

# KEYNSHAM AND SALTFORD

## STRATEGIC PLANNING OPTIONS

**AECOM**

**FINAL  
FEBRUARY 2024**

## Quality information

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<b>Revision</b>	<b>Revision date</b>	<b>Details</b>	<b>Authorised</b>	<b>Name</b>	<b>Position</b>
Final Report	07/02/2024		MH	Mark Hughes	Director
1st Draft	01/09/2023		MH	Mark Hughes	Director

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Figure 1. Seperator image

## EXECUTIVE SUMMARY

# 01

# 1. EXECUTIVE SUMMARY

1.0.1 This report by AECOM, commissioned by Bath and North East Somerset (B&NES) Council, offers essential background data on the Strategic Planning Options (SPO) for Keynsham / Salford area. It outlines current baseline conditions, the process, integrated stakeholder engagement and refined development opportunities to guide future site strategic masterplanning, design and development decision making. This report provides a compendium of information to substantiate the decision making process to accompany prioritised development areas within the Keynsham and Salford area. It identifies opportunities and constraints within the study area and wider strategic setting that must be addressed in the delivery of development masterplans across this area.

## 1.1. Preparing the SPO

1.1.1 The SPO is prepared following an extensive baseline evidence analysis, including ecology, landscape, transport, planning, utilities and drainage, and a series of stakeholders and working group workshops. The outcome of these exercises informed the placemaking study summarising the key issues, ideas and aspirations and describing the potential for change within the area.

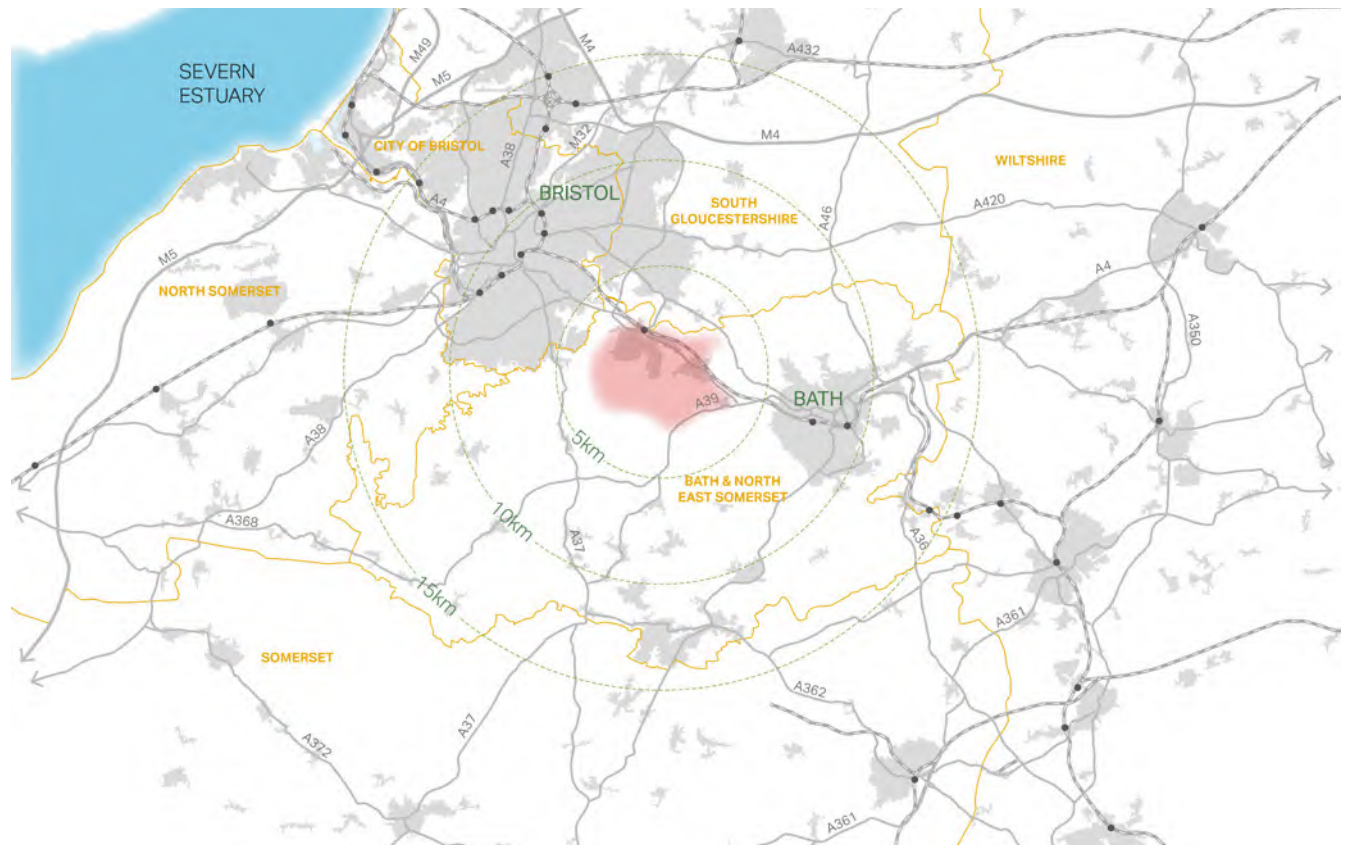


Figure 2. Strategic location map showing district boundaries and surrounding context

1.1.2 As part of the SPO study, an Areas of Search Placemaking Assessment was prepared, analysing a number of areas that have the potential for change, including the HELAA sites. Its outcomes contributed to the placemaking vision and principles and defined the priority areas of search that were explored further for their development concept options.

## 1.2. Placemaking Vision and Principles

*“The Keynsham and Saltford area will be a Net Zero-Carbon, nature-positive community. Residents will have easy access to the surrounding countryside, promoting healthy active living. The area will offer diverse employment opportunities and seamless transportation options, creating a thriving, inclusive community with a strong sense of identity and heritage.”*

**1.2.1 Sense of identity:** Revitalising Keynsham and Saltford, enhancing historic cores, expanding commerce, and improving public spaces for a vibrant, modern community.

**1.2.2 Sustainable living:** A focus on sustainable, walkable communities with integrated active transportation and improved public spaces.

**1.2.3 Carbon resilient:** A vision that aims to deliver a Net Zero-Carbon future through efficient, high-performance development by prioritising clean energy to reduce reliance on fossil fuels and reduce energy costs.

**1.2.4 Nature positive:** Prioritising the preservation of the landscape and visual connections to place, through well-integrated development. Aiming to create accessible spaces along the rivers for leisure and travel. A nature-positive approach to promote heritage, expand woodlands, and encourage active lifestyles.

## Placemaking principles

1.2.5 The Keynsham and Saltford area placemaking vision is supported by the following principles:

- Utilise habitat opportunity areas and connectivity identified in the Nature Recovery network, to safeguard existing habitat, and enhance it through the delivery of 20% biodiversity net gain and deliver multifunctional resilient places.
- Introduce new pedestrian and cycle infrastructure to enhance connectivity. Promote active travel, remove accessibility barriers and promote low-traffic concepts that prioritise resident well-being and a reduction of traffic-related issues.
- Advocate for character-led developments which respect landscape settings and maximise connections to heritage and place. Deliver a responsive housing mix and hub infrastructure to support communities to thrive.
- Act on renewable energy, build infrastructure, support the industry and provide energy security for residents.

### **1.3. Development Concept Options**

1.3.1 The document sets out one or multiple development options for each area of potential for change, as identified in the Areas of Search Placemaking Assessment, including a number regeneration areas as well as areas at the edge of the existing settlement.

1.3.2 The context of each area is described and the key constraints and opportunities are explained to provide evidence for the development concept options. Key placemaking principles are provided for some of the areas of potential for change to highlight the fundamental elements that these areas possess to help fulfil the overall district strategy of B&NES. Each of the development options are explained under the headings of Placemaking, Green and Blue Infrastructure and Nature Recovery, Access and Movement to provide evidence to assist the planning process to formulate a new Local Plan.



Figure 3. Seperator image

## INTRODUCTION

# 02



## 2. INTRODUCTION

### 2.1. Introduction

2.1.1 Bath and North East Somerset (B&NES) Council is embarking on a new Local Plan. AECOM has been appointed to carry out the Strategic Planning commission for the Keynsham and Saltford area.

2.1.2 The study has been undertaken in two main parts. The first part comprises the Strategic Place Assessment (SPA) which is high level and covers a broad area of search looking at character and capacity issues such as ecology, landscape, transport, historic environment and the development potential of particular locations. This was informed by Evidence Reports and engagement with B&NES officers and local stakeholders.

2.1.3 The second part of the study identifies the Strategic Planning Options, a shortlist of 'prioritised' options for the Council to consider through the Local Plan process. This draws upon an assessment of areas of search against an agreed set of priorities, and further workshops with B&NES officers and stakeholders.

2.1.4 This Keynsham and Saltford area Strategic Planning Options report provides a high level summary of the technical evidence analysis, our understanding of the place and

the outcomes of the B&NES officers and stakeholder workshops. It lists the key issues, ideas and aspirations that were raised at the workshops and identifies the potential opportunities by illustrating areas of search to be explored at a later stage in the process.



Figure 4. Local plan 2022-2042. Strategic Place Assessment and Strategic Planning Framework studies will feed into the Place based issues / priorities stage.

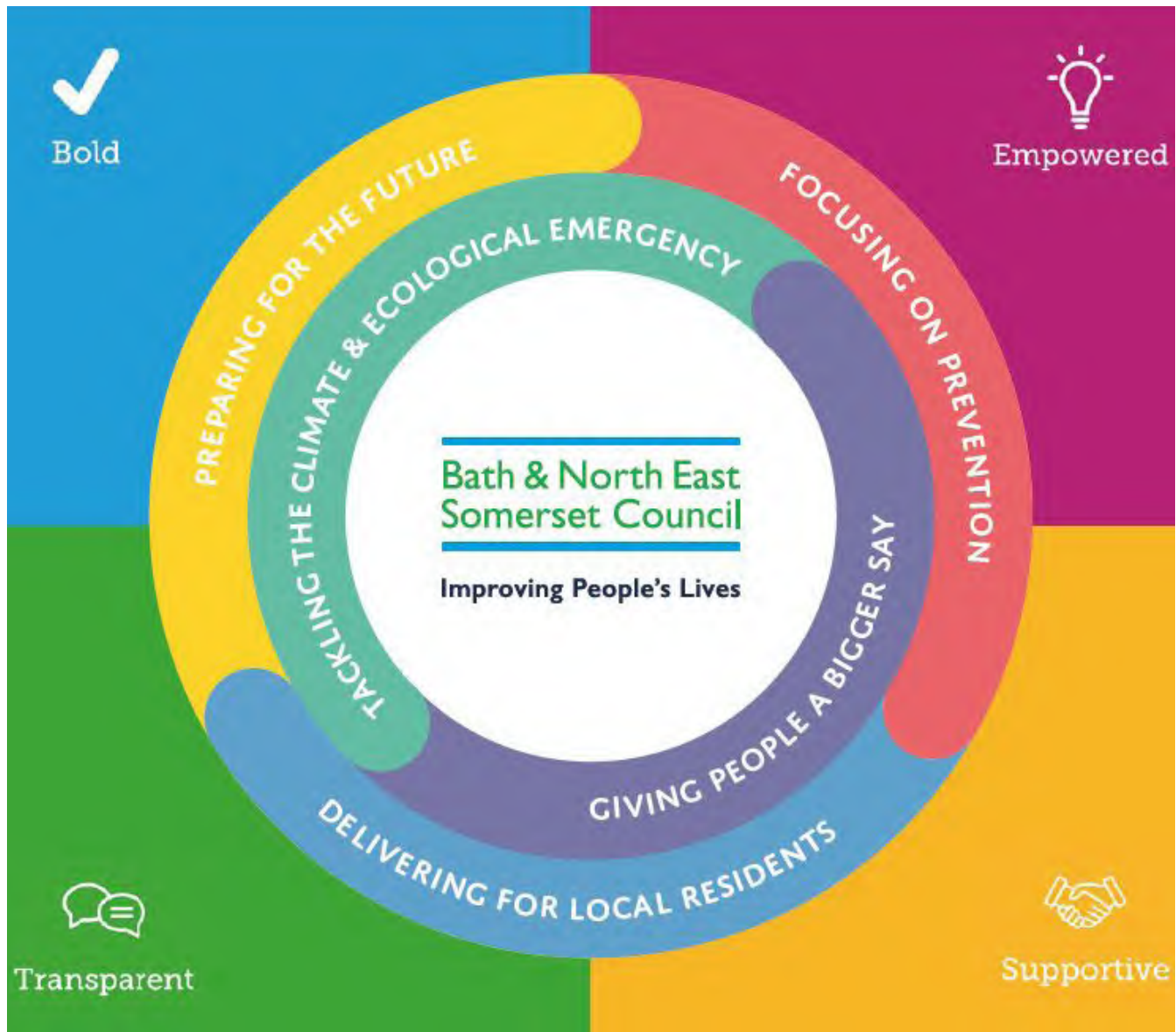


Figure 5. B&NES Corporate Strategy



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## STRATEGIC CONTEXT

# 03

## 3. STRATEGIC CONTEXT

### 3.1. OVERVIEW

3.1.1 The Keynsham and Saltford study area is located within the northern part of B&NES, situated between Bristol and Bath. Bristol City Council and South Gloucestershire Council areas lie immediately to the north of the Keynsham and Saltford study area. This strategic context is an important consideration, with the duty to cooperate with neighbouring councils having implications for the future planning of Keynsham and Saltford. The study area covers the whole extent of the Keynsham and Saltford built-up areas and wider environs, which sit within four parishes, Keynsham, Saltford, Compton Dando and Corston.

3.1.2 Keynsham is a thriving market town, and it has an important role in supporting sustainable economic growth across the District. Its town centre is characterised by local independent retailers, which have evolved in recent years, responding to commercial trends and challenges. Saltford is a large village with a historic core, fronting the River Avon, with community amenities located along the A4.

3.1.3 The study area also includes the settlements of Queen Charlton, Burnett and a small northern section of residential development within Compton Dando.

Queen Charlton is a well preserved small village located to the west of the study area. Burnett is a small village on the eastern side of the Chew Valley with distinct agricultural origins. Corston, one of the largest outlying villages, is a historic settlement with origins in agriculture and mining.

3.1.4 Keynsham has its own railway station with regular services to Bath Spa and Bristol Temple Meads railway stations. Keynsham is served by regular bus services, linking Keynsham residential areas to Keynsham town centre, other key settlement locations such as Ashton Way, and wider areas such as Bath and Bristol including Bristol Airport. Keynsham has recently implemented a Demand Responsive Transport (DRT) service known as the 'Westlink' service. Wider parish areas are served by a less regular bus service, but connections to Keynsham, which acts as a local transport hub, facilitate onward connections.

3.1.5 The Bristol and Bath Railway Path, part of the Sustrans National Cycle Network (NCN) Route 4, passes through the Keynsham and Saltford study area, providing non-vehicular connections between Keynsham, Bath and Bristol.

3.1.6 The area is well connected via a number of major roads, including the A4 Bath Road, part of the Major Road Network (MRN) that provides direct access west to Bristol and east to Bath via the A36 and A4174 to the Avon Ring Road, which connects via the M32 to the M4.

3.1.7 Keynsham supports the most economic activity within the study area, split across the manufacturing, services, transport and storage, and construction employment sectors. Keynsham's absolute employment numbers have increased over the period (Census 2011 & 2021), with sectoral increases in wholesale & retail, administrative & support services, public administration & defence, and human health and social work while manufacturing and construction have decreased substantially.



## 3.2. Historic background and development of the area

3.2.1 The study area occupies an important location between Bristol and Bath at the confluence of the River Chew and River Avon. Its strategic importance is highlighted by historical associations and findings covering all periods of human activity with evidence of prehistoric land use, Roman and then Anglo-Saxon settlers, mills from the 10th century and the foundation of the Augustinian Abbey in the 13th century.

3.2.2 Some important events in the study area's historical timeline include the dissolution of the Abbey (1539) and the subsequent transfer of the Abbey's land ownership to two families. The area's development during the 17th to 19th century was supported by agriculture and the trade associated with rivers, including riverside mills and the 18th century brass industry, for which Saltford became an important hub. Keynsham Train Station opened in 1840, providing access and an incentive for development, supporting the expansion of local trades, including quarrying and limekilns. Following the Second World War, development momentum continued, as part of the growth of the wider Bristol sub-region.

### Primary settlements

3.2.3 The area's primary settlements are the town of Keynsham, combined with the villages of Saltford, Queen Charlton, Burnett & Corston and the hamlet of Chewton Keynsham. Outside of these settlements, isolated pockets of development sit within an agricultural setting and a rural landscape characterised by dry stone walling and surviving medieval field patterns.

3.2.4 Four of the study areas settlements have designated Conservation Areas (Keynsham, Saltford, Queen Charlton & Corston). Today, the historic, cultural, built, and natural environments are important features in defining the area's distinct character and provide many contextual reminders of the study area's legacy.

### Keynsham

3.2.5 Keynsham's settlement origins are demonstrated by the location of its heritage core and Conservation Area fronting onto and within the River Chew Valley overlooking the river as it flows north to join the River Avon.

3.2.6 Listed buildings are clustered throughout the Conservation Area, with the most important, the Remains of Keynsham Abbey (Grade I), which is also a designated Scheduled Monument located between the



Figure 7. Chocolate Factory building converted residential and commercial uses, Somerdale



Figure 8. Clock on The Old School House, Saltford

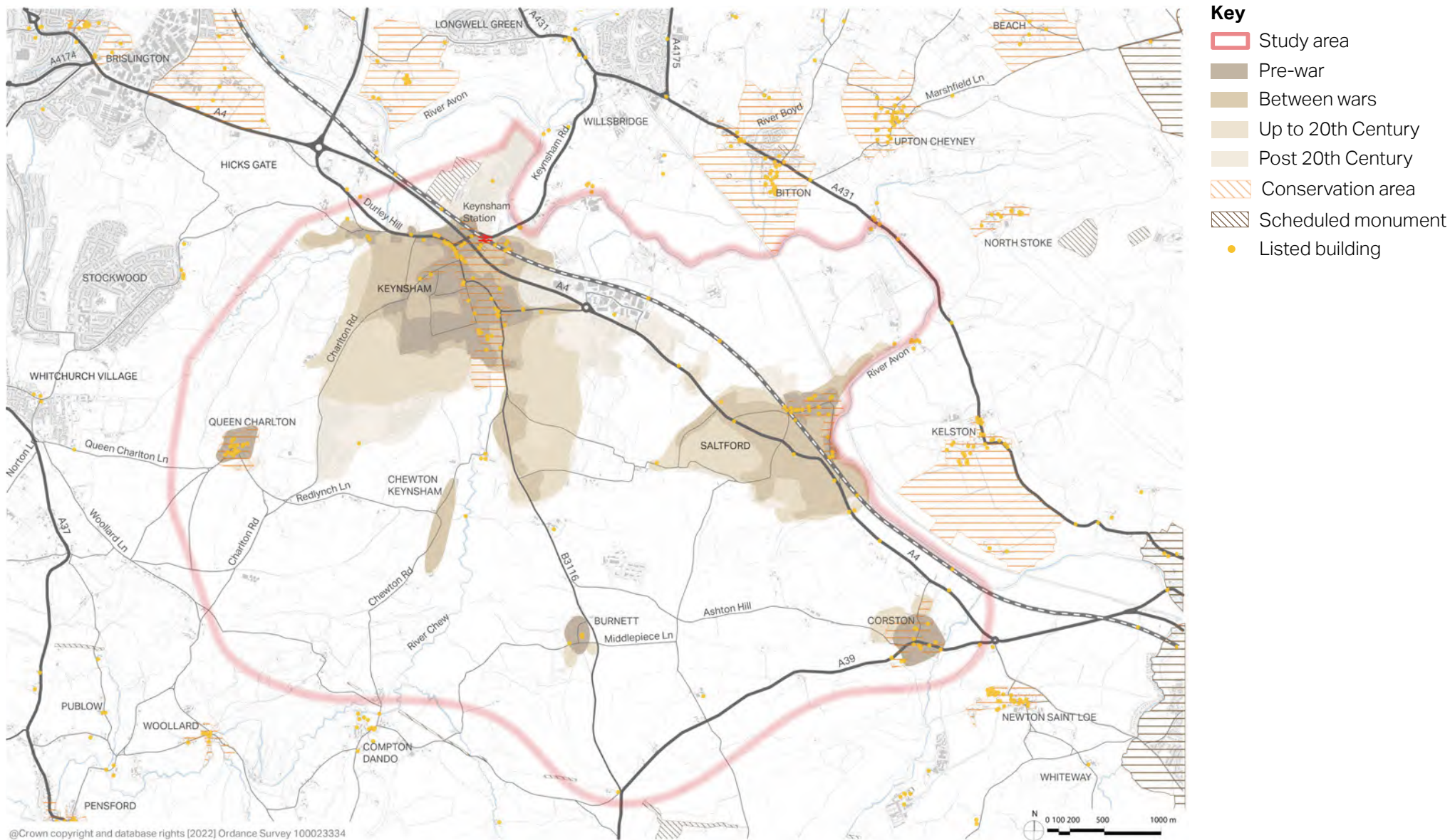


Figure 9. Historic evolution

Keynsham By-Pass and the railway station, northeast of the town.

3.2.7 The settlement has developed to occupy a prominent and strategic position, formed across two plateaus on either side of the Chew Valley enveloping land on either side of the A4 Bath Road (Keynsham By-pass) and railway line to the north.

