vicinity of the site to provide potential for foul water connection.	Moderate Adverse Impact
	Sewage	There is a watercourse or ditch crossing part of the site which may provide limited opportunities for SUDs methods. There is no potential surface water discharge available from the eastern section of the site without crossing third party land.	Minor Adverse Impact
	Drainage	Bristol Water raw water assets running through the site, point of connection being with a water treatment facility. Diversion will be unlikely for this.	Moderate Adverse Impact
	Electricity	Over-head 11kv lines running throughout the site which will likely need diversion.	Minor Adverse Impact

## Summary - WV2

WV2 is rated moderate adverse on green belt and priority habitats. It is rated as moderate adverse on gas due the high-pressure gas main cutting across the site, and moderate adverse on water and drainage due to the lack of foul water connections in the area, and the Bristol Water raw water asset running through the site.

The area is rated as minor adverse on landscape and heritage due to potential impact on the setting of Maes Knoll, the Wandyke, and the Queen Charlton Conservation Area. It is also rated as minor adverse on the existing level of connectivity to the B&NES district in relation to walking, cycling and public transport.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Minor Adverse
	Green Belt	Moderate Adverse Impact
	Green and Blue Infrastructure (GBI)	Minor Beneficial Impact
	Heritage	Minor Adverse
<b>Transport</b>	Existing levels of connectivity	Minor Adverse
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Neutral Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Moderate Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Moderate Adverse Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Moderate Adverse Impact
	Sewage	Minor Adverse Impact
	Drainage	Moderate Adverse Impact
	Electricity	Minor Adverse Impact

### 3.3. West of Whitchurch Village - WV3

#### Area of search delivery potential

Total 41.54ha. 24.92ha (60%) residential, 997 homes at 40dph. 12.46ha (30%) GBI+community infrastructure and 2.29ha (10%) other infrastructure.

#### Area of search description

WV3 is a large site to the southwest of A37, between the built-up area of Whitchurch village to the north and east and the ridgeline containing Maes Knoll to the south and west. The southeastern edge of the site is formed by Norton Lane. The site consists of a mosaic of medium-sized agricultural fields and sports fields, enclosed by mature hedgerows with occasional hedgerow trees.

#### Reason for selection

WV3 displays an opportunity to accommodate a sizeable scale of mixed-use residential development to the west of the village within a short walking distance from the village centre. Further reasoning for the selection is also listed within the opportunities below.

#### Access

Potential for direct access from A37.

#### Constraints

- WV3 is located within the Green Belt
- The area might impact the setting of Maes Knoll.
- Bristol Barbarians Rugby Club is located within the eastern part of the site.

- A high-pressure gas main passes along the southern edge of the area.
- The development in this area might impact the rural character of Whitchurch Village.






#### Opportunities

- The area doesn't have many physical constraints and is easily accessible.
- The area displays an opportunity for a mixed-use residential development that can retain the existing character and respects the surrounding countryside.
- The area can contribute to the village centre by providing a mixed-use residential development with retail on the ground floor at the A37 front to provide day to day shops and services.
- The area can also improve the pedestrian and cycle connectivity within the village and provide a safer and more attractive route to the existing playpark.
- A development in this area can generate further critical mass supporting public transport servicing, introducing new community facilities, and providing strategic green infrastructure and nature recovery opportunities as well as biodiversity corridors.
- The area can accommodate a screening plantation along its southern edges to reduce the impact on the heritage assets.

#### Key

	Indicative Area of Search boundary
	Listed buildings
	Green belt
	Woodland
	SNCI
	Parks, open spaces and local green spaces
	Leisure / playing field
	Play area
	Allotment
	Nursery
	Farm
	School
	Health
	Golf course
	Business park
	Retail cluster
	Strategic allocated site
	Community centre
	HELAA sites
	Landscape setting
	National cycle route
	Road
	PRoW
	Hedges
	2m contours
	Steep topography
	11KV Overhead line
	Gas main high pressure with inner zone (20m), middle zone (40m) and outer zone (50m)
	Bristol Water raw water asset and easement (5m)

#### Opportunities

	Pedestrian & cycle route
	Potential primary access
	Potential secondary access
	GI Opportunity
	New GI connection



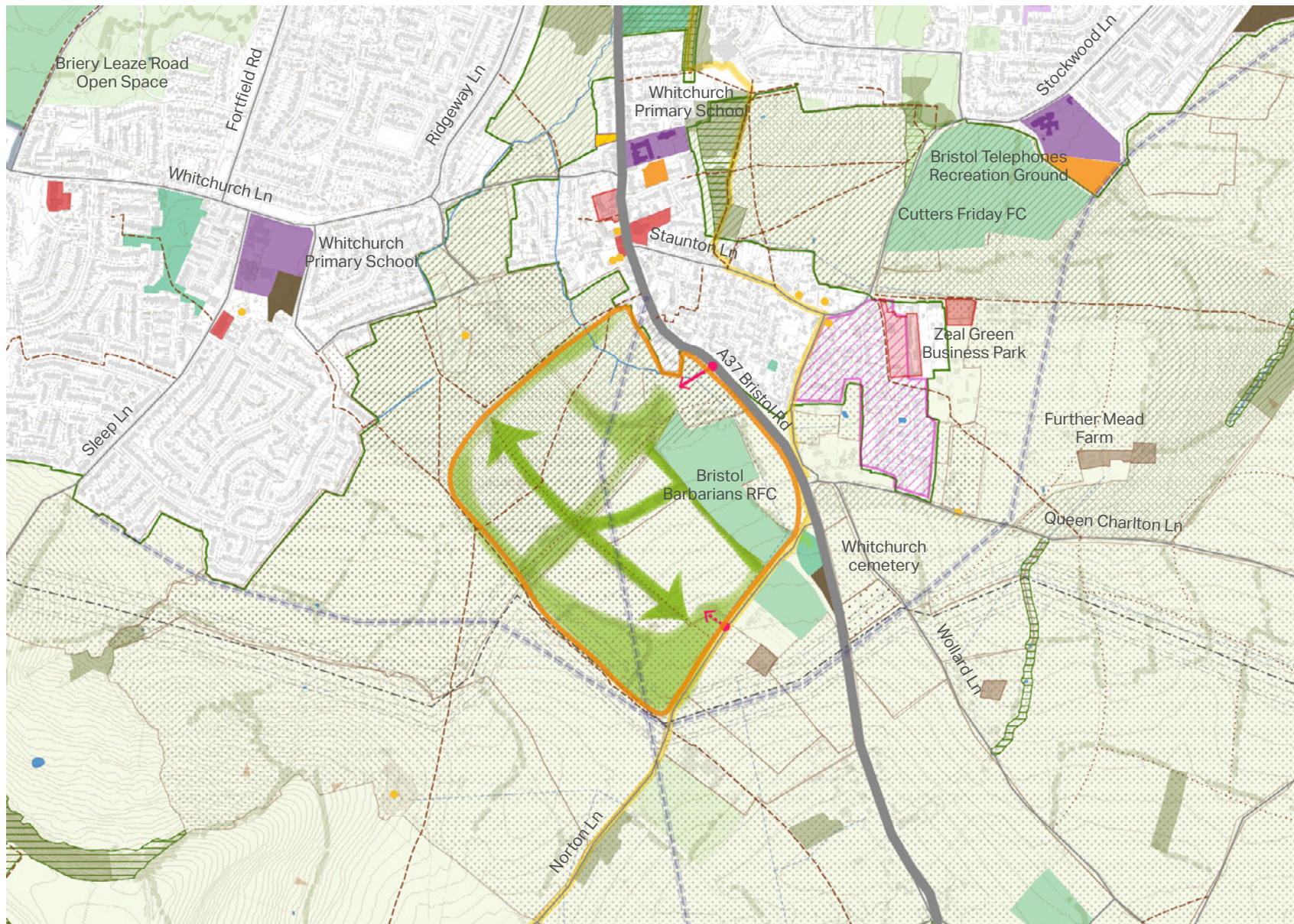


Figure 17. WV3 constraints and opportunities



## Area of search assessment - WV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	WV3 is a large site to the southwest of A37, between the built up area of Whitchurch village to the north and east and the ridgeline, containing Maes Knoll to the south and west. The southeastern edge of the site is formed by Norton Lane. The site consists of a mosaic of medium-sized agricultural fields and sports fields, enclosed by mature hedgerows with occasional hedgerow trees. Several Public Rights of Ways (PRoW) cross the site. The PRoWs connect southwards with the PRoWs across the ridgeline, including the waymarked Community Forest Path. There is a small section of dismantled railway within the site. The landform gently rises from St Nicholas Church, beyond the site to the north towards the ridgeline in the south. Maes Knoll and the Wansdyke are key landmarks to the south. It is an open landscape, with vegetation and buildings around the site providing some local containment but where possible there are views out towards the ridgeline in the south. The site is with the area identified as the landscape setting for Whitchurch in policy NE24. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland, WV3 displays the flat open landscape, which is largely unwooded except for small woods and tree belts around settlements, characteristic of the LCA. The site was assessed as medium/high landscape and visual sensitivity to residential development (Whitchurch Landscape and Visual Summary (2013)), increasing in sensitivity as development progressed westwards, towards Maes Knoll. As a large site, residential development should be set within an extensive green infrastructure network to limit landscape and visual impacts on the wider countryside and protect views from particularly the ridgeline to the south.	Minor Adverse
	Green Belt	Site forms part of Green Belt Parcels P94 and P93 to the north from the WECA Strategic Green Belt Assessment (2021). P94 is identified as making significant contribution to three of the five Green Belt purposes. Prevention of sprawl of the large built-up area (Purpose 1) and safeguarding against encroachment on the countryside (Purpose 3) are considered the most significant consideration for this site when determining potential release of land from Green Belt. P93 is identified as making significant contribution to two of the five Green Belt purposes, none of which are considered very important. For P94, the fields within the site are considered to make a weaker contribution to Purpose 1, as development here would be associated with the village more than the large built-up area. There is considered to be only weak alternative boundary features in the area so any release would have a negative impact on the strength of adjacent retained Green Belt land.	Minor Adverse
	Green and Blue Infrastructure (GBI)	WV3 contains vegetated network of mature hedgerows with occasional trees and PRoW network which connects into a wide network of PRoWs across the countryside to the south. Sport pitches are in the south of the site. To the south is a ridgeline with several PRoWs, several of which are part of waymarked routes, connecting to local landmarks such as Maes Knoll and the Wansdyke and beyond to Chew Valley Lake in the south. Residential development should seek to retain connectivity and potentially the sports fields and strengthen the vegetated landscape framework, particularly mitigating views from the ridgeline and preserving the setting of Whitchurch.	Neutral Impact