3.2.8 During the latter part of the 20th century, Keynsham expanded rapidly to cater for development associated with the growth of Bristol. Expansion eastwards along Wellsway saw settlement growth on either side of the ecologically designated Chew Valley, presenting limitations in settlement connectivity. Despite development growth and pressures exerted by its proximity to Bristol, Keynsham is separated from Bristol to the northwest by the Green Belt.

### **Saltford**

3.2.9 Saltford developed on either side of the A4 Bath Road (Keynsham By-pass) and the railway line, extending to the east as far as the River Avon. The well-preserved historic core comprises a high concentration of residential buildings, some of which front onto the River Avon, with distant views along the village edge and towards the Cotswold AONB. Originally, the settlement developed as an agricultural village and through notable

associations with the local brass industry. During the 19th Century Saltford grew significantly supported by the railway and river and associated trades. Saltford had a station on the Great Western Railway line between 1840-1960, and a second railway line on the Midland Railway which opened in 1869 and passed through Saltford providing a direct link between Bath, Birmingham and Manchester. Significant growth occurred during the 1930s with house building at Norman Road, slightly later at Claverton Road, expanding further during the latter part of the 20th Century.

3.2.10 In Saltford, the conservation area is focused on the riverside areas adjacent to the River Avon. Numerous listed buildings are located within the Conservation Area, including the Saltford Manor House (Grade II\*) and the Old Brass Mill (Grade II\*) on the quayside beside the river. The adjacent Saltford Brass Battery Mill is designated a Scheduled Monument.

### **Queen Charlton**

3.2.11 The small nucleated village of Queen Charlton, is designated as a conservation area with the boundary covering the whole settlement. The village has survived almost unaltered since the late nineteenth century and retains its rural setting.

3.2.12 Queen Charlton's settlement originates in the 11th Century, developing with the rural agricultural economy and as part of the Keynsham Abbey estate 1170 – 1486. The settlement's unusual arrangement is derived from agricultural lineage, with the village centre and surviving radiating field pattern representative of earlier mediaeval agriculture enclosures.

### **Burnett**

3.2.13 Vehicular access to Burnett is provided by the B3116, which passes north/south, east of the village centre. The settlement's arrangement has distinct agricultural origins comprising two working farms; Manor Farm and Elm Farm, together with St Michael's Church and a Manor House. The latter has direct links to the formation of the country's oldest surviving girls' school, Red Maids.

### **Corston**

3.2.14 Corston, one of the largest of the outlying villages, occupies a position to the east of the study area, with development largely contained between the A39 (Wells Road) and A4 Bath/Bristol Road. The historic settlement features in the Domesday Book, with its origins related to agriculture, but coal mining was a key catalyst for growth between the 18th & 19th Century.



### 3.3. Natural environment

#### Landscape

3.3.1 Keynsham is an area of gently sloping plateaus, edged by steep sided valleys of the Chew Valley and Stockwood Vale, running roughly south-north to meet the floodplain of the River Avon to the north. The Cotswold Hills of the Cotswold Area of Outstanding Natural Beauty (AONB), now renamed the Cotswolds National Landscape, is situated to the northeast of the area and the Mendip Hills lie in the distance, to the southwest.

3.3.2 The complexity of the landscape is demonstrated by eight different Landscape Character Areas (LCA) being identified around the urban area of Keynsham within the B&NES Landscape Character Assessment (2021). Although different, all the LCAs except the steep River Avon gorge display some aspects of an agricultural landscape with a mix of arable and pasture. Hedgerows enclose small to medium sized fields and are connected to small pockets of woodland, often on valley sides and linear vegetation corridors along the rivers and railway line.

3.3.3 Views vary throughout the area, with long-distance, open views experienced from ridgelines, across the plateaus and within the River Avon floodplain, where there is no

intervening vegetation. These contrast with shorter more enclosed views within the steep sided valleys and settlements. The hills of the Cotswolds form an important visual landmark to the northeast, with views from the hills designated as an AONB, a key consideration. Further to the south and west are the distant Mendip Hills.

3.3.4 In the western part of the study area, Maes Knoll and the Wansdyke Ridge are key landmarks within views to the west.

3.3.5 In recent years there has been high-level landscape and visual sensitivity assessment of specific land parcels around Keynsham and Saltford. All have been assessed for 2-storey residential development of medium- to high-density. Some parcels have also been assessed for low-density residential development and industrial, large shed development. These assessments provide an insight into the landscape sensitivity of specific locations within the Keynsham area to these types of development.

#### Green and blue infrastructure

3.3.6 The Keynsham area includes several open spaces which provide ecological and recreational value. These include Abbots Wood Ecological Park, Manor Road Community Woodland Local Nature Reserve



Figure 10. Maes Knoll

(LNR), Avon Valley Adventure and Wildlife Park, the blue-green infrastructure networks of the River Chew and River Avon and golf courses at Saltford and Stockwood Vale.

3.3.7 A local network of pedestrian and cycle routes also provides connectivity across the surrounding landscape including several promoted routes:

- River Avon Trail is a 37km pedestrian route running along the river from Pill



(near Avonmouth) in the west, through Bristol to Bath in the east. In parts, it is accessible to cyclists and horse riders.

- Two Rivers Way Trail is a 32km pedestrian route from Keynsham on the River Avon to Congresbury on the River Yeo. It follows the River Chew.
- Monarch's Way is a 1006km long-distance pedestrian route that was the escape route taken by King Charles II in 1651 after being defeated in the Battle of Worcester. It runs from Worcester via Bristol and Yeovil to Shoreham, West Sussex. It runs from the north of the area to the River Avon at Keynsham, where the route crosses the river and follows the River Avon Trail towards Bristol.
- NCN 4 passes through the study area, connecting Bristol and Bath, with wider connections to Wales and London.
- Bristol and Bath Railway Path forms part of NCN 4. It is a 24km pedestrian and cycle route and an important wildlife corridor.

3.3.8 Arising from the West of England Joint Green Infrastructure (GI) Strategy are regional GI Programmes to target funding and improvements. Of relevance:

- WaterSpace – Focused on the River Avon and Kennet and Avon Canal (Dundas

Aqueduct to Bath to Hanham Lock), the programme includes opportunities to create moorings, improve green spaces, parks and access, enhance biodiversity and provide safe access for sport and leisure. Project ideas include:

- River Avon Park – connecting people with riverside green spaces by creating a new city park.
- Improved slipways, moorings and related boating facilities.
- Re-wilding of the river and improvement of habitats for species such as otters and bats.
- River taxi and art projects.
- Chew Valley Reconnected – From Keynsham to the foot of the Mendip Hills with three integrated themes focusing on nature recovery and landscape restoration; sustainable water management; and enhanced public engagement with landscape and nature. Projects include:
  - Chew Valley Lake Recreational Trail.
  - Riparian enhancements to improve aquatic, marginal and terrestrial habitat.
  - Sustainable Water Usage engagement.

- Bathscape – The natural landscape surrounding the city of Bath, with its hills and valleys, grasslands and woodlands. The programme promotes better management and use of the area. It aims to restore and enhance the area, to make it more accessible and help ensure it is appreciated and actively enjoyed. There are currently 25 interconnected projects under the key themes of exploring, restoring, and learning.

3.3.9 The Green Infrastructure Planning and Design Guide (Natural England) provides principles and standards on how to plan, design, deliver and manage good quality green infrastructure that helps to create beautiful nature-rich places that support people's health and wellbeing. Any new development in the study area will need to adopt these principles and standards to create climate resilient and attractive places.

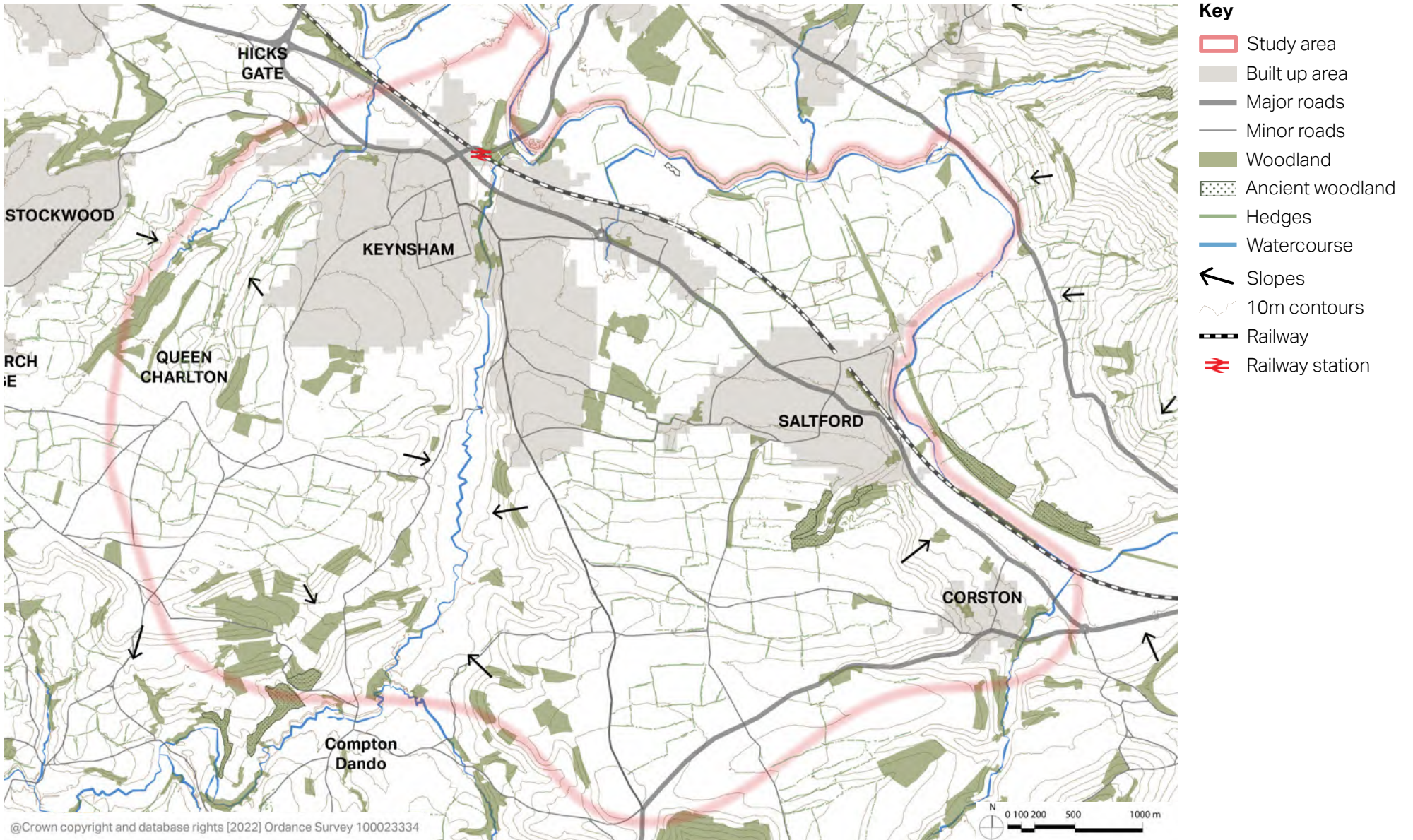


Figure 11. Natural environment including green and blue infrastructure



## Ecology and nature recovery

3.3.10 Several habitats within the area are likely to be of high value. Grassland dominates and includes acid, calcareous, neutral, arable, and improved. There is a large network of hedgerows and scrub providing important ecological corridors. Pockets of Ancient Woodland, priority habitat deciduous woodland and other woodland of note are features within the area, particularly to the south and along the river corridors including the River Avon. Numerous watercourses form an extensive network of rivers, streams, and brooks.

3.3.11 Habitats of high ecological value should be enhanced and retained. In summary:

- The habitats within the area are likely to support several protected and/or notable species including great crested newts, dormice, badgers, and bats. They also provide connectivity between Manor Road Community Woodland LNR, to the east of Keynsham, Stidham Farm SSSI in the north, beside the River Avon and the numerous Sites of Nature Conservation (SNIC), often located along the river corridors and to the south of the area.
- The River Avon is known to support otters and may provide a habitat for water

vole. Small streams running through the study area (including Scotland Bottom Brook) may provide suitable habitat for commuting otter and water vole.

- The area is also likely to be used by breeding and wintering birds. Hedgerows and woodlands provide suitable habitat for hazel dormice as well as foraging and sett-building habitat for badgers. A good number of bat species were recorded in the area. There are buildings and trees within, and adjacent to, the area which may support roosting bats and the habitats within the area provide suitable foraging and commuting opportunities for bats.
- Ecological buffer zones should be maintained on hedgerows, woodlands, the River Avon and tributaries and other water bodies to avoid negative impacts on their ecological function.

3.3.12 The West of England Nature Partnership has identified a regional Nature Recovery Network which runs through the area. It is a joined-up network of marine, water and terrestrial habitats which identifies opportunities to deliver nature's recovery. Opportunities identified in the area include:

- Wetland Opportunities in Flood Zone 2 along the River Avon and River Chew – Potential for creating wetland habitats to

build resilience to flood risk and deliver wider benefits for nature and people.

- Grassland connectivity gap near Whitchurch Village to connect the grassland habitats of Stockwood Vale to the north with grassland habitats to the south.
- Woodland connectivity gap near Whitchurch Village to connect the woodland along the A37 to the north with woodland to the south.



Figure 12. View to the River Chew from Chewton Road



Figure 13. The River Chew





Figure 14. Ecology



## 3.4. Settlement analysis

### Urban context

3.4.1 Keynsham's origins are evidenced by the location of its historic core fronting onto and spreading down into the River Chew Valley. The settlement has developed to occupy a prominent and strategic position, formed across two plateaus on either side of the Chew Valley and enveloping land on either side of the A4 Bath Road (Keynsham By-pass) and railway line in the north.

3.4.2 During the latter part of the 20th century, Keynsham expanded rapidly to cater for development overspill, including much re-development in the 1960s and 1970's which caused the loss of built heritage. Expansion eastwards along Wellsway saw settlement growth on either side of the ecologically designated Chew Valley, presenting limitations in settlement connectivity. Despite development growth and pressures exerted by its proximity to Bristol, Keynsham is separated from Bristol, located to the northwest, by an area designated as Green Belt, comprising gentle rolling hills and shallow river valleys.

3.4.3 North of the railway line, there is a relatively narrow parcel of residential development, comprising mainly semi-detached and detached two 2-storey

#### Key

- |  |   |   |
|--|---|---|
| ① Study area                                 | ①9 Keynsham Recycling Centre            | ③8 Newton Park Registered Parks and Gardens |
| ② Oasis Academy Brislington                  | ②0 IKB Academyl                         |   |
| ③ Stockwood Open Space                       | ②1 Wellsway School                      |   |
| ④ Stockwood Vale Golf Club                   | ②2 Chandag Infants School               |   |
| ⑤ Whitegate Nurseries                        | ②3 Chandag Junior School                |   |
| ⑥ Keynsham Town Football Club                | ②4 Cricket Ground                       |   |
| ⑦ Frys Bowling Club                          | ②5 Manor Road Playing Fields            |   |
| ⑧ Broadlands School                          | ②6 Manor Road Community Woodland        |   |
| ⑨ St Kenya Primary School                    | ②7 Burnett Business Park                |   |
| ⑩ Lays Farm Trading Estate                   | ②8 Saltford Golf Club                   |   |
| ⑪ Keynsham Town Centre                       | ②9 Saltford CofE Primary School         |   |
| ⑫ St John's Church Of England Primary School | ③0 Saltford Sports Club                 |   |
| ⑬ Castle Primary School                      | ③1 Stidham Farm SSSI                    |   |
| ⑭ Recycling Business                         | ③2 Saltford Water Treatment             |   |
| ⑮ Keynsham Memorial Park                     | ③3 Saltford Conservation Area           |   |
| ⑯ Portavon Waterside & Marina                | ③4 Saltford Marina                      |   |
| ⑰ Sewage Treatment Works                     | ③5 Stothert & Pitt Rugby Club           |   |
| ⑱ Army Reserve Centre Keynsham               | ③6 Church Farm Business Park            |   |
|  | ③7 Kelston Registered Parks and Gardens |   |

#### Key

- |   |
|---|
|  Study area              |
|  A Road                  |
|  B Road                  |
|  Minor roads             |
|  District boundary       |
|  Woodland                |
|  Watercourse             |
|  Retail                  |
|  Industrial              |
|  Leisure / playing field |
|  Business park           |
|  Sewage                  |
|  Allotment              |
|  Farm                  |
|  Cemetery              |
|  Ecological network    |
|  Nursing home          |
|  Health                |
|  Community             |
|  Recycling             |
|  Schools               |
|  Nurseries             |
|  Fire station          |
|  Golf course           |

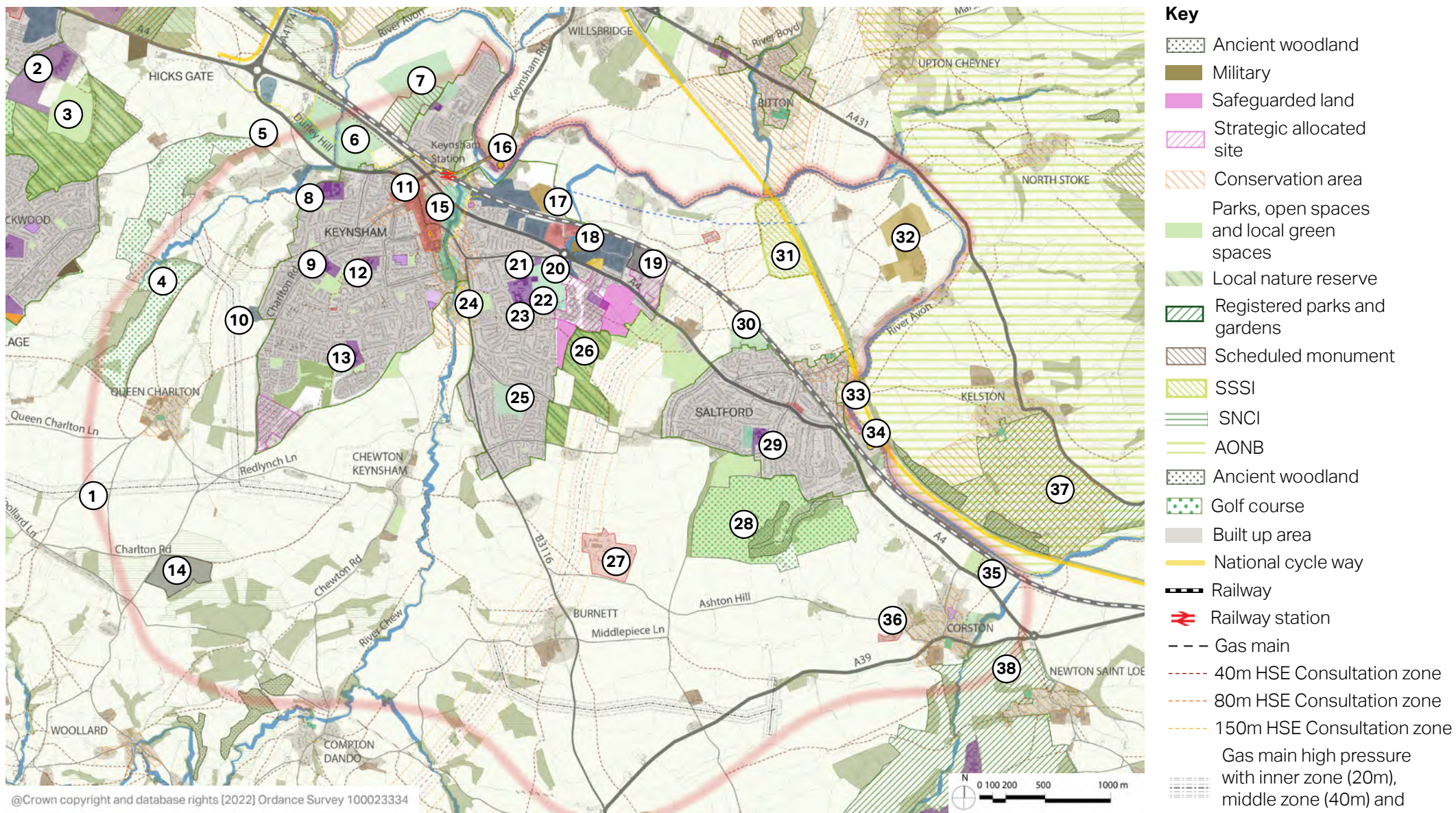


Figure 15. Urban context



dwellings, including some areas of built heritage (Priory Road) that fall within the Conservation Area. Further to the north, new development areas follow a similar approach to housing types, albeit with the introduction of higher density (4- & 6-storey) apartments within the Chocolate Quarter.

3.4.4 South of the transport corridor, the conservation area boundary surrounds the High Street area and wider Chew Valley. Redevelopment of the High Street in the 1960s and 1970s introduced some incongruent built form which dilutes the Conservation Area quality. The High Street mainly consists of 2/3-storey buildings with retail at street level and office space or residential use on upper stories.

3.4.5 Further south, at Dapps Hill, the area has an attractive character in response to topography and street scale. It is also well positioned to enjoy views and access to the Chew Valley. In the wider Keynsham area, semi-detached and detached 2-storey dwellings with low/medium density are the main typology with limited local retail and community facilities.