## Area of search assessment - WV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Placemaking and landscape</b>	Heritage	WV3 is located within the setting of the Scheduled Monuments of Maes Knoll and the Wansdyke. The pattern of the landscape appears to have retained the historic layout with strongly hedged fields criss-crossed with PRowWs to the west of Whitchurch. There are several Grade II and two Grade II* listed structures in the vicinity of the site. The 2013 Whitchurch Heritage Asset Report reported the Avon Historic Landscape Characterisation and the site is located in an area identified as partially 'Late Medieval enclosed open fields' to the south and around the church, 'Medieval (or earlier) enclosure of rich, wet grassland'. Residential development would need to consider the setting of the Scheduled Monuments, and the historic landscape pattern within the detailed design. If large part of the site is left undeveloped, the impact would be reduced. An updated heritage assessment of assets in the area is being produced by LUC to inform the next stages of the assessment process.	Minor Adverse
<b>Transport</b>	Existing levels of connectivity	The site fronts the A37 on its western extent, where its nearest bus stop, named 'Sleep Lane', is located, approximately 250m from the centre of the site. The 172 / 376 service operates along the A37 and links Bristol, Wells, Midsomer Norton and Bath. The A37 is a strategic route running to Bristol city centre to the north and the Somer Valley to the south. Footways along this section of the A37 are on both sides of the carriageway, however the footway is narrow at points on the south western side, which borders the site. NCN 3 runs 350m to the east of the site along the A37 and Sleep Lane. NCN 3 is a long distance route connecting Cornwall to Bristol city centre. The Whitchurch railway path runs from 500m to the east of the site from Staunton Lane. Whitchurch Railway Path is a shared footway / cycleway that forms part of the Whitchurch Way. The Whitchurch Way runs along the NCNR 3 cycle route providing a route from Whitchurch Village to Bristol City Centre. There is a PRowW within the development site which provides a connection between the A37 and Stoneberry Road, Whitchurch to the west of the A37. The site is located immediately to the south west of a residential area, adjacent to the A37. There is a lack of local facilities provision and it is a car dominated area. TAF connectivity data from the Partial Update (2022) scores the site below the average score for the B&NES district by walking mode, similar to the average for car mode and above the average for cycling and public transport modes. Overall, the site scores above the average for the B&NES district for connectivity to services by all modes, although this is slightly below when the car mode is excluded.	Minor Beneficial Impact
	Potential future levels of connectivity	The site is well-located to benefit from a Mobility hub on the A37, enhanced bus service frequency along A37 corridor and the Westlink DRT which commenced in April 2023 (however, this is a short-term trial and therefore uncertain whether service will still be operating if site is allocated / built). Potential for orbital connectivity towards Keynsham via active travel and DRT modes.	Minor Beneficial Impact
	Access feasibility	Potential to provide primary vehicular access point onto the A37 and / or Norton Lane. Therefore, a deliverable access strategy should be feasible. Subject to assessment using appropriate traffic modelling software as A37 is a strategic route. Active mode access points could also be provided onto the A37 and Norton Lane. The NCN on Norton Lane should be accommodated and potentially improved upon by the proposals.	Minor Beneficial Impact

## Area of search assessment - WV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential for the site to enhance sustainability (to discuss inclusion)	The site is well located in close proximity to the existing facilities in Whitchurch Village. The site could provide better connectivity for active modes to connect residential areas to the east and Whitchurch Village to the west, reducing the impacts of severance caused by the A4. Site has good access to bus services on the A37. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Scale of development expected to support existing / additional local facilities and would also benefit the existing community.	Minor Beneficial Impact
Environment	Presence of ecological designations	Stockwood Open Space Local Nature Reserve 1656m NE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Traditional Orchard 703m E, 422m NNW, 1189m NW; Deciduous Woodland: 572m N, 574m NNE, 333m NNE, 728m NE, 1039m SE, 915m SE, 707m SSE, 1012m S, 1096m SW, 749m SW. The parcel is a mixture of pasture, arable land and amenity grassland, with a mature hedgerow border and multiple hedgerows crossing the parcel. There are several in-field trees and several thicker clusters of trees along the hedgerows.	Minor Adverse
	Nature Recovery and Biodiversity Net Gain	Woodland Strategic Nature Recovery Network opportunities identified to the S of the parcel. Grassland SNR opportunities identified to the SW. Retention and thickening of hedgerows in the parcel could connect to woodland network to the S. Retention of grassland in the parcel could connect to grassland network to the SE.	Minor Beneficial Impact
	Flood risk	Flooding by Rivers: Site is within Flood Zone 1 (<0.1% each year).	Neutral Impact
		Flooding by Surface Water: Site is primarily very low risk of flooding (<0.1% each year) with major areas of medium risk (1%-3.33% each year) and/or high risk (>3.33% each year).	Moderate Adverse Impact
		Flooding From Reservoirs: Site is not impacted by flooding from reservoirs.	Neutral Impact
	Geological constraints to development	No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Historic landfill located approximately 120m south-west. Low potential for contamination from off-site sources.  Agricultural land classified as Grade 3 (assumed to be Grade 3a) on >20 ha. Therefore a moderate adverse impact on agricultural soils although this will require confirming through survey work.  Not within a MSA, therefore neutral impact on mineral resources.	Moderate Adverse Impact