3.4.6 Saltford developed on either side of the A4 Bath Road (Keynsham Bypass) and the railway line, extending to the east as far as the River Avon. The well-preserved heritage

core comprises a high concentration of residential buildings, some of which front onto the River Avon, with distant views along the village edge and towards the Cotswolds National Landscape. Originally the settlement developed as an agricultural village and subsequent to the arrival of the railway line, the village grew rapidly. Significant growth occurred during the 1930s with house building at Norman Road, slightly later at Claverton Road, expanding further during the latter part of the 20th century.

3.4.7 Within the Conservation Area, Saltford's agricultural origins are demonstrated by the spatial arrangement and architectural characteristics of buildings, some of which were once farm buildings. There is also a unifying character created by the use of materials, including stone construction (blue lias), clay pantile roof coverings and lime-based mortars. In wider areas, however, beyond some examples of similar material specification, the spatial arrangement, typology, and character are quite distinct from the Conservation Area, a result of the scale and speed of development during the 20th century.

3.4.8 The settlement of Queen Charlton has its origins in the 11th century, developing with the rural agricultural economy and as part of the Keynsham Abbey estate 1170 –

1486. The settlement is accessed via a minor road, and today exists as a well-preserved nucleated village with 33 houses recorded in 2010, only two more than the 31 houses recorded in 1872, which demonstrates the limited change incurred to the settlement's fabric. The unusual arrangement is derived from the settlements agricultural past, with the village centre and surviving radiating field pattern representative of earlier mediaeval agriculture enclosures.

3.4.9 Chewton Keynsham is a distinctive linear hamlet formed along Chewton Road in a series of clusters, of which the Chewton Keynsham Church is located centrally. The built form comprises mainly older/heritage dwellings, but there are also some examples of recent developments. The linear form of the hamlet is formed in response to the



Figure 16. Mix of two-storey houses in Keynsham



Chew Valley, with settlement arranged on the western valley side.

3.4.10 Burnett is a small village on the eastern side of the Chew Valley. Vehicular access is provided by the B3116, which passes north/south, east of the village centre. The settlement's arrangement has distinct agricultural origins comprising two working farms, Manor Farm and Elm Farm, together with St Michael's Church and a Manor House, the latter of which has direct links to the formation of the oldest surviving girls' school, Red Maids.

3.4.11 Corston, one of the largest of the outlying villages, occupies a position to the east of the study area, with development largely contained between the A39 (Wells Road) and A4 Bath/Bristol Road. The historic settlement features in the Domesday Book, with its origins related to agriculture, but coal mining was a key catalyst for growth between the 18th & 19th centuries.

### Land use

3.4.12 Keynsham's train station is located at the head of the Chew Valley within the northwestern part settlement, and in the northeast, there is a ribbon of commercial development which includes Keynsham recycling centre, sewerage treatment works and other small commercial enterprises.

South of the A4, plateau areas comprise predominantly residential land use arranged along primary, secondary and tertiary roads with overall good levels of connectivity. There are some areas, however, in the west with reduced connectivity as a consequence of extensive use of cul-de-sac road layouts. Supporting social and green/blue infrastructure is also apparent with accessible rivers, parks, green/open spaces and schools. Primary school provision is unbalanced, with three primary schools in the west and one in the east, causing additional commuting across the study area. Two secondary schools serve the study area located in both east and west neighbourhoods.

3.4.13 Saltford is predominantly a residential area supported by a small quantity of retail/commercial businesses located mainly along the A4 and the hub facilities in nearby Keynsham. In the northeast, within an area known as The Shallows, Saltford Marina offers long-term moorings to both live-aboard & non-live-aboard boat users. A further variety of land use includes the Saltford golf course and club (established 1904), which provides a transition from the southern settlement edge to the wider agricultural land.

3.4.14 The land use within outlying villages and hamlets is mainly residential housing together with agriculture/ farming or ecclesiastical.

### Green and public spaces

3.4.15 Keynsham has managed to retain its own identity as a distinct settlement largely as a consequence of the designated Green Belt and green and blue infrastructure assets which surround the settlement, and these elements continue to contribute to the settlement's setting.

3.4.16 Memorial Park is located centrally to the north across the Chew Valley, and it is an important asset within the settlement, both historically, as formed on land belonging to Abbey, and due to its contribution to green/open space. The A4 passes through the park, and although this is via a bridged section, the park suffers some visual and physical severance.

3.4.17 Elsewhere across Keynsham, there are several green/open spaces and Local Green Spaces popular with residents, including Kelston Park, Abbots Wood, Park Road Playing Field, Parkhouse Allotments, Frank Taylor Memorial Ground and Manor Road Community Woodland and Playing Fields, plus many others. However, despite this, there is a perceived lack of connectivity/legibility between settlement spaces and the wider landscape setting.

3.4.18 The River Avon and River Chew both act as developmental punctuation and provide rich ecological and placemaking contributions to the study area, as well-used public access/space and green/blue corridors through Keynsham and enclosing Saltford.

3.4.19 In Keynsham, access to the River Avon and its associated setting is reduced by the strategic transport corridors of the A4 and the railway line, which limit the number of connecting routes. Public Right of Way (PRoW) provision links only Somerdale to the River Avon close to Durley Lane, thus, the recreational use of this blue infrastructure asset is impacted. At Saltford, the River Avon frontage and visual connections with the Cotswolds National Landscape provide an attractive setting popular with visitors and recreational boat users. Saltford Manor and the Parish Church of St Mary at Queen Square form important local landmarks and direct lineage with the medieval settlement. The wider Green Belt and Cotswolds National Landscape contribute to the village 'setting' with views from the village and, visa-versa, from wider areas towards the built heritage of the settlement.

3.4.20 The wider villages and hamlets sit within the Green Belt in a landscape comprising gentle rolling hills and shallow valleys and watercourses. Queen Charlton is

located on the edge of a limestone plateau with views across lowland valley areas. A triangular village green, a late medieval stone cross (scheduled monument) and ornamental tree planting mark the village centre, with the Church of Saint Margaret just south of the village centre.

3.4.21 At Chewton Keynsham and Burnett, green space is predominantly within private ownership, albeit churches have some accessible grounds and there is a sizable orchard towards the southern extents of Chewton Keynsham. At Corston, Corston Brook flows north/south through the eastern extent of the village within a shallow wooded valley. Centrally All Saints' Church is a local landmark with accessible grounds, and there is a playing field with play space in the north.



Figure 17. Chocolate Factory, Somerdale



Figure 18. Hyge Park, Keynsham

### 3.5. Socioeconomics

3.5.1 B&NES is in the process of drafting its Health and Wellbeing Strategy. This document sets out four key priorities, to:

1. Ensure that children and young people are healthy and ready for learning and education;
2. Improve skills, good work and employment;
3. Strengthen compassionate and healthy communities; and
4. Create health promoting places.

#### Households

3.5.2 There has been significant population growth in Keynsham and Saltford study area between the 2011 and 2021 Censuses, with 19,163 people recorded in the 2011 Census and 24,831 usual residents in 2021. Household composition has not changed much, though since the last Census, with single family households making up the majority of households in 2011 (65%) as well as in 2021 (68%). As in B&NES and England, the largest percentage of households in Keynsham and Saltford consists of two people.

3.5.3 There is a balanced mix of accommodation types in Keynsham and saltford, with semi-detached properties making up the largest group at 32%,

closely followed by detached and terraced properties. Flats make up 15% of the housing stock.

3.5.4 A majority of the homes in Keynsham and saltford are owned (74%). About a quarter of the properties are available to rent, with 14% of that being socially rented and 11% privately rented. There are very few shared ownership properties (1%), which is the same as throughout the wider district.

#### Age profile

3.5.5 The age profile in the study area is in line with the wider B&NES area, and the country as a whole. The 0 - 24 age group accounts for 26% of the population in Keynsham and saltford, which is just slightly lower than the under 25 categories in B&NES (32.6%) and England (29%). As in most places, the 25-69 age group makes up the majority of the population, totalling 55% in the study area compared to 53% in B&NES and 57% across the country. There is a slightly older population in Keynsham and saltford with the percentage over 70's (19%) notably higher than this category in both B&NES (14.6%) and England (13.5%).

#### Health

3.5.6 The general health of people in the study area is good with 83% of the population stating that they had 'very good' or 'good' health in the 2021 Census and just 5%, commenting that they had 'bad' or 'very bad' health. These figures are broadly in line with the general health in wider district and England. In terms of disabilities, 18% of the residents in Keynsham and Saltford are recorded as disabled under the Equality Act, these figures are similar to that in the wider district and England with 61% of cases in the study area recorded as disabilities which 'limit day-to-day activities a little' rather than 'a lot'.

3.5.7 Keynsham South ward is relatively more deprived in Keynsham, containing one Lower Super Output Area in the 30% most deprived nationally. Keynsham East and Saltford are among the least deprived areas nationally.

#### Economic activity and education

3.5.8 70% of the population in Keynsham was recorded as economically active in 2011, and this decreased to 59% in 2021. It is worth noting that there is a larger number of over 70's in this area with 28% of the population in Keynsham considered to be retired, which may be the reason for the lower levels of economic activity.



3.5.9 There has also been a shift in work patterns in Keynsham since the 2011 Census, with 12% of people working mainly from home in 2011, compared to 2021 where the majority of people in Keynsham, around 39%, worked mainly from home. However, it should be noted that the Census 2021 was undertaken at a time when home working was skewed by Covid restrictions in place at the time.

3.5.10 In terms of those who travel to work, 16% of people travel 5km and over and about 15% travel under 5km to work. 84% of Keynsham's population have some level of qualifications between Level 1 and Level 4 or above qualifications, with just 14% having no qualifications.

### 3.6. Access and movement

3.6.1 station, which improves the regional connectivity of the area. From Keynsham, there are regular services at peak times to Bath Spa and Bristol Temple Meads railway stations, which have connections to the wider network across the country. Preliminary designs for the Bristol to Bath Strategic Corridor (BBSC) are currently being developed. This will include bus priority improvements and is likely to also include active travel measures. As part of this project, there is proposed to be a Keynsham Interchange Hub situated on

the A4 Keynsham bypass, with access via Memorial Park, providing a 3-to-5-minute walk from Keynsham High Street. If delivered, this service will provide a high-frequency 'turn up and go' public transport option for those travelling from Keynsham to Bath and Bristol for work, leisure and access to other key services. Saltford does not have its own railway station and currently there are no frequent bus services providing a connection to Keynsham railway station. Saltford is approximately 3.2 kilometres from Keynsham railway station, which is beyond walking distance, but within cycling distance for some cyclists.

3.6.2 Keynsham is served by regular bus services that run along radial routes to the southeastern and southwestern portions of the town. Bus services run through Keynsham town centre, where there are a number of bus stops located in key locations such as Ashton Way enabling access to key services by bus. The majority of bus stops within the town centre comprise sheltered seating with timetabled information. Bus stops are also present within the residential areas of Keynsham. Overall, there is a good frequency of bus services operating from Keynsham, offering services to destinations including the centres of Bath and Bristol via the X39 service and A4 Air Decker, which

also serves Bristol Airport, as well as more local services to destinations such as Hengrove and Whitchurch. The main bus services operate along the A4, providing quarter hourly services between Bristol and Bath on the X39. However, services outside of the main routes to Bristol and Bath are less frequent, and some destinations were not covered at all previously with the local bus services. For instance, you could not travel from Keynsham to Somer Valley or Chew Valley at all. In addition, the last service on many routes from Bath and Bristol on weekdays and weekends is 7 pm or prior to this, which gives passengers less flexibility and can be a barrier to the use of public transport to those accessing the night[1] time economy in Keynsham and for those working in Bristol and Bath after 7 pm who live in Keynsham. This is not something that has been resolved by Westlink, which only operates until 7 pm. Saltford does not benefit from the frequency of bus services which serve Keynsham, but there are existing bus stops along the A4 Bath Road within the village. These bus stops currently serve bus routes between Keynsham and Bath.

3.6.3 Keynsham and most of Saltford now benefits from the recently implemented DRT service known as the 'Westlink' service, which launched on 3rd April 2023. Westlink

runs between 7 am-7 pm from Monday-Saturday across large parts of North East Somerset and Bristol, with Keynsham forming a local DRT zone. Westlink is used to connect Keynsham and its surroundings which are not currently covered by public transport, or where there are barriers to accessing existing services, to transport residents to the higher frequency public transport corridors on the A4 and rail line. Westlink operates to take people to existing bus services where they exist, e.g. the A4 or A37 and will also take people all the way to those places where a commercial bus service does not exist, e.g. it will take someone to Chew Magna, Ubley or Bishop Sutton as there is no bus route for a fare of £2 each way. This essentially means that people can now access anywhere within the West of England from Keynsham and most of Saltford. The main cycle route in Keynsham is a 3m wide shared pedestrian cycleway located adjacent to the A4 route in an east-west alignment between the east of Keynsham and Saltford from A4 Broadmead Roundabout to A4 / Norman Road. Keynsham and Saltford also benefits from connection to the Bristol and Bath Railway Path, which forms part of NCN 4, connecting Keynsham and Saltford to Bath and Bristol. Currently, Keynsham residents can only access NCN 4 via Saltford and the lack of direct access is a major barrier to cycling. Other localised

routes exist within Keynsham, however, these are sporadic in nature and lack connectivity. As such, there is no comprehensive cycle network for the town, and the roads are currently dominated by traffic. The residential areas to the southwest of the town centre provide good route options for cyclists and a number of quiet routes, although many have large amounts of on-street parking. The main road within Keynsham is the A4 Keynsham Bypass, which is a dual carriageway road that routes on a northeast-southeast axis immediately to the north of Keynsham town centre. The A4 continues through Saltford. The A4 forms part of the Major Road Network (MRN) and provides direct access northwestward to Bristol and southeastward to Bath via connection to the A39. Connection to the A4 from Keynsham is via the five-arm Broadmead roundabout located 1km east of the town centre and the four-arm Hicks Gate roundabout approximately 1.5km northwest of the town centre. Currently, the Hicks Gate roundabout and the congestion and delays that are experienced in the AM and PM peak periods means that traffic currently rat runs through Keynsham, especially Avon Mill Lane, to access the A4174 rather than using the bypass. There is a local resident view that to fix Keynsham, you need to fix Hicks Gate roundabout and that the two are intrinsically linked. The A4 is

a heavily trafficked road and operates as the primary corridor for vehicular traffic between Bath and Bristol. The speed limit varies along the route, operating at National Speed Limit along the majority of the Bypass, 40mph to the east of Broadmead Roundabout and drops to 30mph in Saltford. Further road connections are provided along the A4175. Station Road is a single carriageway that comprises the primary link between Keynsham town centre and Keynsham rail station. In addition, the B3116 Wellsway is the primary road for southward journeys through Keynsham East and connects to the A39 for access towards Farmborough and Midsomer Norton. Charlton Road provides direct access southwestward from the Keynsham town centre through residential areas, which form the southwestern portion of Keynsham towards the A37 for access to the south of Bristol. Currently, there is no direct route linking the A37 and A4, which results in traffic routing through Keynsham via Charlton Road and Durley Hill to access Hicks Gate and the A4. In addition, there is no Park and Ride (P&R) for Bristol on the A37, which results in traffic heading through Keynsham in order to access the Brislington P&R

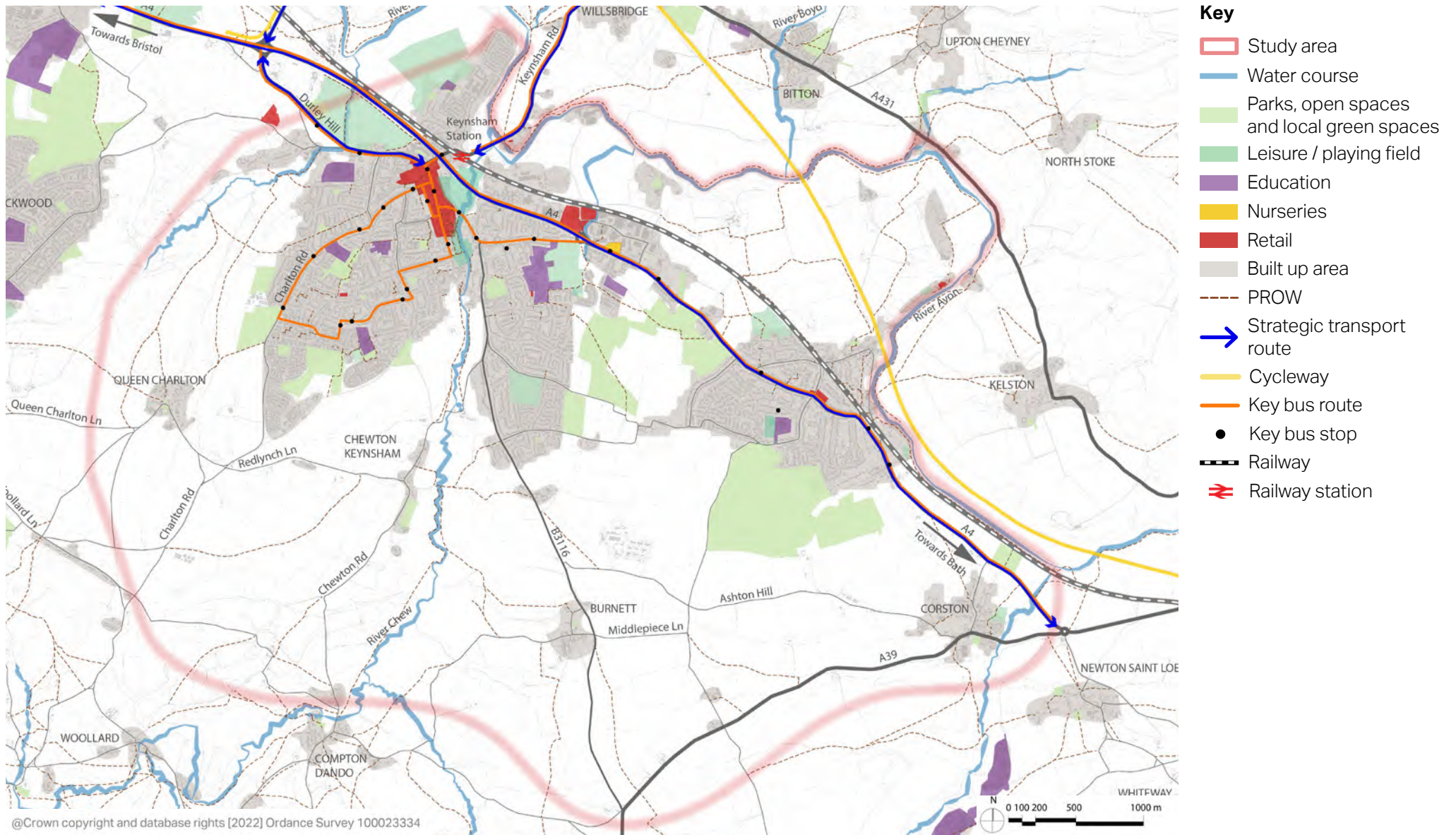


Figure 19. Access and movement



### 3.7. Current and emerging planning policy

3.7.1 The existing Development Plan for Bath and North East Somerset (excluding minerals and waste policies) consists of the Core Strategy 2014, Placemaking Plan 2017 and Local Plan Partial Update 2023. The plan guides development in the district until 2029.

3.7.2 The Council is currently preparing a new Local Plan which will establish the planning framework for Bath and North East Somerset from 2022 to 2042. It will contain a vision, strategy and policies to guide and manage how the district grows and changes over the next 20 years, and how planning applications for new development are decided. A 'Local Plan launch document' was consulted on in October 2022.

3.7.3 The Keynsham Neighbourhood Area was designated in 2016 and Keynsham Town Council are currently preparing local planning policies as part of their Neighbourhood Plan.

3.7.4 WECA was preparing high level plans for the region, known as the Spatial Development Strategy (SDS). The SDS was intended to provide the strategic planning framework for the New Local Plan. However, the WECA Mayor decided in May 2022 to stop all work on the West of England Combined Authority Spatial Development

Strategy. Therefore, the Local Plans for Bath & North East Somerset, Bristol and South Gloucestershire will now provide the strategic planning framework for the WECA area. Work on the SDS has been halted and is not being progressed by WECA, however the

evidence base is due to be published and will inform the new Local Plan. It is worth noting that the SDS evidence base has yet to be tested at examination and will need to be fully reviewed.



Figure 20. Planning documents

3.7.5 The WECA Placemaking Charter provides a framework for developers, communities and public sector partners to create better places that are future-ready; connected; biodiverse; characterful; healthy and inclusive.

3.7.6 The Existing Development Plan states that around 2,150 new homes will be built between 2011 and 2029 to support economic growth of the town and accommodate a growing population. Allocations included the 500+ dwelling development in South West Keynsham known as 'K2' which has now been built out.

3.7.7 At least 700 dwellings were directed towards the town centre/ Somerdale policy area (Policy KE2) which was intended to serve as the focus of future development within Keynsham. Green Belt releases were made to the east of Keynsham to accommodate 250 dwellings (KE3a) and employment floorspace.

3.7.8 In order to meet the need for additional housing development within the District during the current plan period (to 2029), the Local Plan Partial Update allocated land previously safeguarded from the Green Belt to provide for housing and floorspace in two locations on the eastern edge of Keynsham (allocated as KE3c for around 210 dwellings and KE3d for around 70 dwellings). These

sites are now consented subject to S106 which demonstrates B&NES' ability to deliver through plan-making.



## ENGAGEMENT SUMMARY

# 04



## 4. ENGAGEMENT SUMMARY

### 4.1. B&NES Officers workshop

4.1.1 A B&NES officers' workshop was held on the 12th January 2023 to cover the areas of the Keynsham and Saltford study area. A number of officers from B&NES attended representing a variety of technical expertise including planning, transport, ecology and landscape. The participants were asked two key questions:

- 'what is this place?'; and
- 'how could this place change?'

4.1.2 These key questions were discussed in groups with a focus on five key themes derived from the West of England Placemaking Charter:

- Zero Carbon and Climate Resilience;
- Moving Around;
- Natural Spaces and Biodiversity;
- Identity and Belonging; and
- Thriving, Healthy and Inclusive Homes and Communities.

4.1.3 The summary of the discussions is as follows.

- Despite being surrounded by green space, community engagement/use of spaces remains low due to a perceived lack of connections. This issue is compounded

by limited green space within settlements, meaning residents often have to drive to surrounding areas to go for a walk. Better provision of green spaces and improved links (provision and communication) to the countryside, and more education on the

availability of open space within settlement areas are needed.

- Access to the River Avon is limited, with potential to provide enhancement at Saltford or create a new access, further along the river towards Keynsham. The River Avon



Figure 22. Discussion at workshop

trail could then act as a link between the access points, increasing connectivity and providing a range of GI benefits.

- Recent residential development traffic has added to Keynsham congestion, with knock-on settlement impacts including a reduction in the sense of place and further impacts on the quality of non-vehicular access (i.e., for pedestrians and cyclists). Keynsham was considered a possible location for setting up a mobility hub to encourage multi-modal trips. It was noted that some rural communities are currently disconnected from public transport services into Bristol and/or Bath.
- An economic strategy is needed for Keynsham to respond to the ageing population by providing access to health facilities and housing for the demographic.
- Could Keynsham benefit from a rebrand? This could help to create a shared vision and generate investment opportunities.

4.1.4 The B&NES officer workshop helped verify the study area's technical analysis, provided further insights and local knowledge and helped inform the approach to wider stakeholder engagement.

## 4.2. First Stakeholder Engagement

4.2.1 A stakeholder workshop was held on the 26th of January 2023 to cover the Keynsham and Saltford study area with various stakeholders, including representatives from Saltford Parish Council, Keynsham Town Council, Compton Dando Parish Council, Bitton Parish Council, Avon and Somerset Police and Community at 67. The participants were asked to discuss the following questions:

- "what do you value about the area?"
- "what are the key priorities for your area?"

4.2.2 The key priorities which emerged from the workshops included:

- A strong sense of community.
- The value of the attractive surrounding countryside. Concerns were raised about Abbots Wood Ecological Park and Manor Road Community Woodland, becoming too crowded, thus raised questions about the scope for expansion. Memorial Park was also identified as a key asset for community events.
- The River Avon is a key asset for the community, and that there are opportunities for increased use to support regeneration. The PRow network is valued but there needs to be

greater priority to the provision of better accessibility to networks.

- Proximity to Bristol and Bath provides residents easy access to varied activities and wider hub amenities such as hospitals. Community local history and heritage are important to the residents.
- A strategic and collaborative approach to planning with the neighbouring districts. Stricter policies on housing development and infrastructure to unlock new development.
- An integrated transport system with active travel networks.
- Climate resilience and improved mitigation measures to deal with flooding in the area.
- The need to preserve the essential characteristics of the area whilst adapting and changing. Protection and enhancement of green spaces including strategic gaps to prevent coalescence.
- 'Enlightened' policy to drive employment and new digital and creative businesses in the area, along with access to high-speed broadband.

### 4.3. Second stakeholder engagement

4.3.1 A second stakeholder workshop covering Keynsham and Saltford was held on 18 July 2023. The workshop engaged various stakeholders including representatives from local third sector groups, town and parish councils and local ward councillors. The purpose of this workshop was to gain feedback on the emerging placemaking principles and identify opportunities for the future.

4.3.2 The workshop participants engaged in two sets of open discussion sessions to provide feedback on the emerging placemaking principles and to identify future opportunities related to the climate and ecological emergency, health and wellbeing, local economy, sustainable transport and housing needs, in alignment with the B&NES Corporate Strategy.

4.3.3 The key priorities which emerged from the workshops included:

- Homes termed 'affordable' are not always in practice. A mix of tenure is needed including social or rentable housing.
- Downsize options required (Corston) currently insufficient suitable accommodation, further diversity of housing types/sizes required across Keynsham, Saltford and Corston.
- During peak hours, additional bus capacity is needed to balance school use. There is a desire to re-open Saltford Station to improve connectivity to Bristol, Keynsham and Bath, and a Park & Ride.
- Concerns about transport corridor bottleneck and congestion of local roads. Rail schemes could encourage people out of cars.
- Keynsham station is not well connected to the High Street; improvements here would encourage rail usage.
- Desire to introduce and encourage new travel modes/options. Suggestions included transitioning the Newbridge Park & Ride into a mobility hub with a proposed river taxi connecting Keynsham to Bath, to provide a functional/leisure link.
- No active travel links between Whitchurch and Keynsham, implementation constraints due to steep river valleys/ topography. Keen interest to maximise links to the river Avon by connecting Keynsham and Saltford to Bath (cycle path).
- Mobility hubs could help to encourage during seasonal reduction in active travel, via mix of active travel with sustainable mass transport systems.
- Development within Flood Zone areas must be fit for purpose, with stringent developer design requirements. Failed mitigation referenced at Chocolate Factory development.
- Providing additional nurseries and childcare facilities as part of new housing developments and encourage active travel to transport children.
- Demand to provide recreational green spaces and discussions that biodiversity net gain should be delivered on-site.
- Supporting infrastructure has not kept pace with recent developments suffering from poor accessibility (one road in and out of the area) lack of public transport and active travel connections.
- Understood that North Keynsham development is required to deliver a relief road to take pressure off the High Street.
- Must attract talent and industry. Business hubs, science park and other strategic areas are needed to deliver ambition and capture opportunities.
- Protection of the local food production industry and the need for development to support British farmers.



- Protection of allotments land use. Long waiting times for allotments.
- Concerns were raised around the introduction of significant housing numbers without supporting uses, and piecemeal developments not of a scale to generate/justify community services/facilities.
- Potential for a Strategic Green Infrastructure Opportunity between Saltford and Keynsham to create meaningful green infrastructure and prevent coalescence.
- Parking design standards are needed for positive development design.

### Summary feedback on potential development sites

4.3.4 There was discussion about the development capacity within existing villages and whether or not development would be proportional to the size of the village, alongside consideration of the appropriate infrastructure to be provided.

4.3.5 Stakeholders discussed a number of potential development sites drawing upon (but not limited to) the Housing and Economic Land Availability Assessment (HELAA) sites submitted. These are summarised on a settlement-by-settlement basis:

#### **Development between Keynsham and Saltford:**

- A recurring point in the discussion was the need to keep the separation between the two settlements of Keynsham and Saltford. A green corridor separating the towns is crucial to keeping the settlement character.

#### **Keynsham**

- Concern further expansion of Keynsham would result in the loss of character. Preference for owner/resident occupied and limits on short-term lets.

#### **North Keynsham**

- Focus on delivery here, including development at the warehouse location.
- Flood Zone 3b. Call for an innovative housing response, including floating housing, houseboats and canal boats along the River Avon.
- Severance by A4 corridor and railway line, therefore, connectivity is key.
- New development roads should be used to draw traffic away from the High Street, also requirements for multiple access points into the developments to mitigate bottlenecks/create route options.

- Concerns over settlement definition and unchecked expansion of Keynsham, Bristol and Hicks Gate.
- Hopes for further regeneration of Keynsham High Street, including more active frontages, fewer empty shops and the potential for pop-ups and markets.
- Potential business and employment opportunities within the Pixash area.

#### **South West Keynsham**

- Potential location identified near Charlton Road if further improvements to infrastructure delivered.
- Existing traffic congestion would need management with delivery to integrate biodiversity in surrounding green spaces.

#### **South Keynsham**

- Area susceptible to lorry traffic and there is contaminated land.

#### **East Keynsham**

- Safety concerns regarding walking routes (capacity) during school times at (Herne Lane) and the Manor Road connection.
- B&NES owned fields currently leased as playing fields. The latest Census shows more children in the area, and opportunities for more/better sports facilities.

**South Salford**

- Previous housing planning applications were rejected southeast of Salford (not the green area to the south). Residents want to keep the village feel and there is concern about further expansion of Salford.

**Other**

- Current use of the Newbridge P&R is described as low, with the potential to redevelop one of the three parking areas into a development site.

**Corston**

- Support for local needs housing, including a community housing scheme. Integration is key to success.

**Whitchurch**

- Mixed views on housing delivery here, concerns around heritage and smaller villages nearby.
- Whitchurch Village is a Liveable Neighbourhood and new development would need to support this policy.



# PLACEMAKING STUDY

# 05



## 5. PLACEMAKING STUDY

### 5.1. Composite site analysis

5.1.1 The composite site analysis plan summarises the high-level technical evidence research to influence decisions regarding potential future opportunities within the area.

5.1.2 The Keynsham and Saltford study area covers the whole extent of Keynsham and Saltford built-up areas and extended environs, mainly to the south. It occupies a strategic location between Bath and Bristol and is linked to both cities by the A4 and mainline railway.

5.1.3 Keynsham and Saltford are the key settlements of the study area. They are surrounded by the Bristol and Bath Green Belt, which also separates the two settlements. The other settlements, such as Queen Charlton, Corston, Burnett and Chewton Keynsham, are smaller and located within the Green Belt.

5.1.4 The study area contains historic designations from Grade I (Remains of Keynsham Abbey) to Grade II\* status, six Scheduled Monuments, Newton Park Grade II\* Registered Park and Garden and the Keynsham, Saltford, Queen Charlton and Corston Conservation Areas.

5.1.5 Generally, the study area is within Flood Zone 1. However, areas around the River Avon

and River Chew are within Flood Zone 3. The River Avon Valley poses a significant flood risk to the northern floodplains of Keynsham and the river corridor southeast of Keynsham towards Saltford. The River Chew corridor, flowing north through Keynsham, also has a high flood risk.

5.1.6 Surrounding the study area, there are ecological and landscape assets which exert influence within the study area. The Cotswolds National Landscape, just east of the Bristol and Bath Railway Path, is an important sensitivity receptor due to proximity, as are wider green and blue infrastructure assets with direct linkages (Ecological Networks). The study area also has a network of pedestrian and cycle routes, including long-distance trails and high points popular for recreation, that link the internal and external areas.


5.1.7 The varied ecological baseline comprises designated blue and green infrastructure assets that provide a rich habitat for diverse species. Areas defined as Green Belt and Landscape Settings wrap similarly around the perimeter of extant development within Keynsham, through the Green Belt covers a greater area.

5.1.8 A gas pipeline runs north-south through the study area between Keynsham (east) and Saltford (west) development areas.

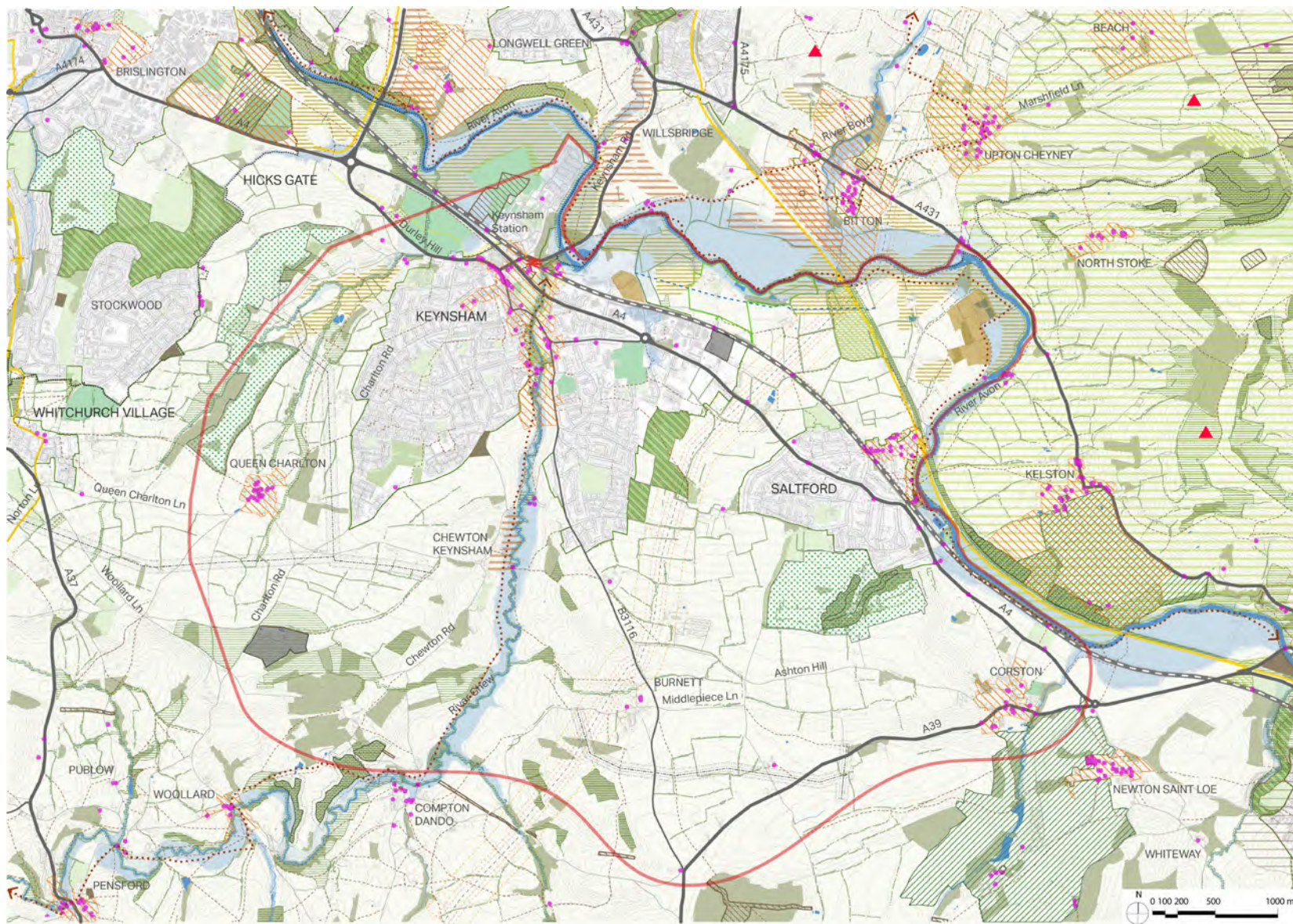
The pipeline is protected by an Health and Safety Executive (HSE)-regulated buffer zone at various sensitivity levels. Another high-pressure gas main west of Keynsham is protected by an HSE-regulated buffer zone.

5.1.9 Two wastewater treatment works within the study area might require an easement zone to limit exposure to potential offensive odours.

#### Key

-  Study area
-  District boundary
-  Listed buildings
-  Green belt
-  Woodland
-  SNCI
-  SSSI
-  AONB
-  Local nature reserve
-  Parks, open spaces and local green spaces
-  Scheduled Monument
-  Conservation area
-  Ancient woodland with 25m buffer
-  Registered parks and gardens
-  Avon Valley adventure and wildlife park





**Key**



























-  World heritage site
-  Historic battlefield
-  Grade 1 Agricultural land
-  Grade 2 Agricultural land
-  Grade 3a Agricultural land
-  Allotment
-  Golf course
-  Sewage works
-  Recycling
-  Watercourse
-  Flood zone 2
-  Flood zone 3
-  High Points
-  National cycle route
-  Road
-  PRoW
-  Long distance routes
-  Hedges
-  5m contours
-  Railway
-  Railway station
-  Gas main
-  40m HSE Consultation zone
-  80m HSE Consultation zone
-  150m HSE Consultation zone
-  Gas main high pressure with inner zone (20m), middle zone (40m) and outer zone (50m)

Figure 24. Composite site analysis



## 5.2. Key issues

5.2.1 The following key issues reflect the findings of the technical research as well as the outcomes of the workshops summarised in earlier sections:

- The flood risk from the River Avon to the north of the town creates a limitation on the opportunities in this area and limits the potential of the town on densification at locations that have easy access to the town centre and public transport.
- The town of Keynsham is bisected by the River Chew, which creates movement severance due to limited crossings over the river. This results in 'bottleneck' congestion on bridges.
- The A4, which forms the Bristol/Bath Strategic corridor experiences significant congestion in both directions during peak times. This causes delays in Keynsham Town and affects the quality of life for residents in some parts.
- The Keynsham Railway Station has poor access either on foot, by bike or by bus.
- Insufficient public transport provision and easy and cheap parking within Keynsham results in an over-dependence on travelling by car. Car reliance is also a big issue in Saltford.
- Keynsham has a sporadic network of local cycle routes within the town which are poorly connected and provide confusion to cyclists. The Bristol Bath Railway Path cycle route has poor connectivity to Keynsham and Saltford, isolating these residents from active travel opportunities.
- The steep topography in some of the areas, such as Saltford, as well as the severance of the railway line for locations to the north of Keynsham, makes it harder to attract/encourage mode shift from cars to active modes.
- There is limited public open space and allotment provision within the area, and existing ones are overused and lack appropriate facilities.
- Natural river system of the Chew is compromised by a series of river barriers, including the Keynsham weir.
- There is a lack of connectivity between the town and the wider countryside. Limited wayfinding and legibility reduce the potential to access the wider countryside, River Avon and boat dwelling.
- The area has health and income inequalities spread across the areas as small pockets.
- The area has limited access to reliable broadband



### 5.3. Ideas and aspirations

5.3.1 The following list summarises the ideas and aspirations derived from the stakeholder workshops (Section 4, above) and provides some direction as to how the study area could change and improve:

- Reposition Keynsham as a more significant business location enabling it to attract new employers and generate range of jobs more suitable to the resident workforce.
- Create a critical mass to achieve a sustainable settlement and to facilitate a greater level of services.
- Introduce mobility hubs to encourage multi-modal trips as well as car sharing schemes.
- Enhance public transport opportunities including Bristol/Bath Corridor, Mass Transit and improved access/connections to Keynsham Railway Station.
- Improve cycle route connectivity in the area.
- Strengthen the landscape setting of Keynsham to maintain the town's rural setting and market town identity.
- Create a Strategic Green Infrastructure Opportunity to link River Avon and River Chew Valleys.
- Enhance access to the Green Belt with an improved green infrastructure network.
- Enhance access to the water space for leisure and provide more space for boat dwellings.
- Improve and expand the existing green spaces and provide more public open spaces to enhance access to the countryside to encourage an active and healthy lifestyle.
- Improve way-finding and legibility.
- Seek opportunities to encourage community food growing and provide space for allotments.
- Utilise habitat opportunity areas and the aspirational network identified by the Nature Recovery Network to safeguard existing habitats and focus on biodiversity enhancement.
- Seek wetland habitat creation opportunities in Flood Zone 2 areas along the River Avon and River Chew to build resilience to flood risk as well as to deliver wider benefits for nature and people.
- Provide solar power, efficient homes and electric vehicle charging points at new developments.
- Seek an opportunity for solar and wind energy generation within the area.
- Pedestrianise the High Street in Keynsham and link with the Memorial Park to provide better opportunities for street entertainment and markets.
- Provide creative spaces for community initiatives.
- Introduce community office hubs and work spots.
- Introduce student accommodation and attract young people to the area by providing more affordable accommodation.
- Create activities and clubs focused on the youth population to support them with mental health issues and academic progress.
- Initiate a Boat Dwellers Needs Assessment and enhance infrastructure to the boat dwellers especially in the case of floods and other issues.

## 5.4. Areas of Potential Change

### Placemaking

#### ***Recognising new development as a catalyst for positive change***

5.4.1 Development should not be seen simply as delivering more housing, although residential provision is a key part of the story. In addition to housing, energy generation, employment opportunities, community infrastructure (including education), improved connectivity across all modes (with a focus on active travel and public transport) and nature recovery, encompassing protection and enhancement of existing landscape and habitat, as well as the creation of new, are the components of placemaking which the new local plan seeks to deliver for the people of Keynsham and Saltford.

#### ***Balancing benefits and mitigating impacts***

5.4.2 It is important to remember that there is always a need to consider both the impacts and the benefits when making a decision with respect to the development of any land at Keynsham or Saltford. As both settlements have grown, their original structure and form (as small villages) have been subsumed by the larger urban area, although it is clear that remnants of that earlier character are still evident in both settlements. As each new tranche of development has been delivered,

it has brought an increase in population, often (but not always) balanced by enhanced amenities, services and facilities.

5.4.3 With each new expansion, however small it might be, both the scale and the character of each settlement subtly change. These changes are not always negative, as they allow for new places of interest to be created, better access to previously remote or inaccessible open space, and new amenities and services. However, there is also the potential for negative impacts, with places losing a certain 'feel', previously available views being closed or more tightly constrained and greater pressure on existing infrastructure.

5.4.4 For the purposes of the new local plan, development proposals will need to very clearly demonstrate the infrastructure to be delivered (which might not always be limited to just serving a new population, but might also provide for the existing residents) and the benefits to be derived from that development. Even with a clearer proposition in terms of infrastructure provision, there may well still be impacts on both Keynsham and Saltford. Consequently, at the appropriate stage of the planning process, new development proposals will need to include an assessment of the potential impacts and the proposed mitigation.

5.4.5 Even at this early stage of the planning process, however, consideration of development potential in the vicinity of Keynsham or Saltford is accompanied by a high-level analysis of potential impacts and the interventions which might not only mitigate those impacts, but bring wider benefits to the community.