### Area of search assessment - WV3

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Residential, 1,019 homes. Bristol HMA, high demand.  The site is in a high value area therefore delivery of around 1,019 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for Bristol Housing Market Area. Recent development at the Staunton allocation at Whitchurch demonstrates the strength of demand for predominantly family housing.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Bristol and Keynsham train station and therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development. The location along the A37 corridor may attract small-scale light industrial occupiers but office development is not considered realistic. Setting of Maes Knoll may impact ability to deliver large shed-type buildings.	Minor Beneficial
	Site size and ability to deliver community infrastructure	The site size could deliver 1,019 homes and is of a sufficient scale to deliver community infrastructure and open space.	Moderate Beneficial Impact
<b>Utilities</b>	Gas	High-Pressure (Wales&West asset) gas main at the southern edge of the site boundary. HSE building stand offs will be applied to determine the impact on the site.	Moderate Adverse Impact
	Water	Significant Bristol Water infrastructure located within the site boundary. Diversion or relocation will not be possible.	Minor Adverse Impact.
	Sewage	Wessex Water foul sewers available in proximity to the site, subject to confirmation of capacity.	Minor Beneficial Impact
	Drainage	There is a watercourse or ditch adjacent to or crossing part of the site which may provide opportunities for an outfall using SUDs methods.	Minor Beneficial Impact
	Electricity	Over-head 11kv line along the eastern side of the site, within the site boundary. Likely needing diversion.	Minor Adverse Impact.

## Summary - WV3

WV3 is rated moderate adverse on geological constraints due to its classification as Grade 3 agricultural land. Surface water flooding constraint also resulted in the rating for flooding to be moderate adverse.

Regarding utilities, the high-pressure gas pipe to the southern edge of the area, and the presence of a significant Bristol Water infrastructure within the land generates a moderate adverse rating. The area of search does not stretch further south due to the location of the high pressure gas pipe.

The area is rated minor adverse on landscape, green belt, and heritage. The constraints on priority habitats in the area are also rated as having a minor adverse impact.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Minor Adverse
	Green Belt	Minor Adverse
	Green and Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Minor Adverse
<b>Transport</b>	Existing levels of connectivity	Minor Beneficial Impact
	Potential future levels of connectivity	Minor Beneficial Impact
	Access feasibility	Minor Beneficial Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Moderate Adverse Impact
	Geological constraints to development	Moderate Adverse Impact
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Minor Beneficial
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Moderate Adverse Impact
	Water	Minor Adverse Impact.
	Sewage	Minor Beneficial Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Adverse Impact



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### 3.4. North West of Whitchurch Village - WV4

#### Area of search delivery potential

Total 30.73ha. 13.44ha (43%) residential, 470 homes at 35dph. 33.5ha (37%) GBI + community infrastructure and other infrastructure.

#### Area of search description

WV4 is located to the west of the village on the edge of Bristol. The land is relatively flat. Maes Knoll, Wansdyke and Whitewood Farm House, a Grade II\* listed building, are located to the south and west of the site and Lyons Court Farmhouse, a Grade II\* listed building is situated to the north within the area. There are mature hedgerows within the site and two PRoWs run through it.

#### Reason for selection

WV4 gives an opportunity to accommodate mixed-use residential development to the west of the village within a short walking distance from the existing village centre. More reasoning for the selection is listed within opportunities below.

#### Access

Potential for direct access from Stoneberry Road via Emmett Wood.

#### Constraints

- WV4 is situated within the Green Belt.

- Potential for adverse impact to the setting of Maes Knoll and Wansdyke Scheduled Monuments and Whitewood Farm House, a Grade II\* listed building.
- The development access can only be achieved through a small residential road.
- Bristol Water raw water asset runs through east of the site.
- The site is affected by surface water flooding.

#### Opportunities

- The area presents an opportunity for a residential development with a mix of uses.
- There may be scope for landscape screening to be planted along the borders of the area to mitigate impact on heritage assets subject to further assessment.

#### Key

	Indicative Area of Search boundary		Gas main high pressure with inner zone (20m), middle zone (40m) and outer zone (50m)
	Listed buildings		Bristol Water raw water asset and easement (5m)
	Green belt	<b>Opportunities</b>	
	Woodland		Pedestrian & cycle route
	SNCI		Potential primary access
	Parks, open spaces and local green spaces		Potential secondary access
	Leisure / playing field		GI Opportunity
	Play area		New GI connection
	Allotment		
	Nursery		
	Farm		
	School		
	Health		
	Golf course		
	Business park		
	Retail cluster		
	Strategic allocated site		
	Community centre		
	HELAA sites		
	Landscape setting		
	National cycle route		
	Road		
	PRoW		
	Hedges		
	2m contours		
	Steep topography		
	11KV Overhead line		



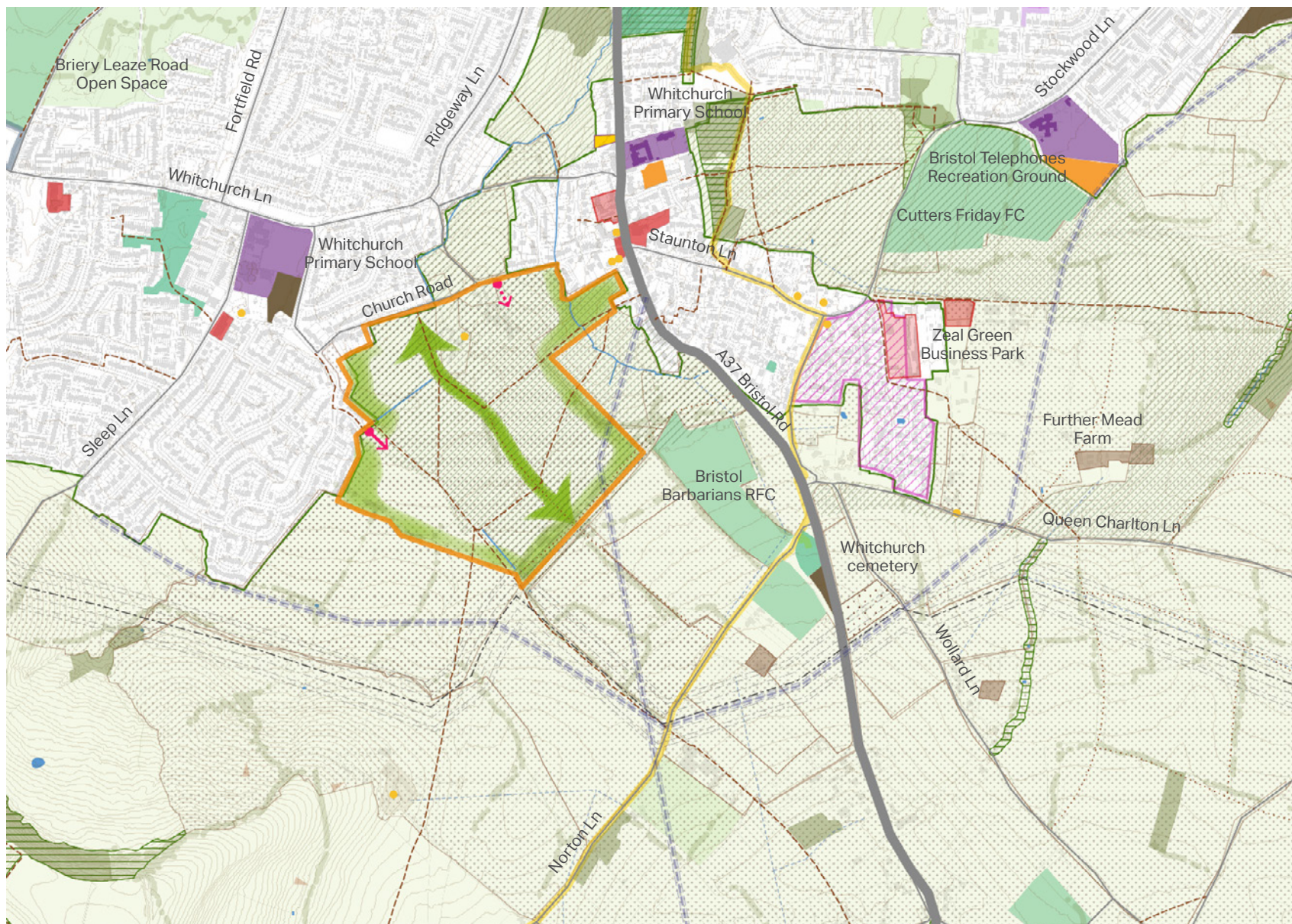


Figure 18. WV4 constraints and opportunities



## Area of search assessment - WV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Placemaking and landscape	Landscape / townscape	WV4 is a small site to the northwest of the A37 and west of Whitchurch. It consists of a small fields of pasture, enclosed by mature hedgerows with occasional hedgerow trees. Two Public Rights of Way (PRoW) cross through the site and these connect to footpaths that lead to the Scheduled Monument and local focal point of Maes Knoll. The landform is relatively flat, rising gently towards a ridgeline to the south and west. The Wansdyke crosses the ridgeline, connecting to Maes Knoll to the southwest. The network of mature hedgerows within the WV4 provide some local visual containment, with open views of the site from the ridgeline to the south and west. Visibility from the existing built up area of Whitchurch is available. The site is within the area identified as the landscape setting for Whitchurch in policy NE24. Located within National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges and B&NES Landscape Character Assessment LCA 9b Whitchurch Farmland, WV4 displays the flat open landscape, which is largely unwooded except for small woods and tree belts around settlements, characteristic of the LCA. The site was assessed as medium/high to high landscape and visual sensitivity to residential development (Whitchurch Landscape and Visual Summary (2013)), increasing in sensitivity as development progressed westwards, towards Maes Knoll.	Minor Adverse Impact
	Green Belt	Site forms part of Green Belt Parcels P93 and P94 to the south from the WECA Strategic Green Belt Assessment (2021). P93 is identified as making significant contribution to two of the five Green Belt purposes. P94 is identified as making significant contribution to three of the five Green Belt purposes. Prevention of sprawl of the large built-up area (Purpose 1) for both P93 and P94 and encroachment on the countryside (Purpose 3) for P94, which are considered the most significant consideration for this site when determining potential release of land from Green Belt.	Moderate Adverse
	Green and Blue Infrastructure (GBI)	WV4 is enclosed by mature hedgerows with occasional trees with two PRoWs crossing through the site. To the south and west is a ridgeline with several PRoWs which, several of which are part of waymarked routes, connecting to local landmarks such as Maes Knoll and the Wansdyke and beyond to Chew Valley Lake in the southwest or north to Stockwood Vale. Residential development should seek to create connectivity and strengthen the vegetated landscape framework, particularly mitigating views from the ridgeline and preserving the setting of Whitchurch and Queen Charlton.	Minor Adverse Impact
	Heritage	WV4 is located within the setting of the Grade II* listed Church of St. Nicholas, Grade II* listed Whitewood Farmhouse and Lyons Court Farmhouse and the Scheduled Monuments of Maes Knoll and the Wansdyke. The pattern of the landscape appears to have retained the historic layout with strongly hedged fields with traditional footpaths connecting the village and the church to Maes Knoll. An updated heritage assessment of assets in the area is being produced by LUC to inform the next stages of the assessment process.	Moderate Adverse