5.4.6 For instance, where new development for housing is proposed, supporting infrastructure, whether it be in terms of social, transport or utilities provision is factored into the discussion of the opportunity. The types of interventions proposed in support of the development, for example, a new primary school, new open space (or better access to existing) and sports facilities or a local centre providing commercial and community space, have the potential to bring benefit to existing, as well as new, residents.

#### ***A place based approach to change***

5.4.7 Principles of placemaking have been applied to the process of identifying potential areas for change in Keynsham and Saltford. The aim is to be comprehensive in both its assessment of the potential for change and the proposals made in respect of that change (this assessment process is explored in more detail in Section 6, below).

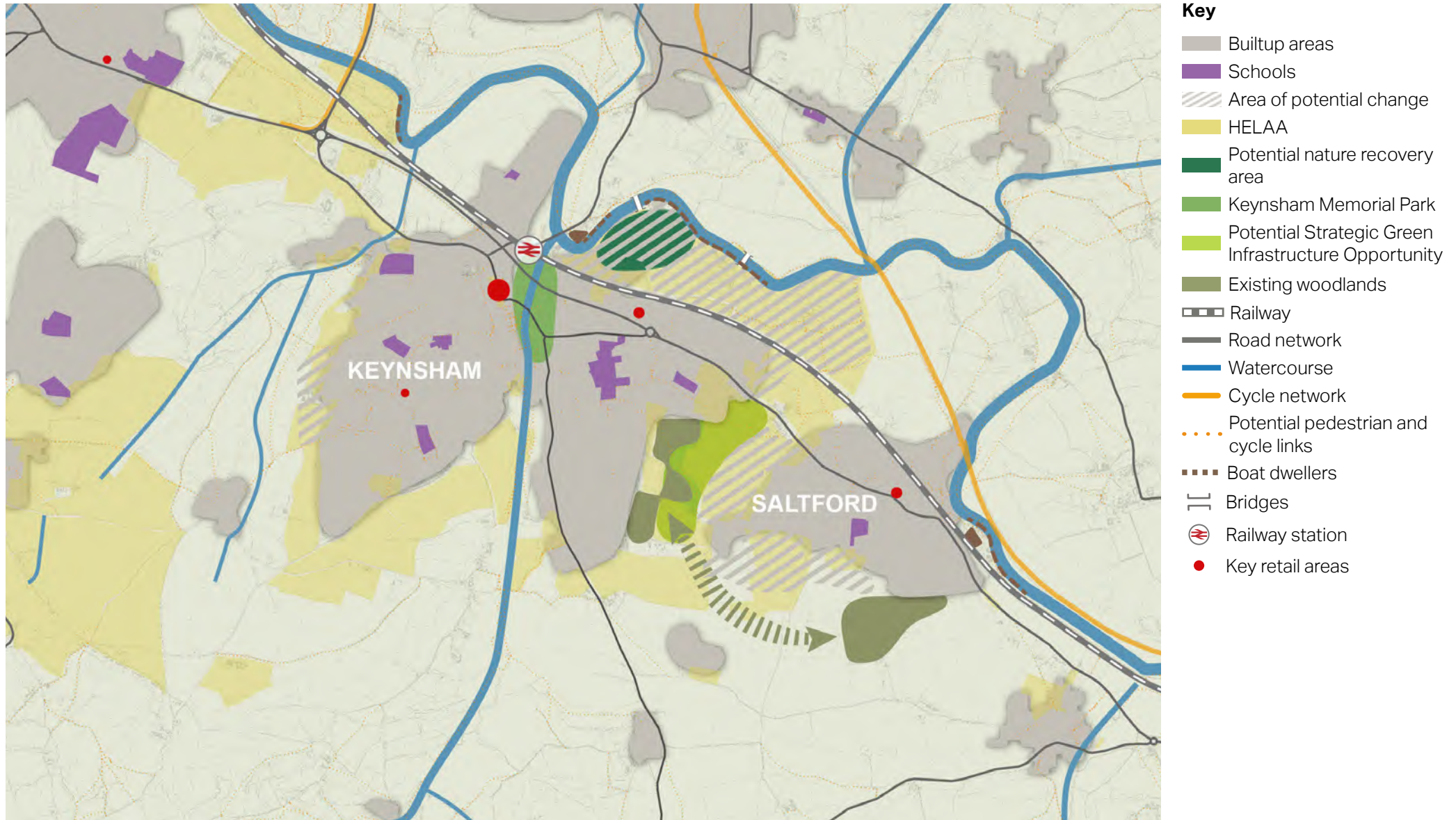


Figure 25. Areas of potential change



5.4.8 When assessing Keynsham and Saltford, those areas which are currently or have the potential to become better connected to primary routes (for public transport) and existing local centres providing services and amenities are seen as having greater potential for change. Accessibility and the widening of opportunity for residents to engage in more active travel, with amenities and services better located and more accessible to those choosing not to drive their car, is a key tenet of sustainable place-making and is addressed, in more detail, in the section on Access and Movement, below.

5.4.9 Those areas with existing landscape or habitat assets are considered to be sensitive to change, however, this does not necessarily mean that there is no scope for change in such locations. Where change is proposed, those existing assets are protected and, where possible, enhanced or extended to make new connections to the wider network of open space and, importantly, create new opportunities for people to access and enjoy the countryside that is the setting for both Keynsham and Saltford, but is often considered to be remote or inaccessible to residents.

5.4.10 As noted, below, B&NES has declared a Climate Emergency and an Ecological

Emergency and prepared Action Plans in respect of both. The focus of the Action Plans is to achieve development which is both more sustainable and delivers positive outcomes in terms of the extent and quality of the natural systems within B&NES generally and, specifically, in Keynsham and Saltford. The potential for change in respect of natural systems and the wider landscape setting of Keynsham and Saltford is explored in more detail in the section on Green and Blue Infrastructure, below.

#### ***Prioritising space for people over cars***

5.4.11 Movement infrastructure is one of the key points to be considered when looking at the potential for change in Keynsham and Saltford. The consequences of development, both negative and positive, derive in large part from the quality of the movement infrastructure that is provided, especially active travel modes, such as walking and cycling, and public transport.

5.4.12 In Keynsham and Saltford, much of the focus of the Strategic Transport Study (outlined below) is on the creation of movement infrastructure that supports and reinforces opportunities for 'local living' and the creation of 'liveable neighbourhoods' that enable people to live their lives in such a way as to not have to rely on the private car.

#### ***Creating better connections***

5.4.13 At the same time, it is recognised that there is a need and an opportunity to look at the quality of connections into and out of the two settlements, both at the structural level (with a focus on the A4 corridor and the creation of transport hubs that support and promote public transport) and at a finer grained level, where the connections through the surrounding landscape to places such as Whitchurch Village, Queen Charlton and the Chew Valley.

#### ***Healthy, vibrant and viable local centres***

5.4.14 Healthy, vibrant and viable local centres are key to making the settlements of Keynsham and Saltford more resilient, sustainable and self-contained. Areas of potential for change adjacent to both settlements have been identified based on their capacity to both support and benefit from their proximity, or their potential for connectivity, to existing local centres, as well as their capacity to support the creation of new amenities and services to serve both the new and existing communities.

5.4.15 There has already been investment in the town centre at Keynsham and more is envisaged as a means of helping it to maximise its potential as a destination and a service centre for the area. The potential for

development at North Keynsham offers the opportunity of a new local centre, one which might have a different character and a focus on leisure, recreation and access to the Avon valley and wider landscape.

5.4.16 Saltford has a discrete centre, with relatively few local services and amenities and issues relating to vehicle traffic and a lack of safe, attractive and accessible pedestrian space. There are opportunities for place-making interventions to improve the quality of the environment and the offer, in terms of services and amenities, in Saltford village centre. Such improvements could be linked to and facilitated by development elsewhere in the settlement.

### ***A comprehensive approach to planning and development***

5.4.17 Comprehensive development proposals, which allow for a more strategic approach to the planning and delivery and/or upgrade of utilities infrastructure, are also a means by which change in Keynsham and Saltford might be managed proactively to achieve more sustainable and climate resilient outcomes.

5.4.18 The assessment of the potential for change in Keynsham and Saltford, therefore, is predicated on the assumption that small-scale, ad-hoc development in

many different locations is not as effective in delivering the type of outcomes that will support B&NES aspiration for sustainable development. This is not to say that small parcels of development will not come forward during the plan period, but the assumption is that larger, comprehensively planned and delivered proposals will be preferred on account of their ability to achieve a more coherent and comprehensive suite of infrastructure improvements to support both the new development and the existing settlement.

5.4.19 Consequently, development in locations such as North Keynsham or along the western and southern edges of Saltford, are seen as having the potential to deliver considerable benefits beyond housing numbers. There is an opportunity for planned, strategic extensions which support existing initiatives in respect of movement infrastructure and deliver additional benefits in terms of strategic management of open space (and, importantly, access to that open space) as well as the provision of community and social infrastructure.

### ***Green and blue infrastructure and landscape***

5.4.20 B&NES declared a climate emergency in March 2019 and an ecological emergency

in July 2020. The Climate Emergency Action Plan (2023) and the Ecological Emergency Action Plan (2023), set out actions to address the climate and ecological emergencies, with the objective for the district to become both nature positive and achieve carbon neutrality by 2030. Although not the same, the emergencies are linked, sharing some of the causes and many of the potential responses including nature-based solutions to adapt to the effects of climate change while contributing to nature's recovery.

5.4.21 'Nature' should be placed at the heart of making and regenerating attractive, investable places that are good for people, climate and the economy. Good quality green and blue infrastructure (GBI) has an important role in improving health and wellbeing, air quality, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.

5.4.22 Growth provides opportunities to deliver good quality GBI that fulfils the principles and standards detailed in the Natural England Green Infrastructure Framework (2023) and the Building with Nature standards. Growth can act as the catalyst to achieve national, regional and local GBI priorities, including those identified in Keynsham and Saltford.

5.4.23 Three strategic GBI projects identified in the West of England Joint Green Infrastructure Strategy 2020-2023 are WaterSpace, Chew Valley Reconnected and Bathscape (for more information on these projects, please see Section 3.3). Any potential change around the Keynsham and Saltford area should take into consideration these strategic projects' vision and principles.

5.4.24 The West of England Nature Partnership (WENP) is co-ordinating the regional Nature Recovery Network (NRN) which is a joined-up network of marine, water, and terrestrial habitats where nature can thrive. The network map is an active and adaptive spatial plan that identifies the best opportunities to deliver nature's recovery. At Keynsham and Saltford, opportunities relate to:

- Wetland within Flood Zone 2 along the River Avon and River Chew. Projects seek to create wetland habitats to build resilience to flood risk and deliver wider benefits for nature and people.
- Grassland connectivity. Avon Wildlife Trust in partnership with Buglife are leading work to create West of England B-Lines. B stands for biodiversity. B-Lines are wide strips of permanent wildflower-rich habitats that link existing wildlife areas together to create a network

through which pollinators can travel. At Stockwood Vale, a project seeks to connect the grassland habitats of the Vale with grassland habitats to the south

- Woodland connectivity. The B&NES Tree and Woodland Delivery Plan 2021 (T&WDP) is a 5-year action plan which supports the ambition to significantly increase tree cover across the district and contributes to both the Forest of Avon, A Tree and Woodland Strategy for the West of England, 2021 that seeks to double tree cover by 2050, and the WENP NRN aim to double semi-natural tree and woodland cover by 2060. The T&WDP is a 'live' document, reviewed annually with a detailed action plan focused on tree planting through a range of activities. The T&WDP is linked to the Woodland Opportunity Map for B&NES which identifies land that has potential for woodland planting at a strategic scale and guides tree planting to ensure 'right tree, right place'. Together, these documents provide a framework to improve woodland connectivity which could be delivered through development.

5.4.25 The B&NES Green Space Strategy 2015 provides an assessment of the needs and deficiencies in open spaces across the district. In addition to forming the basis for

establishing local provision standards, the strategy identified deficits in particular types of open space by the parish. For the parishes combined within the Keynsham and Saltford area, there was a deficit of the following:

- Allotments.
- Amenity green space.
- Parks and recreation grounds (excluding outdoor sports pitches).
- Play space for youth.

5.4.26 Accessible natural green space was the most abundant open space type.

5.4.27 In Saltford alone, there is a deficit of play space for children, although when considered within the wider area there is no deficit.

5.4.28 Development proposals provide the opportunity to address these deficits and create new open spaces that are easily accessible to both existing and future communities.

### **Access and movement**

5.4.29 A Sustainable Transport Strategy has been developed to improve the accessibility and connectivity by sustainable modes in Keynsham and Saltford. The Strategy aims to create an attractive and convenient public transport system and a healthy active travel



network where residents can access the amenities required to meet their daily needs without reliance on the private car. The proposed improvements are integrated with existing active travel proposals secured through Somerdale and East of Keynsham developments and for the Bristol to Bath Strategic Corridor (BBSC).

5.4.30 Key features of the BBSC include:

- Improve infrastructure for pedestrians and cyclists along the A4 corridor between Bath and Bristol.
- New Mobility Hub on the A4 in Keynsham.
- New Interchange facility at the southwestern corner of the Hicks Gate roundabout.

5.4.31 Therefore, the Sustainable Transport Strategy benefits existing residents within Keynsham and Salford, in addition to accommodating the forecast growth.

5.4.32 Supporting “local living” in Keynsham will create friendly, convenient communities where residents can access the amenities required to meet their daily needs through a walking journey. Additionally, excellent internet connectivity, home working and digital services reduce travel demand.

5.4.33 There is an opportunity to re-imagine how the public space in the centre of

Keynsham operates, and provide a better balance between people and vehicles, and between transport modes. Identifying and defining clear vehicle movement routes in Keynsham, including the potential for an access road through North Keynsham linking the A4175 with the A4, will have the benefit of

reducing traffic in more sensitive areas and providing opportunities to deliver improved sustainable transport opportunities and public space. Targeted modal filters and bus gates would be needed to deliver this.

5.4.34 This would enable a rebalancing of highway space on Keynsham High Street,

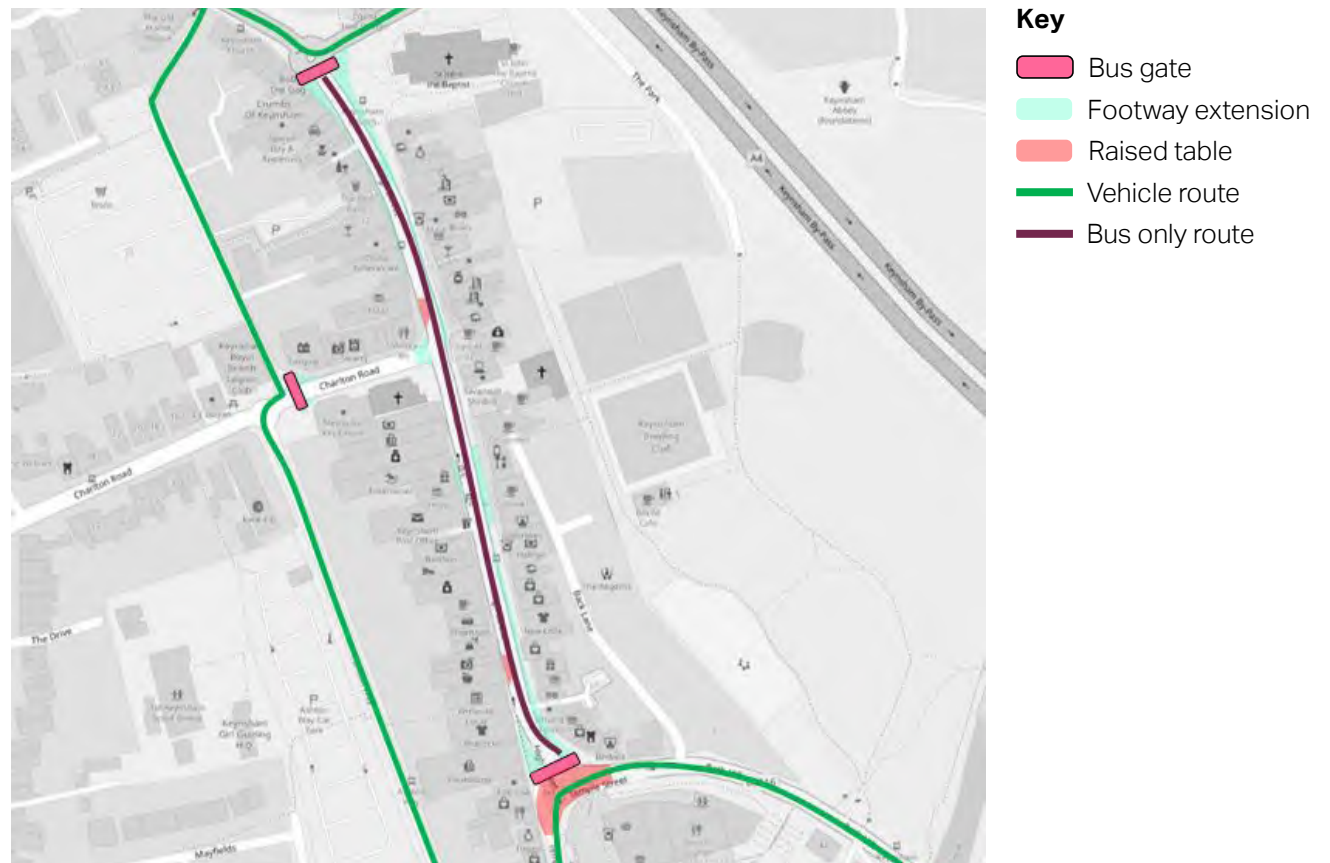


Figure 26. Potential reconfiguration of movement network in Keynsham town centre

and the potential to extend such benefits to the northern section of the High Street and part of Charlton Road. Vehicular use of these routes would be restricted to buses and time limited servicing, enabling greater space to be provided for people. Cyclists would use the carriageway in both directions, due to very low levels of vehicle use. The new road layout for Keynsham High Street will reduce severance for active modes users, result in a journey time benefit for bus services by providing new bus gates to make public transport more attractive than car usage and provide an improved public realm.

5.4.35 A network of active mode routes, connecting the extents of Keynsham and Saltford together with their local centres would be beneficial for encouraging more vulnerable road users to choose active modes for short, local journeys. This is comprised of a suites of interventions including Livable Neighbourhoods, Quiet Lanes and Modal Filters.

5.4.36 Liveable Neighbourhoods style schemes will be co-developed with local communities to provide attractive routes to accommodate inclusive cycling, with a focus on routes to primary schools and local centres.

5.4.37 Improved routes between Keynsham and Whitchurch Village will be provided, not







least because Whitchurch Village is in the catchment for Broadlands school. There is currently a modal filter in place on Queen Charlton Lane, which supports active travel between Whitchurch Village and Queen Charlton.

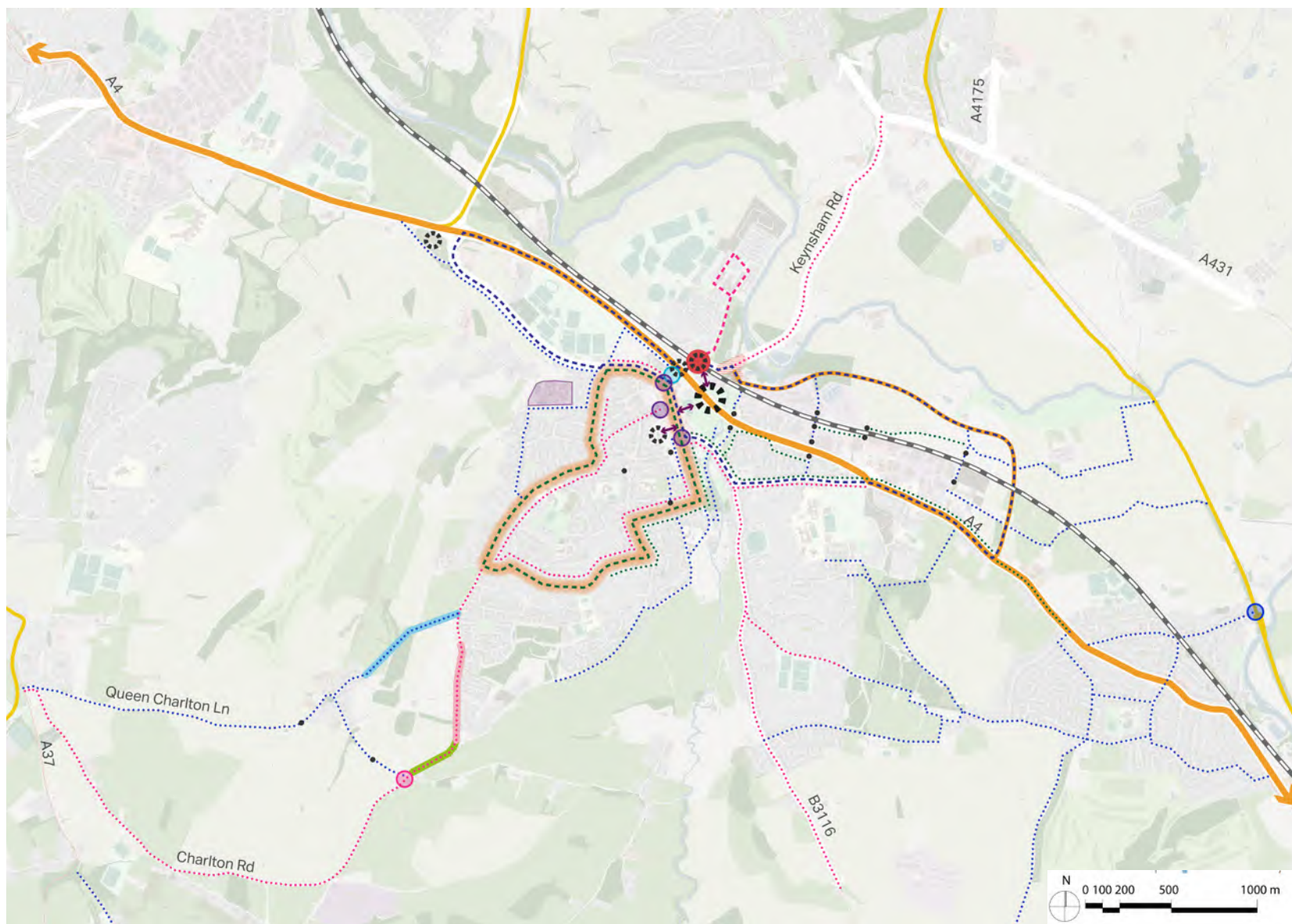
5.4.38 The Transport Strategy recommends that Manor Road, linking Salford and Keynsham, becomes a "Quiet Lane". This may require the introduction of a modal filter, or other traffic restrictions, to ensure traffic flows and speeds are low enough to enable active travel.

5.4.39 With regards to cycling, to enable a dedicated facility for cyclists to be provided on the route to Keynsham Railway Station, on-street parking would be removed on Station Road on the A4 overbridge.

5.4.40 Forms of micromobility such as e-scooters and e-bikes reduce barriers to active travel such as distance and topography, that make pedal cycles unfeasible. The transport strategy shows how micromobility could be extended around Keynsham, plugging the gap in the existing provision.

#### Key

-  Built-up area
-  Broadlands academy
-  Railway
-  Road network
-  Signalisation scheme
-  Public realm regeneration scheme



**Key**

- Upgrade to footpath
- Continuous pavement and cycle path
- Extension of 30mph zone
- National cycle route
- Strategic corridor
- Potential active mode routes
- Traffic movement routes
- LCWIP routes
- Potential bus route HG-KS
- Potential bus route KS West
- Indicate Somerdale bus route
- Activation arrows
- Transport corridor mobility hub
- Mobility Hub
- Railway station
- Bus gate
- Upgrade NCN connection
- Junction re-design
- Remove parking
- Modal filters

Figure 27. Access and movement



5.4.41 Public transport interventions will contribute to creating an improved public transport network across Keynsham and Saltford, which is important for transitioning towards net-zero targets. The potential to make improvements to bus services will be enhanced by the delivery of bus priority, and is likely to comprise a blend of new fixed route services and support the continued implementation of DRT.

5.4.42 Mobility Hubs are a focus point for public transport and active travel. Any forthcoming mobility hub would be adapted to be sensitive to the local context and needs and tailor-made to provide solutions to transport constraints in Keynsham. It is envisaged that they are proposed at the following locations:

- A4 Bristol to Bath Corridor.
- Keynsham Railway Station Car Park.
- Picnic Car Park.
- Ashton Way Car Park.
- Station Road.

5.4.43 These indicative locations have been considered because of their close proximity to either Keynsham Rail Station or Keynsham High Street as well as their alignment along

existing bus corridors. This strategy envisages that smaller hubs should be located in residential areas near local centres.

5.4.44 The A4 Bristol to Bath Corridor Mobility Hub is being taken forward part of the Bristol to Bath Strategic Corridor project. It will play a key role in linking local journeys originating in Keynsham, with strategic public transport services.

5.4.45 The availability and cost of car parking is a major determinant of travel mode. Consideration will be given to strategically restraining car parking supply and its ease of use to increase the propensity for people to travel using sustainable modes. This could potentially include reallocating parking spaces for private cars to other modes, such as e-car clubs and cycle hire schemes, as part of mobility hub proposals.

5.4.46 The Electric Vehicle Infrastructure for cars and buses will be expanded further across Keynsham and Saltford, with a particular focus on supporting electric car clubs and zero-emission buses.



**SUMMARY OF  
AREA OF SEARCH  
PLACEMAKING  
ASSESSMENT**

**06**

## 6. SUMMARY OF AREA OF SEARCH PLACEMAKING ASSESSMENT

### 6.1. Overview

6.1.1 The Areas Of Search Placemaking Assessment (ASP) is a robust form of strategic decision-making, the aim of which is to support and inform the preparation of the evidence for the Local Plan process. The ASPA reviews the entire study area including the HELAA sites. The process is structured on an agreed methodology and considers area opportunities and constraints against the context of the emerging placemaking vision and principles. Please refer to the Area of Search Assessment Keynsham and Salford document for further methodology information.

6.1.2 Areas with significant development limitations, such as flood zones, landscape/ecological designations sites or areas with strategic utilities infrastructure, e.g., high-pressure gas pipelines, are not considered for development. However, some of these areas are explored as important Strategic Green Infrastructure biodiversity net gain opportunities, with potential scope for delivery in combination with viable development elsewhere in the study area.

6.1.3 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 that are well located and complement the existing urban areas and any potential development sites.
- Create a transition zone between the urban areas and the countryside to increase accessibility to the countryside.
- Follow a comprehensive approach amalgamating green infrastructure, sustainable transport, sustainable infrastructure and development opportunities.
- Seek locations with proximity to the key public transport routes and facilities, such as town centres and community facilities.
- Seek opportunities to create development with sufficient critical mass to deliver community infrastructure and sustainable transport initiatives that serve the existing residents as well as the new.
- Seek opportunities to improve the pedestrian and cycle connectivity between the urban areas, countryside and riverfronts.
- Avoid piecemeal development and, instead, promote comprehensive development that allows for seamless integration with the existing urban areas.

6.1.4 A further placemaking assessment framework agreed between AECOM and B&NES and in line with the B&NES Sustainability Appraisal Framework objectives has been applied to the areas of search in Keynsham and Salford. The process appraises the potential effects of site development using a 5 level assessment across key themes:

- Placemaking and landscape
- Transport
- Environment
- Housing
- Economy and communities
- Utilities



6.1.5 The ASPA outcomes were presented to 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.

6.1.6 A comprehensive approach was followed on selecting the prioritised areas by grouping some of the areas or creating new boundaries where necessary.

6.1.7 For further information, please see the Area of Search Placemaking Assessment Keynsham and Saltford document.

Theme	Criteria Scoring Considerations	Scale of Impact
<b>Placemaking and landscape</b>	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
<b>Transport</b>	Existing levels of connectivity	Minor Adverse Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Minor Adverse 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	Moderate 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	Minor Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Beneficial Impact

Figure 29. An example of areas of search placemaking assessment summary table from Area of Search Placemaking Assessment Report

## 6.2. Prioritised areas

### Ashton Way (KS2)

6.2.1 There are good regeneration opportunities at Ashton Way and these will be taken to the development options stage.

### West of Keynsham (KS3)

6.2.2 The area of search is constrained by a high-pressure gas pipe, inclusion within the Green Belt and its role as part of the landscape setting of Keynsham.

6.2.3 Chosen during the prioritisation workshop for further examination during options development. The area of search presents opportunities due to its proximity to key public transport hubs and the town centre. Situated within a 15-20 minute walk from the town centre, it offers easy pedestrian and cyclist access to vital amenities. However, accessibility is currently limited (from the south only), which will require further consideration at the options stage. The area also offers opportunities to improve countryside access, east-west pedestrian, and cycle connections, establish public open spaces for nature recovery at the town's western edge, and support the B&NES health and wellbeing strategy.

6.2.4 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.

### East of Avon Mill Lane (KS4)

6.2.5 East of Avon Mill Lane is currently used as employment land and has high strategic value due to its proximity to the railway station and town centre and will be taken to the development options stage.

### North Keynsham (KS6)

6.2.6 The area of search is constrained due to inclusion within the Green Belt, western section (Zone 3), flood risk, the impact of the water recycling centre's odours zone and the high-pressure gas pipeline, which places it within a consultation zone.

6.2.7 This area of search, however, offers strategic advantage/opportunity due to proximity to key public transport hubs and the town centre, and the possibility of a new link between Keynsham Road and A4 to ease town centre congestion. Additionally, the area has placemaking potential for an active riverfront, recreational spaces, enhanced

River Avon access for residents' wellbeing and the creation of a wetland to address climate resilience and ecological concerns. This area will be further explored in the development options stage.

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

6.2.8 The area of search workshop decided to group and further explore areas KS8, KS9, and KS10 in the development options stage. This Green Belt area, partly within Keynsham's landscape setting, is graded medium to high in landscape sensitivity terms.

6.2.9 The area of search has potential for education, community facilities, sustainable transport, green infrastructure, and nature recovery. It also offers the possibility for open spaces for health, aligned to the B&NES health and wellbeing strategy, improved urban-countryside transition and a defined Strategic Green Infrastructure Opportunity between Keynsham and Saltford.

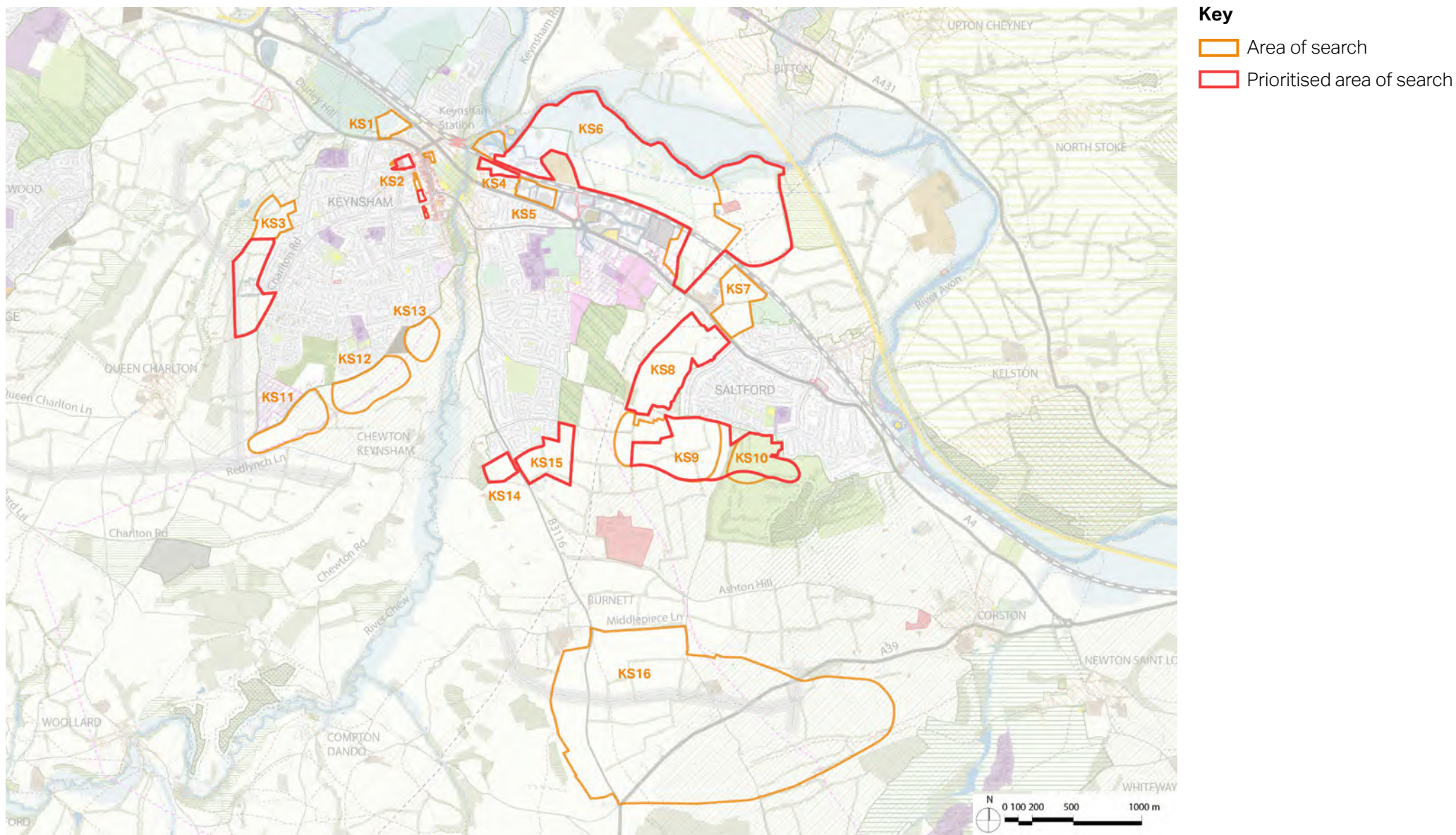


Figure 30. Area of search



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

6.2.10 The area offers potential for a small-scale development, with potential for community facilities, and green infrastructure contribution to nature recovery.

### **6.3. Other areas**

#### **Area to the north of Bristol Road (KS1)**

6.3.1 The area of search is constrained by elevated flood risk, the existence of medium gas pipe and, as identified during the workshop, topographical challenges. These constraints place limits on the deliverability of the area of search and this will, therefore, not be explored further during the development options stage.

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

6.3.2 Currently operated as employment land, but constrained by the water recycling centre's odour zone, the area of search will not be progressed to the development options stage.

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

6.3.3 Constrained by access, landscape sensitivity, and overhead cables. It has been decided not to explore these areas further at this stage due to access constraints and highways safety reasons. Various access points and configurations have been

explored along Charlton Road, 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.

#### **South of Burnett - KS16, KS17**

6.3.4 This location has been identified as a potential long-term opportunity for a standalone development or new community that could help to address objectively assessed needs either towards the end of the Local Plan period or beyond the plan period as part of a longer-term spatial strategy. The council will seek views in the Options Document on whether stakeholders consider it should be explored as a development option.

#### **North West Saltford - KS7**

6.3.5 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.



Figure 31. Seperator image

**PLACEMAKING  
VISION AND  
PRINCIPLES AND  
PRIORITIES**

**07**

## 7. PLACEMAKING VISION AND PRINCIPLES AND PRIORITIES

### 7.1. Placemaking vision

7.1.1 The following Placemaking Vision and Principles reflect the issues, ideas, aspirations and opportunities illustrated above, and they aim to provide comprehensive guidance on potential changes in the area in the near and further future.

*“Keynsham and Saltford area will be a **sustainable zero-carbon place** to live and work. It will be a **nature positive environment community**, preserving and enhancing the surrounding countryside which residents can easily access within a short walk or cycle from their homes, helping them live **physically and emotionally healthy lives**.*

*It will be an accessible place where people can **walk and cycle** along a network of attractive routes, or hop on a bus or train to go to their workplaces, schools, and to run errands.*

*There will be more **diversified employment opportunities**, providing jobs for people with a variety of skills and abilities. **Affordable housing provision** will enable young people to stay in the area where they grew up as well as encouraging young people to move into the area. Each town, village and settlement in the area will bloom with **its own sense of identity**, character and proud heritage, bolstered by a feeling of belonging to an inclusive community where **individuals and families can safely thrive** for multiple generations.”*



## 7.2. Components of the vision

### Sense of identity

7.2.1 The character of the historic cores of Keynsham and Saltford will be retained and enhanced, while the quality and range of commercial activities and services will be increased, supported by improvements to the public realm. This will be achieved by the regeneration of Keynsham town centre and Saltford village centre, transforming them into more vibrant commercial centres which reflect the current demands and pressures being placed on our high streets with re-purposing of existing buildings, positive re-use and re-purposing of underused sites and the identification of new areas for larger development opportunities.

### Sustainable living

7.2.2 Sustainability is at the heart of Keynsham and Saltford's placemaking vision. Local living will be encouraged by creating strong communities where residents can access the amenities required to meet their daily needs within a walking journey. Creating a high-quality, attractive, safe and integrated network of walking/wheeling and cycling infrastructure will allow travel by active modes to become the genuine first choice for most journeys, improving health, alleviating congestion and lowering

carbon emissions. New local mobility hubs will create better integration between modes of transport as well as resulting in improvements to the public realm.

### Carbon resilient

7.2.3 Keynsham and Saltford will play their part to achieve a zero-carbon future. The efficient use of land and resources is fundamental to sustainability, so any new development, whether it be for housing, mixed-use or employment, will seek higher densities of development and, greater levels of building performance and lower embedded carbon. The principles of the circular economy will apply to all development activities in Keynsham and Saltford, the aim being to minimise waste and reduce the carbon footprint, whether development be refurbishment/ regeneration or new build. Energy production opportunities will be identified and prioritised to reduce reliance on fossil fuels and help with the burden of energy costs.

### Nature positive

7.2.4 Landscape will continue to be one of the key components of the placemaking vision for Keynsham and Saltford. The sensitive landscape setting will continue to be cherished and protected, while strategic and attractive views will be retained. Views

specifically from Cotswold AONB will be enhanced with high-quality architecture and landscape buffers to filter and help integrate development harmoniously with its surrounding landscape. GBI corridors along River Avon and River Chew will be enhanced and provide a more accessible setting for leisure, recreation and active travel, with existing and new cycle and pedestrian routes helping to connect people to their destination of choice, including access to the wider countryside.

7.2.5 The initiatives to make Keynsham and Saltford nature positive will include enhancing and promoting local heritage, access to the countryside, expanded woodland cover and habitat, improved water quality and better wayfinding and legibility to encourage an active and healthy lifestyle.

## 7.3. Placemaking principles

7.3.1 The key Placemaking Principles are:

- Create opportunities to become climate resilient, carbon neutral and nature positive by 2030.
- Utilise habitat opportunity areas and aspirational connectivity identified in the Nature Recovery network to safeguard existing habitats and seek opportunities to deliver 20% biodiversity net gain.
- Seek opportunities to create wetland habitats along the River Avon and River Chew to build resilience to flood risk and deliver wider benefits for nature and people.
- Create countryside ecological corridors to improve connectivity between the existing network of woodlands and hedgerows.
- Integrate natural water management solutions to achieve resilient places.
- Maintain the existing character of the settlements and protect and enhance the heritage assets and their settings.
- Provide more nature-rich green and blue spaces with improved access to the countryside and riversides to encourage a healthy lifestyle.
- Seek opportunities to create multifunctional Strategic Green Infrastructure Opportunities integrating existing and new open spaces to serve the surrounding communities.
- Deliver ecologically restored and resilient waterways to enable greater use and enjoyment by people.
- Introduce new pedestrian and cycle bridges across the River Avon and River Chew to connect to the wider long-distance routes.
- Promote active modes of transport to achieve low-car neighbourhoods, improve the health and wellbeing of residents, and minimise the negative impacts of traffic, congestion and air pollution.
- Build a network of fully integrated transport interchange hubs to support seamless, convenient, end-to-end mobility for longer journeys through the district to improve public transport accessibility.
- Remove the accessibility barriers to travel and ensure delivery of fairer economic growth through an accessible and socially inclusive transport system.
- Maximise the delivery of affordable housing responding to social and economic needs and local demographics.
- Provide a variety of jobs, services and community facilities at suitable locations to reduce the need for travel.
- Seek opportunities for renewable energy generation.



**DEVELOPMENT  
CONCEPT  
OPTIONS**

**08**



## 8. DEVELOPMENT CONCEPT OPTIONS

### 8.1. Potential regeneration area in Keynsham town centre

8.1.1 There are a number of car parks within the Keynsham town centre, some of which represent a potential to be transformed into mixed-use residential developments depending on further analysis of car park provision within the town centre.

8.1.2 The Ashton Way car park and the Labbott car parks 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.

8.1.3 The Tesco supermarket is located on Danes Lane with a large car park in front of the plot and 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.

8.1.4 The areas do not display any physical constraints, although there may well be planning policy or building regulation constraints to be addressed.

8.1.5 Potential regeneration of these areas would increase the critical mass within the town centre and enable more homes to transport and other facilities within a short walk.

8.1.6 All the options for this area are envisaged to be a car-free development (apart from a car park for retail), due to the opportunity areas' proximity to the town centre and the public transport facilities.