## Area of search assessment - WV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Existing levels of connectivity	The site is in close proximity to the A37 but it does not have a direct access to the A37 which is where public transport and local services can be accessed from. The nearest bus stops are located on the A37 between the junctions with Church Road to the south and Maggs Lane to the north. These bus stops serve routes 172, 376 and SB3. The junction of Church Road / A37 does not have a pedestrian phase across the A37, with the nearest formal crossing point located immediately north of the junction with Maggs Lane. There are a number of Public Rights of Way providing direct routes for pedestrians across the area, to routes including the A37 via Blackacre, Church Road and Norton Lane, showing a high level of pedestrian permeability. However, Blackacre is narrow in width, has poor surveillance and is unlit which means it could be perceived as unsafe by some users. Church Road is lightly trafficked, but does not have footway widths which are consistently wide enough for buggies and wheelchairs. With regards to cycling, the Whitchurch Railway Path is located to the east of the A37, with the A37 functioning as a barrier to accessing the Path. TAF connectivity data from the Partial Update (2022) scores the site slightly above the average score for the B&NES district by walking and car modes, and above the average for cycling and public transport modes. Overall, the site scores above the average for the B&NES district for connectivity to services by all modes.	Minor Beneficial Impact
	Potential future levels of connectivity	Mobility hub on A37, enhanced service frequency along A37 corridor. Westlink DRT commenced in April 2023, short-term trial and therefore uncertain whether service will still be operating if site is allocated / built. There is potential to improve access for cyclists by converting existing Public Footpaths across the area to Bridleways providing an area which is more permeable to cyclists with a number of external access points. There is the potential for a modal filter on Maggs Lane to improve access by active modes.	Minor Beneficial Impact
	Access feasibility	Vehicular access could be provided from Church Road and Stoneberry Lane / Emmett Wood. Stoneberry Lane and Emmett Wood would be the primary access point and both roads are part of an existing residential estate with adequate road widths and alignments, which connect with Ridgeway Lane / A37 to the north. Therefore, additional traffic generated would be required to travel on residential roads to access strategic routes. Church Road is one-way eastbound towards a junction with the A37. It has a modal filter which restricts through traffic and Church Road would likely function as an emergency access point. Church Road has a narrow alignment, with pinch points further constraining the carriageway and footway width. This compromises the safety and attractiveness of active travel reach the key desire line of the A37 corridor, which is also where the nearest bus stops are located.	Minor Adverse Impact



## Area of search assessment - WV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Transport	Potential for the site to enhance sustainability (to discuss inclusion)	The site is well located in close proximity to the existing facilities in Whitchurch Village. It is also well-located to parts of south Bristol. The site could provide better connectivity for active modes to connect residential areas to the north and east with the existing Whitchurch Village. Site is accessible to bus services on the A37 via Church Road and via the footpath along Blackacre. New patronage for bus services, will provide additional revenue and strengthen the case for a mobility hub on the A37. Scale of development expected to support existing / additional local facilities and would also benefit the existing community.	Minor Beneficial Impact
Environment	Presence of ecological designations	Stockwood Open Space Local Nature Reserve 1346m NE.	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Traditional Orchards: 245.1m N, 1051m E. Deciduous Woodland: 236m NE, 238m NE, 315m NE, 532m SW, 953m SW. Parcel is predominantly pasture land with mature hedgerows bordering and crossing the parcel. There are some in-field trees.	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Woodland Strategic Nature Recovery Network is located to the S and E of the parcel. Grassland SNR located to the SE. Woodland connectivity gap is located to the SE of the site. Retention and thickening of hedgerows in the parcel could connect to woodland network. Retention of grassland in the parcel could connect to grassland network.	Minor Beneficial Impact
	Flood risk	"With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year.	Neutral Impact
		The Environment Agency's Surface Water Flood Map indicates that a large proportion of the site has a 'low' surface water flood risk (a chance of flooding of between 0.1% and 1% each year). There are a number of areas within the site at 'high' and 'medium' surface water flood risk (up to a chance of flooding of up to 3.3% each year) which follow the lines of existing watercourses and (assumed) field boundary swales.  For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council)."	Minor Adverse Impact

## Area of search assessment - WV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Environment	Geological constraints to development	<p>No significant sources of contamination have been identified at this stage, therefore there is considered to be a neutral impact on the environment from potential remediation that may be required to facilitate redevelopment. Historic landfills located off-site approximately 120m south and 230m north-east. Low potential for contamination from off-site sources.</p> <p>Agricultural land classified as Grade 3 (assumed to be Grade 3a) on &gt;20 ha. Therefore a moderate adverse impact on agricultural soils although this will require confirming through survey work.</p> <p>Not within a MSA, therefore neutral impact on mineral resources.</p>	Moderate Adverse
Housing, economy and communities	Housing demand and affordability	The site is in a high value area therefore delivery of around 470 market and affordable dwellings would make a beneficial contribution towards meeting needs and addressing affordability in the area. The site is well-located for Bristol Housing Market Area. Recent development at the Staunton allocation at Whitchurch demonstrates the strength of demand for predominantly family housing.	Moderate Beneficial Impact
	Employment potential	The site is located some distance from Bristol and Keynsham train station and therefore there is not considered to be much demand for employment in this location. The site would be more appropriate for residential development than employment development. The location adjacent to residential development within Bristol's administrative area and the access to the site through residential streets, rather than onto the A37, means that employment development would not be appropriate in this location in terms of access and amenity.	Neutral Impact
	Site size and ability to deliver community infrastructure	The site size could deliver 470 homes and is of a sufficient scale to deliver community infrastructure and open space. The development is generally, however, Bristol facing and therefore is relatively less likely to significantly benefit B&NES residents when compared to other options at Whitchurch.	Moderate Beneficial Impact