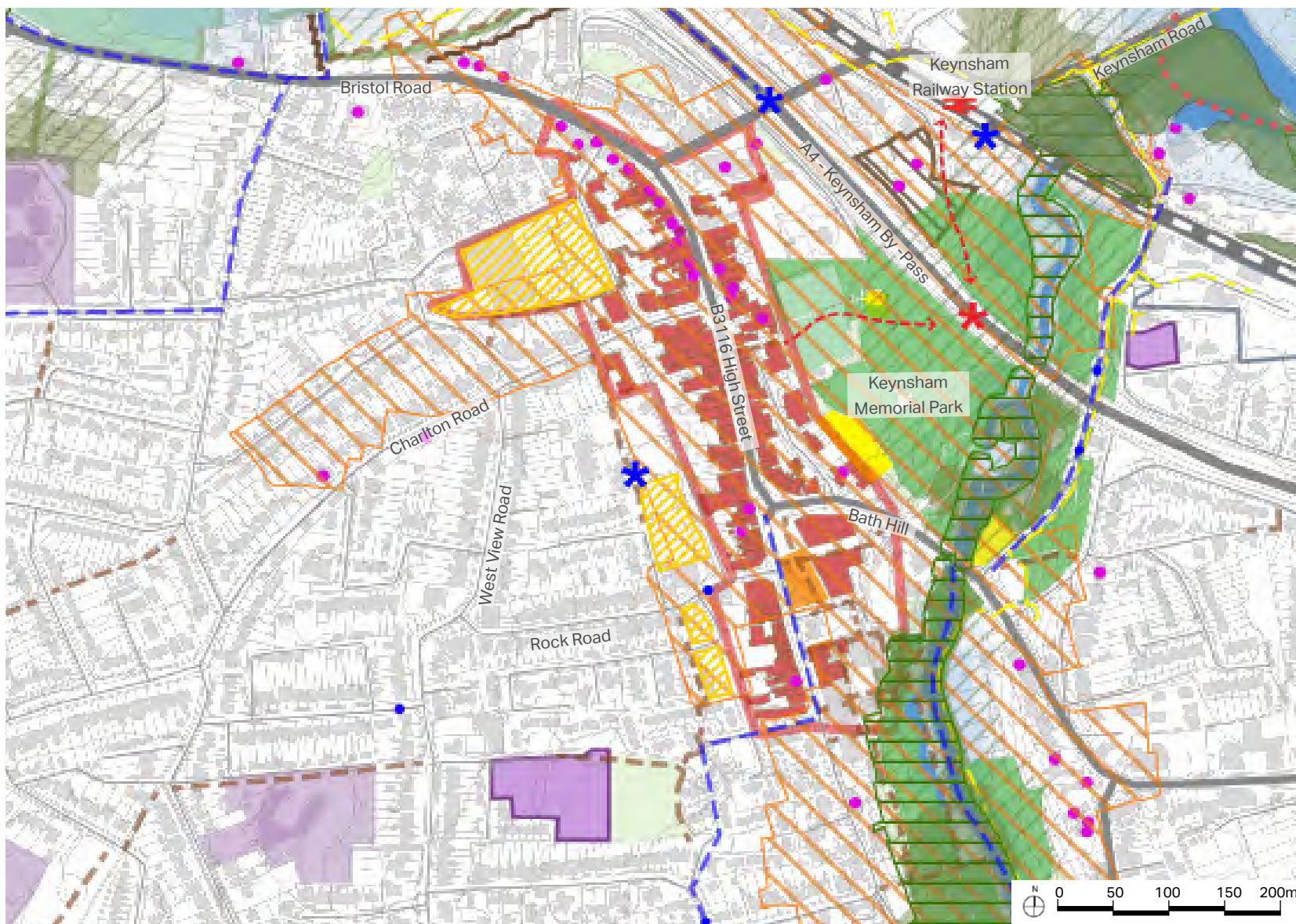


Figure 33. KS2 Cluster Constraints and opportunities

## Development options

### Option 1

#### **Danes Lane, Tesco**

8.1.7 In Option 1, Tesco supermarket would move to the east, directly fronting Danes Lane, with the same footprint as the existing supermarket. It would also have 2-storey residential apartments above, creating a mixed-use, high-density development. The car park behind the supermarket would provide approximately 20 fewer parking spaces for the supermarket. The existing service and storage yard and the service access from Culvers Road would not be changed.

#### **Ashton Way car park**

8.1.8 Ashton Way car park is a large town centre car park serving the visitors and employees. In option, the northern half of the car park would continue to serve as a town centre car park, and the southern half would be transformed into 3-storey residential apartments.

#### **Labbots car parks**

8.1.9 In Option 1, both car parks would transform into 3-storey residential apartments.

## Green infrastructure

8.1.10 With the car at Tesco supermarket relocated to the east and fronting Danes Lane, and fewer parking spaces, there will be more space available for planting of trees. A row of trees along the existing PRow next to the residential properties along Charlton Road will provide a softer edge and improve the overall pedestrian experience. A softer green edge will also be provided by open space proposed to the west of residential developments at Ashton Way and Labbots car parks.

### Land use budget

Developable area	0.4 ha
Green and other infrastructure	0.9 ha
Primary school	-
Retail	0.3 ha
Homes	104
<b>Total area</b>	<b>1.5 ha</b>

Table 1. KS2 Cluster land use budget



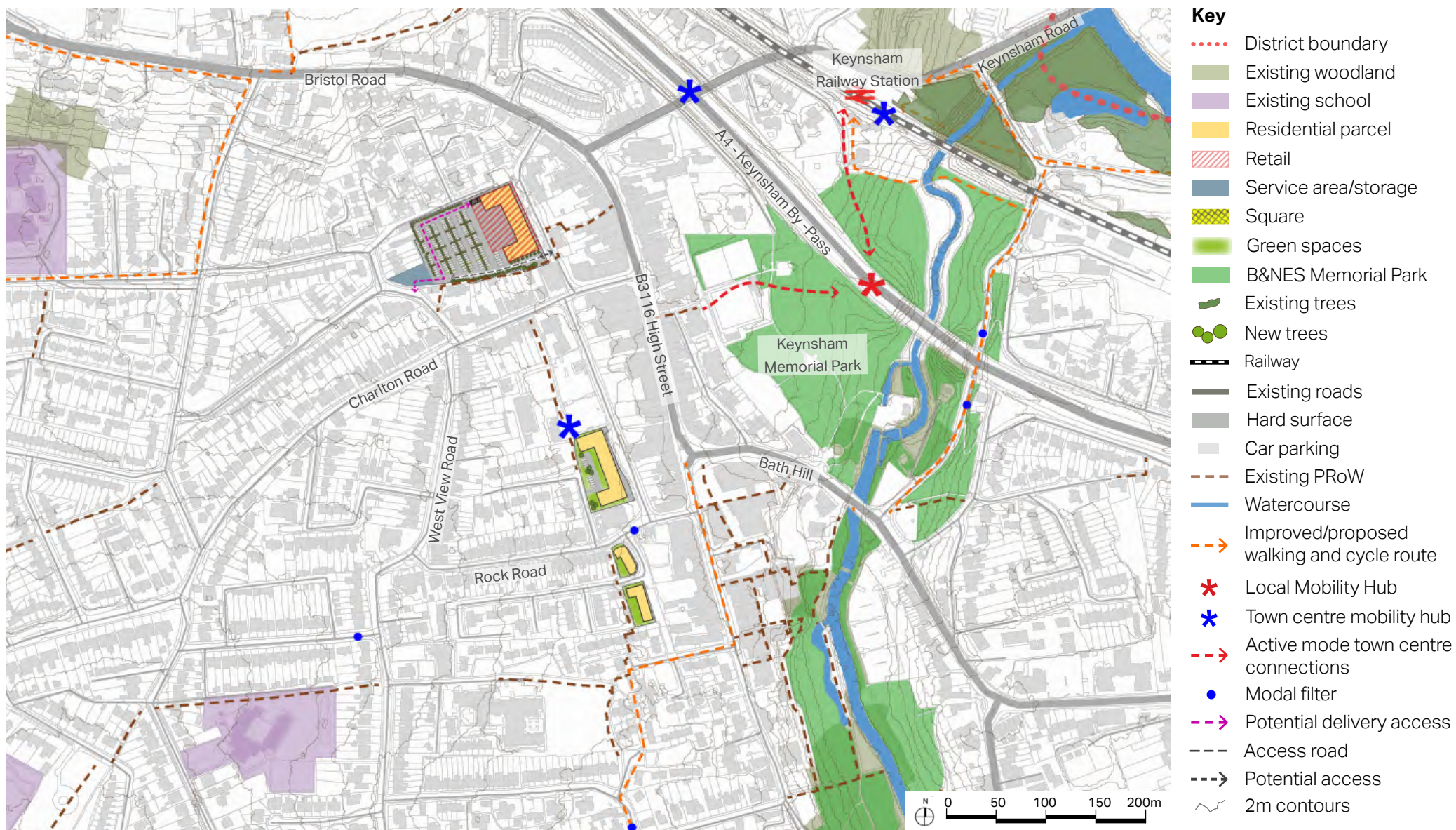


Figure 34. KS2 Cluster Development Concept Framework



**Option 2**

8.1.11 Option 2 only provides an alternative arrangement for Danes Lane Tesco land.

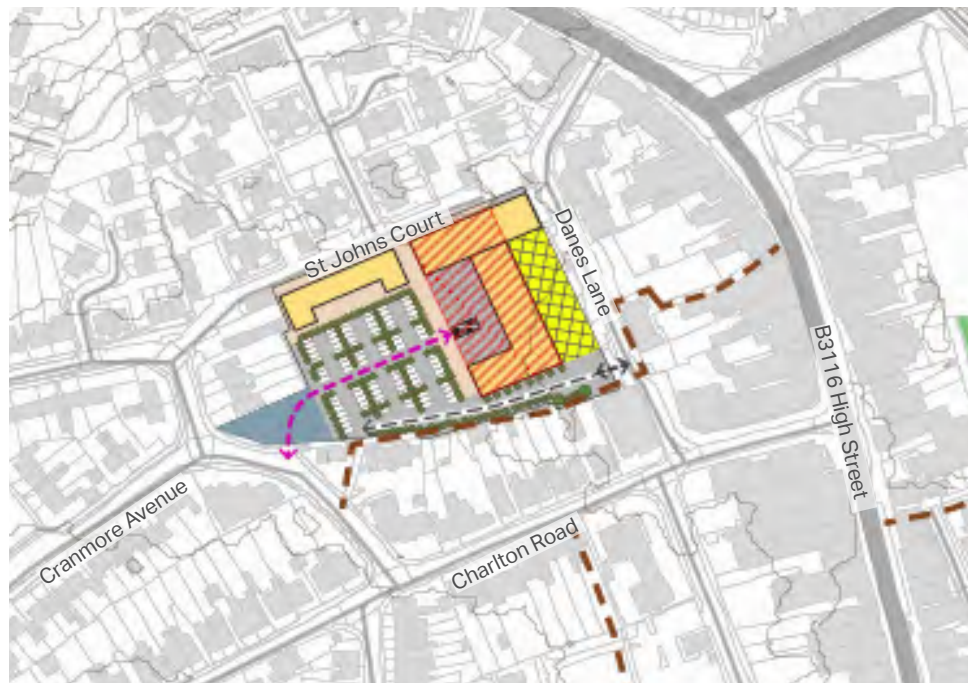
8.1.12 In Option 2, a new public square would be located along Dane Lane and the supermarket would be moved to the front of the square. The footprint of the supermarket would be the same as the existing one and accommodate 2-storey residential apartments above it.

8.1.13 Option 2 would also deliver 3-storey residential apartments fronting St John Court, creating a new and active frontage for the residents. It also provides pedestrian and cycle connections through this area as an alternative, improving its permeability.

8.1.14 Option 2 would provide car parking for the supermarket at the back with halved capacity compared to the existing site. The existing service and storage yard and the service access from Culvers Road would not be changed.

**Green infrastructure**

8.1.15 The new public square fronting Danes Lane, and next to the existing PRoW, provides a more welcoming approach to the site and fosters improved permeability between the High Street and Cranmore Avenue.



**Key**

- Residential parcel
- Retail
- Service area/storage
- Square
- Trees
- Existing roads
- Hard surface
- Car parking
- Existing PRoW
- Potential delivery access
- Access road
- Potential access
- 2m contours

Figure 35. KS2 Tesco Land Option 2 Development Concept Framework

Land use budget	
Developable area	0.3 ha
Green and other infrastructure	0.5 ha
Primary school	-
Retail	0.3 ha
Homes	37
<b>Total area</b>	<b>1.1 ha</b>

Table 2. KS2 Tesco Land Option 2 land use budget

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with Ashton Way and The Labott.
	Cycling	On-site cycle routes to connect with Ashton Way and The Labott.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on Ashton Way.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Ashton Way and The Labott.
<b>Utility diversions/ protections</b>	Potable water	There are numerous potable water assets running through the site boundary, serving the surrounding developed area. We are awaiting response from Bristol Water to determine whether these assets will need to be diverted/protected.
	Waste water and drainage	There are numerous foul water and surface water assets running through the site boundary, serving the surrounding developed area. We are awaiting response from Wessex Water to determine whether these assets will need to be diverted/protected.
	Electricity	There are numerous electrical assets running through the site boundary, serving the surrounding developed area. There are both LV and HV (11kV) assets throughout the developed area. We are awaiting response from National Grid to determine whether these assets will need to be diverted/protected.
	BT	Currently awaiting for response from BT with details on local assets..
	Gas	There are numerous low-pressure gas assets running through the site boundary, serving the surrounding developed area. We are awaiting response from Wales&West Utilities to determine whether these assets will need to be diverted/protected.
<b>Utility supplies</b>	Potable water	There are numerous potable water assets running through the site boundary, serving the surrounding developed area. We are awaiting response from Bristol Water to determine whether the network will need upgrading.
	Waste water and drainage	There are numerous foul water and surface water assets running through the site boundary, serving the surrounding developed area. We are awaiting response from Wessex Water to determine whether the network will need upgrading.
	Electricity	There are numerous electrical assets running through the site boundary, serving the surrounding developed area. There are both LV and HV (11kV) assets throughout the developed area. We are awaiting response from National Grid to determine whether the network will need upgrading.
	BT	Currently awaiting for response from BT with details on local assets.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Flood risk</b>	Flood risk and drainage	In reference to the Environmental Agencies long-term flood risk mapping, the site is predominantly within the flood zone 1 (land at a risk of flooding greater than 1 in 1000 years, <0.1%). There are small areas of flood zone 3a (land at risk of flooding between 1 in 100 and 1 in 33 years, 1% to 3.33%) For the development of the site, various SuDS techniques will be utilised to deal with the runoffs from the creation of unporous surfaces. The calculations required for the drainage strategy will include a 40% climate change allowance, alongside a 10% urban creep factor, to allow for any additional runoff that may occur over the sites lifetime.
<b>Social infrastructure</b>	Early years	The existing facilities to be used.
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.08 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.08 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.33 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.01 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.01 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • doesn't require NEAP • may seek financial contribution for MUGA (min size 0.1 ha)
	Natural Green Space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.33 ha



## 8.2. North Keynsham and East of Avon Mill Lane

### The area description

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

8.2.2 The area is currently occupied by a number of businesses, a recycling centre, Avon Valley Adventure & Wildlife Park and farmland. The western part of the area is accessed via Avon Mill Lane via a roundabout which also connects Keynsham Road to the town centre. A local pub, The Brassmill, sits at this corner, occupying a Grade II listed building. The Avon House, which is another Grade II listed building, is used as a residential home and is located across the Brassmill. This access road provides access only to the businesses at this location and does not connect further to provide access to the rest of the area.

8.2.3 Broadmead Lane, which connects to the Broadmead Roundabout to the south through a narrow pass under the railway, provides access to the water recycling centre and the business at the northern edge of the area. Pixash Lane runs parallel to the railway along the southern edge of the area connecting Broadmead Lane to the A4, providing access to the Avon Valley Adventure & Wildlife Park and farm.

8.2.4 The garages to the west of the water recycling centre are accessed by Unity Road, which connects to the Broadmead Land to the south of the railway line with a very narrow underpass. Unity Road provides a pedestrian and cycle connection between North Keynsham and the neighbourhoods to the south of the railway line and the town centre via an underpass crossing the A4.

8.2.5 East of Avon Mill Lane opportunity area is a narrow land 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.

## Constraints and opportunities

8.2.6 North Keynsham area is affected by a number of constraints:

- The majority of the area lies within the Green Belt.
- The large section of the northwestern part of the site is within Flood Zone 3.
- The water recycling centre generates an odour zone which limits development within its immediate surroundings.
- The national high-pressure gas pipeline located along the eastern part of the area requires 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 area is severed by the railway and lacks access points.
- The landscape is highly sensitive due to the landscape sensitivity relating to the landscape character of an open flood plain of the River Avon and the views from the Cotswold National Landscape.
- There is an SNCI and SSSI land to the east.

- There are views into the area from the hills within the Cotswolds National Landscape area.

8.2.7 While the area demonstrates a number of challenges it also presents a number of opportunities and represents a highly sustainable location for change:

- An opportunity to create nature recovery areas for wetland habitat within the flood zone area.
- Creating an active river frontage with water activities, including a potential moorings with infrastructure, parks, walking and cycling routes, foot and cycle bridges crossing the river and improving mooring facilities.
- Providing densified employment with small-scale industrial uses and studios.
- An opportunity to create a low-car mixed-use neighbourhood that is easily accessible from the railway station and the town centre.
- Opportunity to create a new link between Keynsham Road and the A4 to reduce the traffic congestion within the town centre while providing better connectivity to the area.

8.2.8 East of Avon Mill Lane area has a number of constraints:

- The accessibility of the area is limited with a single vehicular access from Avon Mill Lane.
- The area might be contaminated due to the current employment uses.

8.2.9 East of Avon Mill Lane area demonstrates the following opportunities.:

- The area demonstrates a regeneration opportunity due to its sustainable location to introduce a mixed-use, medium/high-density car-free residential development to increase the critical mass of the resident population within Keynsham town centre.

## North Keynsham and East of Avon Mill Lane placemaking principles

8.2.10 North Keynsham presents opportunities to change to provide sustainable living and working spaces, become a destination for the existing residents to enjoy the riverscape and offer a valuable nature recovery area for wetland habitat creation. It can also help to improve the traffic congestion and air quality within the town centre by introducing a strategic connection between Keynsham Road and the A4.

8.2.11 The following key placemaking principles frame the aspirations for a sustainable neighbourhood within North Keynsham:

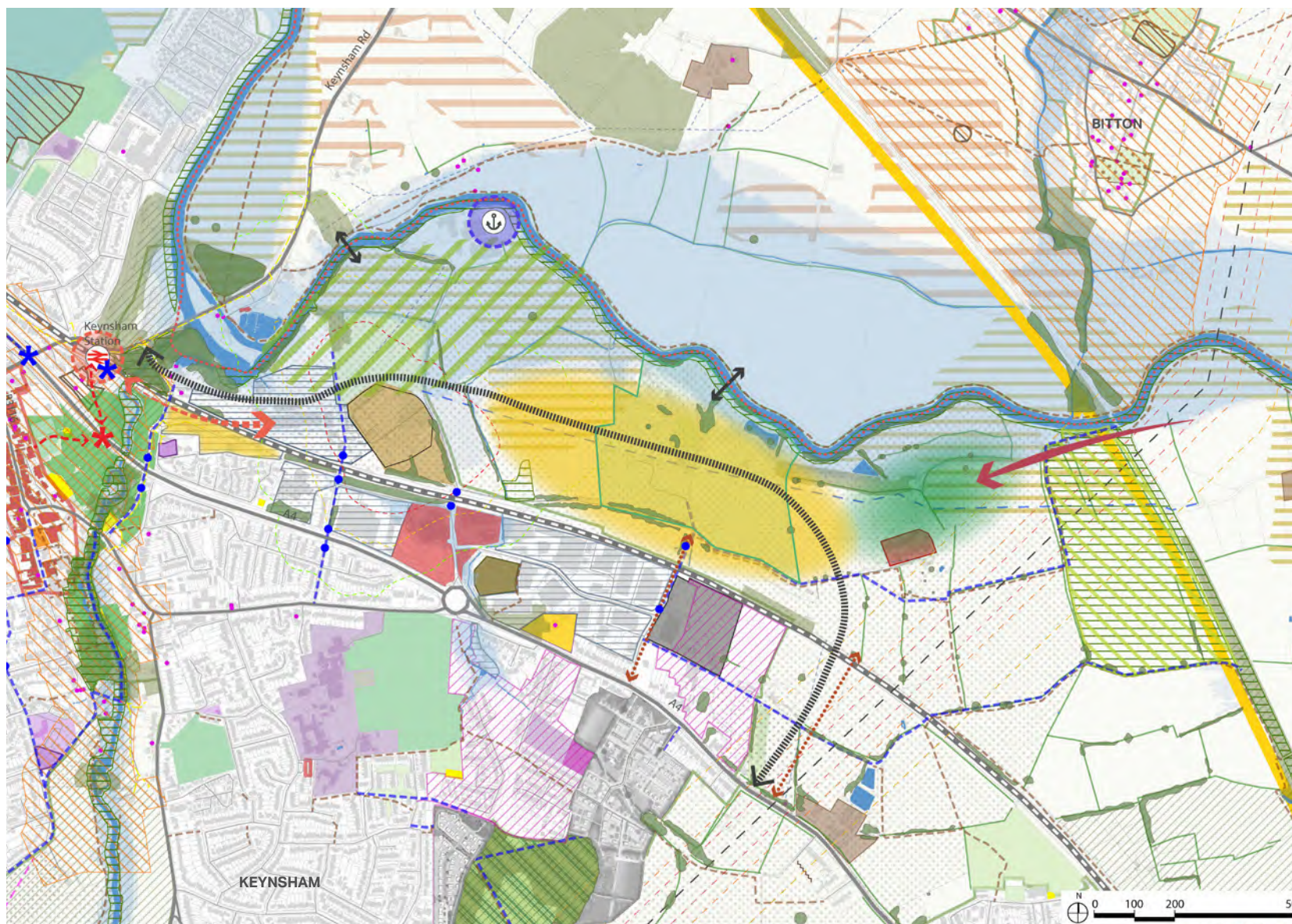
- Create high-quality and safe walking and cycle routes connecting the town to the riverfront and the Bristol to Bath cycle route.
- Transform the riverfront into a leisure and recreation destination.
- Introduce a nature recovery area to contribute to the vision of B&NES' Nature Positive by 2030 vision.

- Create a car-free mixed-use neighbourhood with well-connected sustainable transport, providing robust travel choices, making walking, cycling and public transport the most convenient way to travel.
- Integrate North Keynsham with existing communities via new and improved pedestrian and cycle connections.
- Generate innovative and integrated renewable energy systems.
- Deliver zero-carbon buildings to create a resilient and enduring built environment.
- Create integrated water management improving the water quality within the area.
- Reflect Keynsham's character and distinctiveness with a contemporary and sustainable approach to design.
- Mix uses across the area providing residential, community and leisure facilities, local services, retail, small-scale employment, offices and studios, all woven together to create a place that is truly designed for a healthy work-life balance.