## Area of search assessment - WV4

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Gas	With reference to Wales & West Utilities asset maps, 1 low-pressure gas main enters the site to serve the existing Lyons Court Farm, which would become redundant upon development of the site. There is a low-pressure gas main located along Church Road and Church Lane to the north of the proposed development site. A further low-pressure main is located along the eastern boundary of the proposed development site on Blackacre. These gas mains may require diversions (e.g. lowering and slewing) across new site accesses.	Minor Adverse Impact
	Water	<p><b>Potable Water Diversions/Protections</b></p> <p>With reference to Bristol Water asset maps, multiple water mains are located on the site and will likely require diversions to accommodate proposals. In the South-East corner of the site boundary there are 2 no. existing water mains, up to 500mm in diameter which may require diversions. There are private mains connections into the site from Church Lane which serve the existing properties Church Farm and Lyons Court Farm, which would become redundant upon development.</p> <p><b>Potable Water Supply</b></p> <p>There are a number of existing water mains in and around the site which may be able to serve the development. Bristol Water would need to confirm which mains have capacity to serve the new development.</p>	Minor Adverse Impact
	Sewage and drainage	<p><b>Wastewater and Drainage Diversions/Protections</b></p> <p>The Wessex Water mapping indicates that public foul water and surface water sewers run parallel to each other, for a 315m length across the north-west corner of the site. They discharge flows in a north-easterly direction from the existing properties on Emmett Wood to the western side of Lyons Court Farm, before discharging northwards (away from the site) across Church Lane. The surface water pipes are 1.5m and 1.8m in diameter. The foul water pipes are 225mm and 375mm in diameter. These pipes are assumed to be retained.</p> <p>Existing watercourses also cross the site. These might need to be diverted if they receive flows from outside of the site boundary.</p> <p><b>Wastewater and Drainage Supply</b></p> <p>The Wessex Water mapping indicates that there is an existing foul water sewer in the north-west corner of the site (225/375mm diameter). Wessex Water will need to confirm whether this foul sewer (or a diverted route) has the capacity to serve foul flows from the development.</p>	Minor Adverse Impact

Theme	Criteria Scoring Considerations	Criteria Description	Scale of Impact
Utilities	Sewage and drainage	<p>With regards to surface water, run-off from the site will need to be infiltrated to ground wherever possible. Where this is not possible, run-off from the majority of the site could be discharged to the existing watercourse which crosses the north-east corner of the Site. Some of the north-west corner may need to be discharged to the existing public surface water sewer (or a diverted route of the existing public surface water sewer) due to existing ground levels.</p> <p>These pipes are assumed to be retained.</p>	Minor Adverse Impact
	Electricity	<p><b>Electricity Diversions/Protections</b></p> <p>National Grid asset maps indicate that 1 overhead 11kV route crosses the site and may require diversion. This enters the site along Church Farm and connects to the rear of the existing properties located on the eastern side of the site on the A37. There are also service cables and LV routes associated with the existing properties located within the site boundary which would become redundant upon development.</p> <p><b>Electricity Supply</b></p> <p>National Grid (NG) would need to confirm capacity in the existing network located around the site boundary and whether any upgrades would be required. If the site is included within the council's Local Plan, NG have confirmed that they would ensure capacity within the network is available for the development.</p>	Minor Adverse Impact

## Summary - WV4

WV4 is rated moderate adverse on green belt and heritage assets. Development in this area would represent encroachment into the settings of Maes Knoll Scheduled Monument, Wansdyke and the Grade II\* listed Whitewood Farmhouse. Further assessment work is required in relation to potential impact of development on their settings.

The area is also rated as moderate adverse due to agricultural land classified as Grade 3 (assumed to be Grade 3a).

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Minor Adverse Impact
	Green Belt	Moderate Adverse
	Green and Blue Infrastructure (GBI)	Minor Adverse Impact
	Heritage	Moderate Adverse
<b>Transport</b>	Existing levels of connectivity	Minor Beneficial Impact
	Potential future levels of connectivity	Minor Beneficial Impact
	Access feasibility	Minor Adverse Impact
	Potential for the site to enhance sustainability	Minor Beneficial Impact
<b>Environment</b>	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Minor Beneficial Impact
	Flood risk	Minor Adverse Impact
	Geological constraints to development	Moderate Adverse
<b>Housing, economy and communities</b>	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Neutral Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
<b>Utilities</b>	Gas	Minor Adverse Impact
	Water	Minor Adverse Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Adverse Impact
	Electricity	Minor Adverse Impact



### 3.5. Overview

Theme	Criteria Scoring Considerations	Scale of Impact			
		WV1	WV2	WV3	WV4
<b>Placemaking (including landscape)</b>	Landscape / townscape				
	Green Belt				
	Green and Blue Infrastructure (GBI)				
	Heritage				
<b>Transport</b>	Existing levels of connectivity				
	Potential future levels of connectivity				
	Access feasibility				
	Potential for the site to enhance sustainability				
<b>Environment (including ecology, flood risk and geology)</b>	Presence of ecological designations				
	Priority habitats and significant linear features for protected species movement				
	Nature Recovery and Biodiversity Net Gain				
	Flood risk				
	Geological constraints to development				
<b>Housing, economy and communities)</b>	Housing demand and affordability				
	Employment potential				
	Site size and ability to deliver community infrastructure				
<b>Utilities</b>	Gas				
	Water				
	Sewage				
	Drainage				
	Electricity				

#### Key

Scale of impact				
Moderate Adverse Impact	Minor Adverse Impact	Neutral Impact	Minor Beneficial Impact	Moderate Beneficial Impact

## 3.6. Conclusion

### Prioritised areas

#### *South of Whitchurch Village – WV1*

It was agreed to group the areas of search WV1 and WV3 with a slightly new boundary at the area of search prioritisation workshop to be explored further at the option development stage. The prioritised area aims to create coherent growth in the village close to the existing village centre.

### Other areas

#### *Southeast of Whitchurch Village - WV2*

This area was explored for an opportunity to create a small new settlement detached from Whitchurch Village. In order to provide the quantum of development proposed, strategic transport interventions are considered to be required. Provision of new strategic roads are not supported within the Local Plan Transport Objectives. As such, this area of search has not been taken forward to the next assessment stage.

#### *West of Whitchurch Village - WV4*

This area was explored as an extension to Whitchurch Bristol, with walking routes connecting to Whitchurch Village. Since undertaking the assessment within this document, LUC have prepared an updated heritage assessment relating to heritage assets located in and around Whitchurch Village, including the setting of Maes Knoll Ancient Scheduled Monument. The assessment rates the parcels of land that make up this area as having a high risk of harm to Maes

Knoll Hillfort and a very high risk of harm to Lyons Court Farmhouse. Areas where there is a high risk of harm are defined as being areas of high importance and sensitivity, where development would have a significant impact.

Development of the site is likely to result in a significant harmful impact on the significance of the heritage assets, but this could be reduced (but not removed) via appropriate mitigation. Any harm would need to be outweighed by public benefit. As development in this location would be attached to Bristol, the Council consider that it would not be in a location that could meaningfully provide any facilities required by the existing village. It would provide minimal public benefit, and at this stage it is not considered to provide public benefit enough to outweigh the harm to the assets. As such, this area of search has not been taken forward to the next assessment stage.



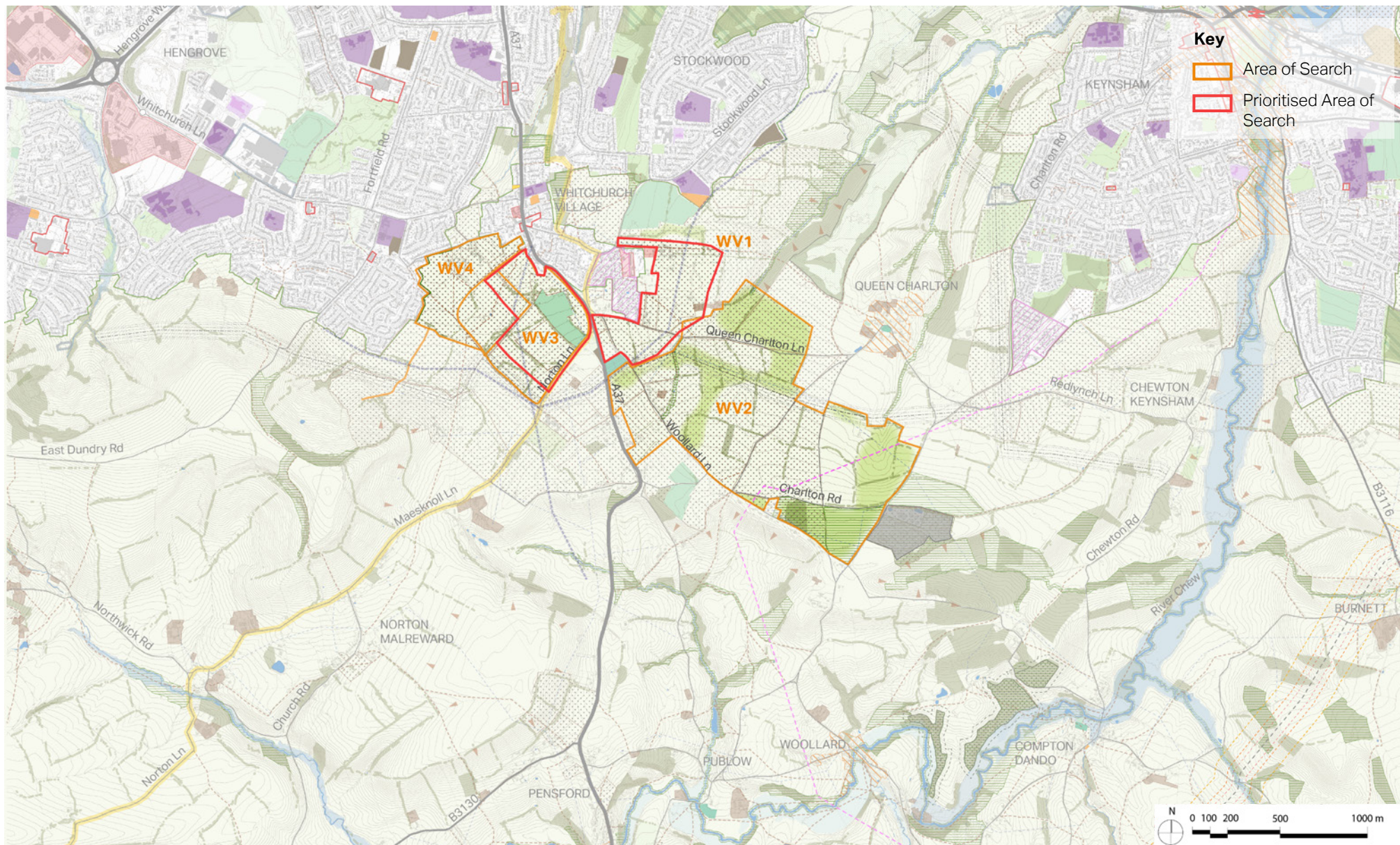


Figure 19. Whitchurch Village prioritised areas

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