### Key

•••• District boundary	■ National cycle route
■ Ancient Woodland	--- 11KV Overhead line
■ SSSI	--- 33KV Overhead line
--- Ancient Woodland buffer	--- Public rising main sewer
■ SNCI	■ Watercourses
■ Existing woodland	■ Railway
■ Flood zones 2 & 3	■ Existing roads
■ Parks, open spaces & Local Green spaces	■ NWP 2016 Odour
/// Landscape setting	○ Sewage
■ Scheduled Monument	○ More than 5
■ Conservation Area	○ 3-5
■ HELAA sites	○ 1.5-3
■ Farm	
■ School	
■ Health	
■ Business park	
■ Retail	
■ Community centre	
■ Leisure / playing field	
■ Play areas	
■ Nursery	
■ Military	
■ Sewage	
■ Employment	
■ Existing Avon Valley Wildlife Park	
■ Grade 2 Agricultural land	
■ Grade 3a Agricultural land	





**Key**

- Existing PRoW
- Existing hedges
- Existing trees
- ~ 2m contours
- Listed buildings
- - - 40m HSE Consultation zone
- - - 80m HSE Consultation zone
- - - 150m HSE Consultation zone

**Opportunities**

- Potential mixed use/residential development
- ▨ Nature recovery
- ▨ Potential relocation of Avon Valley Wildlife Park
- ⏏ Potential connections
- ⏏ Potential pedestrian and cycle connections
- ↔ Bridge
- - - Potential Active Mode Route
- \* Local Mobility Hub
- \* Town centre mobility hub
- ▨ Strategic site allocation
- Views
- Ⓜ Moorings with infrastructure
- Railway connection
- - - Active mode town centre connections
- Modal filter

Figure 36. North Keynsham and East of Avon Mill Lane Framework Constraints and opportunities



## Development framework

### Placemaking

8.2.12 The development framework seeks to maximise the potential of North Keynsham while acknowledging the existing constraints.

8.2.13 On the west, north of the railway- North Keynsham- there would be a high-rise and high-density mixed-use residential development to create a new gateway. This development would increase the activity within this area and create an active frontage providing natural surveillance for the pedestrians and cyclists travelling between the new neighbourhood to the east and the railway station and town centre to the west.

8.2.14 On the west, south of the railway - East of Avon Mill Lane - there would be a number of 3-4 storey apartment buildings accessed by a central residential road connecting to Avon Mill Lane. The new development will draw in connections of desired cycle and pedestrian links from the B&NES Memorial Park and the existing woodland, which helps to provide more active routes and maximise access to recreational opportunities.

8.2.15 The framework also proposes an employment area to the east of the mixed-use residential development along the new gateway within the odour zone area of the










water recycling centre, where residential development is not permitted.

8.2.16 North Keynsham would be connected to the surrounding network via a new link road from Keynsham Road in the west and connecting to the A4 at a new junction on the eastern edge of Keynsham, having crossed the railway line via a new bridge.

8.2.17 At the northern edge of the North Keynsham peninsula, there would be a new leisure destination for water related recreational activities and a new moorings with infrastructure. There are two attractive existing buildings in this area and the framework explores the opportunity to regenerate them for leisure activity-related use.

8.2.18 To the east of the water recycling centre would be a new mixed-use residential development in the centre of North Keynsham and a new location for the Avon Valley Adventure and Wildlife Park to the further east. The proposed development would provide a new local centre to meet day-to-day needs and an employment area to accommodate studios and workshops for new start-ups. A primary school would be located in a central area of the new neighbourhood, providing quick and easy access for all the new residents.

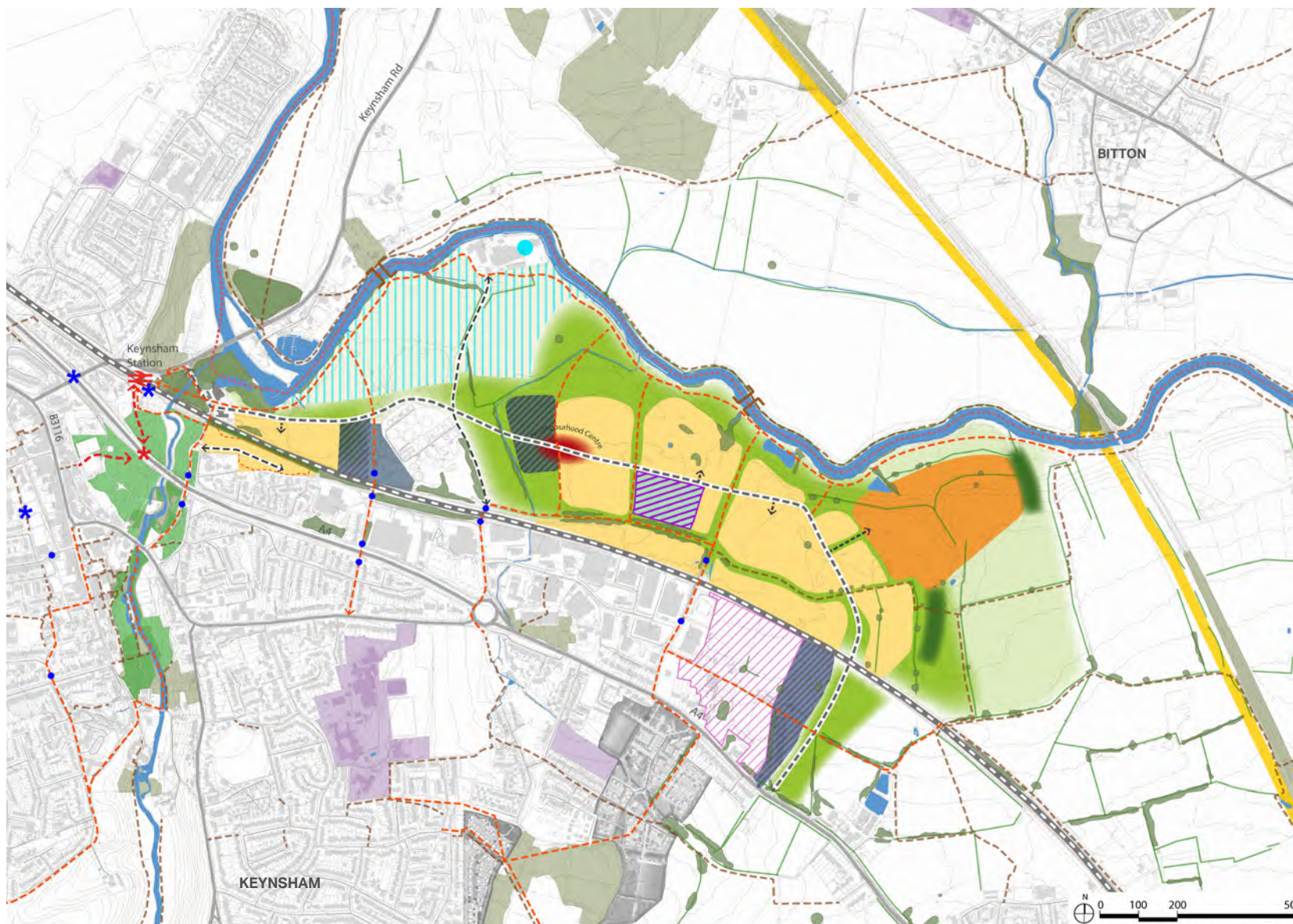
### Key

- ..... District boundary
-  Railway
-  Existing woodland
-  Existing school
-  New primary school
-  Mixed-use residential parcel
-  Proposed employment
-  Existing employment
-  Strategic site allocation for employment
-  Proposed Avon Valley Wildlife Park

### Land use budget

Mixed-used/residential	27.7 ha
Green and other infrastructure	32.7 ha
Proposed employment	6.5 ha
Primary school	1.9 ha
Homes	1,529
Avon Valley Wildlife Park	10 ha
Proposed Moorings with infrastructure	1.9 ha
Nature recovery wetland meadow	16.7 ha
Strategic Green Infrastructure Opportunity	23.6 ha
Existing employment	1.2 ha
<b>Total area</b>	<b>122.2 ha</b>

Table 3. North Keynsham and East of Avon Mill Lane land use budget



- Key**
- Strategic Green Infrastructure Opportunity
  - Wetland meadow
  - B&NES Memorial Park
  - Green spaces
  - Existing trees
  - 50m green buffer
  - Existing hedges
  - National cycle route
  - Existing roads
  - Existing PRoW
  - Watercourse
  - Main road
  - Secondary road
  - Potential access
  - Improved/proposed walking and cycle route
  - Active mode town centre connections
  - Moorings with infrastructure
  - Town centre mobility hub
  - Local mobility hub
  - Neighbourhood centre
  - Pedestrian bridge
  - Modal filter
  - 2m contours

Figure 37. North Keynsham and East of Avon Mill Lane Development Concept Framework

8.2.19 A new employment land would be located to the south of the railway line to complement the existing strategic site allocation for employment.

8.2.20 All the residential areas are envisaged to be car-free or low-car development, and employment areas to accommodate limited car parking spaces due to the area's proximity to the town centre and the public transport facilities.

### ***Green and blue infrastructure and nature recovery***

8.2.21 The new development would be set within the broad open valley of the River Avon. Residential parcels and other built developments would be nestled within the landscape framework formed by the agricultural landscape of medium-sized arable fields, currently occupied by the Avon Valley Adventure and Wildlife Park and other businesses adjacent to the railway line. Open space will enclose the development along the River Avon, creating a network of riverside parks and accessible footpaths and cycleways that are available to both the future and existing residents of Keynsham. The GBI network of parks and routes would facilitate access and enjoyment of the river whilst providing opportunities for biodiversity enhancement of riparian habitats.

8.2.22 In the northwest of the area, part of the flood plain would be transformed into nature focused open space, providing space to establish a variety of wetland habitats, whilst retaining space for informal and formal recreation. By contrast, the open space associated with the high-density mixed-use development in the west would be more intimate and formal, respecting the greater potential activity whilst still offering areas to enhance biodiversity and interaction with the river. To the east, the riverside linear park would enclose the relocated Avon Valley Adventure and Wildlife Park and connect to an existing PRoW, that links directly to the Bristol and Bath Railway Path and the River Avon Trail to the east. The new network of riverside parks would provide an active route along the southern bank of the River Avon, to mirror the River Avon Trail, which continues to the west along the opposite bank of the river. The southern route can reconnect with the River Avon Trail and the Monarch's Way at the A4175 bridge, close to Keynsham marina, forming a potential circular route along the River Avon. The framework also seeks opportunities to increase the pedestrian and cycle connectivity between the riverfront and the existing neighbourhoods in Keynsham to integrate the new neighbourhood in North Keynsham and provide easy access to the recreational areas along the riverfront.

8.2.23 The existing network of hedgerows, lines of trees, scrub and woodland would be strengthened to reinforce the landscape setting of the development and mitigate views from the Cotswolds National Landscape. Planting would help to break up the massing and scale of development as seen from key viewpoints within the National Landscape and help to integrate it into the broad valley landscape of the river. The planting of trees and shrubs, the wetland establishment, and the improvements to riparian ecosystems, create a diverse range of habitats that would also help deliver nature's recovery and assist in achieving Nature Positive by 2030.

### ***Access and movement***

8.2.24 To prioritise the movement of pedestrians and cyclists between the development areas at North Keynsham and Keynsham Rail Station and town centre, a number of modal filters would be introduced. This include the north-south routes along Avon Mill Lane, Broadmead Lane at the railway tunnel, Pixash Lane and Unity Road at the railway tunnel and A4 underpass.

8.2.25 The development areas at North Keynsham benefit from the proximity to the Bristol to Bath Strategic Corridor along the A4 with the associated improvements to



bus services and active modes. A Mobility Hub is proposed as part of these proposals and further Mobility Hubs at Keynsham Railway Station and Station Road improve the interchange between sustainable modes at key nodes on the transport network.

8.2.26 The framework plan proposes a number of pedestrian and access routes from North Keynsham to these mobility hubs to encourage the use of sustainable transport modes over car journeys.

8.2.27 In addition, Local Cycling and Walking Infrastructure Plan (LCWIP) Route 3 provides an east-west route between North Keynsham and the town centre, via Unity Road.

8.2.28 Traffic movement would be accommodated on the A4175 Keynsham Road and on the proposed North Keynsham Strategic Access Road, which will likely be an extension of Avon Mill Lane. The junction of these roads, will be signalised, which would enable pedestrian and cycle movement to be prioritised and controlled. This route will provide a key benefit of reducing vehicle travel through Keynsham Town Centre, which will help facilitate the High Street proposals referred to above.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with Keynsham Road, Broadmead Lane, Vandyck Avenue, Avon Mill Lane and the A4..
	Cycling	On-site cycle routes to connect with Keynsham Road, Broadmead Lane, Vandyck Avenue, Avon Mill Lane and the A4.
	Public transport	On-site pedestrian and cycle routes to connect bus services on Keynsham Road and the A4, Keynsham Rail Station and Mobility Hub.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Keynsham Road, Broadmead Lane, Vandyck Avenue and the A4.
<b>Utility diversions/ protections</b>	Potable water	With reference to Bristol Water asset maps (Acquired through utility searches, KS6), there is a 12" potable water main running through the site boundary. Running from Broadmead Lane northwards. Spanning off of this is a private main which serves the existing model passenger railway, within the Avon Valley County Park. With reference to Bristol Water asset maps (Acquired through utility searches, KS4), there is a 6" potable water main running through the site boundary. Running along Ashmead Road, the main serves the existing developed areas within the site boundary. We are currently awaiting response from Bristol Water to determine whether these assets require diverting/protecting.
	Waste water and drainage	With reference to Wessex Water asset maps (Acquired through utility searches, KS6), there is an existing 180mm rising main running throughout the site boundary. Alongside and abandoned rising main which follows the same path. Alongside rising mains, the site also contains a 450mm surface water sewer running from Unity Road northwards. This taking the runoff from the existing developed area to the outfall point. Which is a short ditch, flowing into the River Avon. With reference to Wessex Water asset maps (Acquired through utility searches, KS4), there is a 100mm foul water sewer running north-south from the existing stone works building to Avons Close. We are currently awaiting response from Wessex Water to determine whether these assets will need diverting/protecting.
	Electricity	With reference to NationalGrid asset maps (Acquired through utility searches, KS6), there is various overhead HV lines (11kV) running throughout the site boundary. The largest run being from Unity Road north-eastwards to Broadmead Lane. Another overhead HV line runs along Broadmead lane only impacting area that is currently indicated as greenspace. This line also spans off as underground LV lines which serve the existing developed area within the site boundary. We are currently awaiting response from NationalGrid to determine whether these assets require diverting/protecting..
	BT	Currently awaiting for response from BT with details on local assets..

## Infrastructure requirements

Infrastructure Category	Item	Commentary
Utility supplies	Gas	With reference to Wales&West Utilities asset maps (Acquired through utility searches, KS6), there is a medium-pressure gas main running through the site. Along an the western edge pf the site, the current masterplan indicates this as greenspace adhering to the HSE explosive standoff areas. With reference to NationalGasTransmission asset maps, there is a national high-pressure gas main running along the eastern side of the site. The current masterplan indicates this area as greenspace, adhering to the HSE explosive standoff areas. With reference to Wales&West Utilities asset maps (Acquired through utility searches, KS4), there is a medium-pressure gas main running along an unnamed road eastwards of Vandyck Avenue. We are awaiting response from Wales&West Utilities to determine whether their asset needs diverting/protecting.
	Potable water	With reference to Bristol Water asset maps (Acquired through utility searches, KS6), there is a 12" potable water main running through the site boundary. Running from Broadmead Lane northwards. With reference to Bristol Water asset maps (Acquired through utility searches, KS4), there is a 6" potable water main running along Pixash Lane. Alongside this, there is another 12" potable water main running along Avon Mill Lane to the east of the site. These mains serve the existing developed area surrounding the site. Awaiting for confirmation of capacities from Bristol Water, which will determine whether upgrading of the network will be required.
	Waste water and drainage	With reference to Wessex Water asset maps (Acquired through utility seaches, KS6), there is a 150mm foul water sewer running from Broadmead Lane to the existing sewerage works. As well as this, there is an existing 450mm surface water sewer running from Unity Road northwards to the outfall. This being a small ditch while flows into the River Avon. With reference to Wessex Water asset maps (Acquired through utility seaches, KS4), there is a 150mm foul water sewer running from the site boundary to Unity Road. As well as this, there is an existing 600mm surface water sewer running from the eastern edge of the site boundary to Unity Road. This asset then reduces down to a 380mm surface water sewer. We are currently awaiting response from Wessex Water to determine whether the network will require upgrading.
	Electricity	With reference to NationalGrid asset maps (Acquired through utility searches, KS6), there is various HV assets which can be accessed throughout the site boundary. The current masterplan indicates these assets are currently either within expected greenspace or along access roads for the site. With reference to NationalGrid asset maps (Acquired through utility searches, KS4), there is a number of underground LV lines serving the existing developed area around the site. Alongside this, a overhead HV line (11kV) runs from the site boundary to Vandyck Avenue. We are currently awaiting response from National Grid to determine whether upgrading of the network will be required.
Flood risk	BT	Currently awaiting for response from BT with details on local assets.
	Flood risk and drainage	In reference to the Environmental Agencies long-term flood risk mapping, the site is predominantly within the flood zone 1 (land at a risk of flooding greater than 1 in 1000 years, <0.1%). But the site does hold a variety of flood zone 2,3a and 3b. For the development of the site, various SuDS techniques will be utilised to deal with the runoffs from the creation of unporous surfaces. The calculations required for the drainage strategy will include a 40% climate change allowance, alongside a 10% urban creep factor, to allow for any additional runoff that may occur over the sites lifetime.



## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Social infrastructure</b>	Early years	Early years education to be provided within the new primary school
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	<p>Provided on site: As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 1.02ha (KS6: 0.90 ha and KS4: 0.12ha) 960 m / 20 minutes walk time</li> </ul>
	Amenity green space	<p>Provided on site: As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 1.08ha (KS6: 0.96 ha and KS4: 0.12ha) 600 m / 12-13 minutes walk time</li> </ul>
	Parks and recreation grounds (incl. outdoor sports)	<p>Provided on site: As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 4.43ha (KS6: 3.92 ha and KS4: 0.51ha) 600 m / 12-13 minutes walk time</li> </ul>
	Play space (children)	<p>Provided on site: As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 0.11ha (KS6: 0.09 ha and KS4: 0.02) 600 m / 12-13 minutes walk time</li> </ul> <p>As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020</p> <p>For KS6:</p> <ul style="list-style-type: none"> <li>• MUGA (min size 0.1 ha)</li> <li>• NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)</li> </ul> <p>For KS4:</p> <ul style="list-style-type: none"> <li>• requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment)</li> <li>• requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)</li> </ul>
	Play space (youth)	<p>Provided on site: As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 0.1ha (KS6: 0.09 ha and KS4: 0.01) 600 m / 12-13 minutes walk time</li> </ul> <p>As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020</p> <ul style="list-style-type: none"> <li>• MUGA (min size 0.1 ha)</li> <li>• NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)</li> </ul>
	Natural green space	<p>Provided on site: As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 4.43ha (KS6: 3.92 ha and KS4: 0.51ha)</li> </ul>

## 8.3. West of Keynsham

### The area description

8.3.1 The West of Keynsham opportunity area is located to the West of Charlton Road. The southern part of the area is directly fronting the Charlton Road, whereas the northern part neighbouring the back gardens of the houses on Lays Drive.

8.3.2 The land is mainly used as arable fields with Lays Farm Trading Estate in the middle. It is fragmented by well maintained hedgerows and mature trees creating enclosed areas. To the west of the area, the land slopes towards the Stockwood Vale.

### Constraints and opportunities

8.3.3 The area lies within the Green Belt and the landscape setting of Keynsham. It is constrained by a high-pressure gas main that passes through the western side of the area.

8.3.4 The area is only accessible from Charlton Road to the south, which constrains the potential development capacity. There is a PRoW to the north of the area, which provides limited pedestrian accessibility due to its narrow width.

8.3.5 The area is located within close proximity to the town centre and the public transport facilities. It is a sustainable location for a potential residential development

which can also create further critical mass to support public transport services and the facilities in the town centre.

8.3.6 There are opportunities to create public open spaces within the area and provide easier access to the countryside.

### West of Keynsham Placemaking principles




8.3.7 West of Keynsham presents opportunities to provide a residential development within close proximity to the town centre and the public transport facilities. It is located within walking distance from St Keyna Primary School.

8.3.8 Any residential development within the West of Keynsham opportunity area should apply the following key placemaking principles:

- Establish a public open space on the western side of the area and improve access to Stockwood Vale.
- Deliver zero-carbon homes that will contribute towards creating a sustainable and long-lasting built environment.
- Encourage the use of sustainable travel choices by promoting a car-free neighbourhood.

- Integrate the development into the surrounding area in a way that complements the existing neighbourhood.
- Ensure natural surveillance by providing active frontages to all public spaces.

### Key

- District boundary
-  Ancient Woodland
-  Ancient Woodland buffer
-  SNCI
-  Existing woodland
-  Allotments
-  Parks, open spaces and Local Green spaces
-  Golf course
-  Landscape setting
-  Flood zones 2 & 3
-  Conservation Area
-  HELAA sites
-  Farm
-  School
-  Nursing home
-  Business park



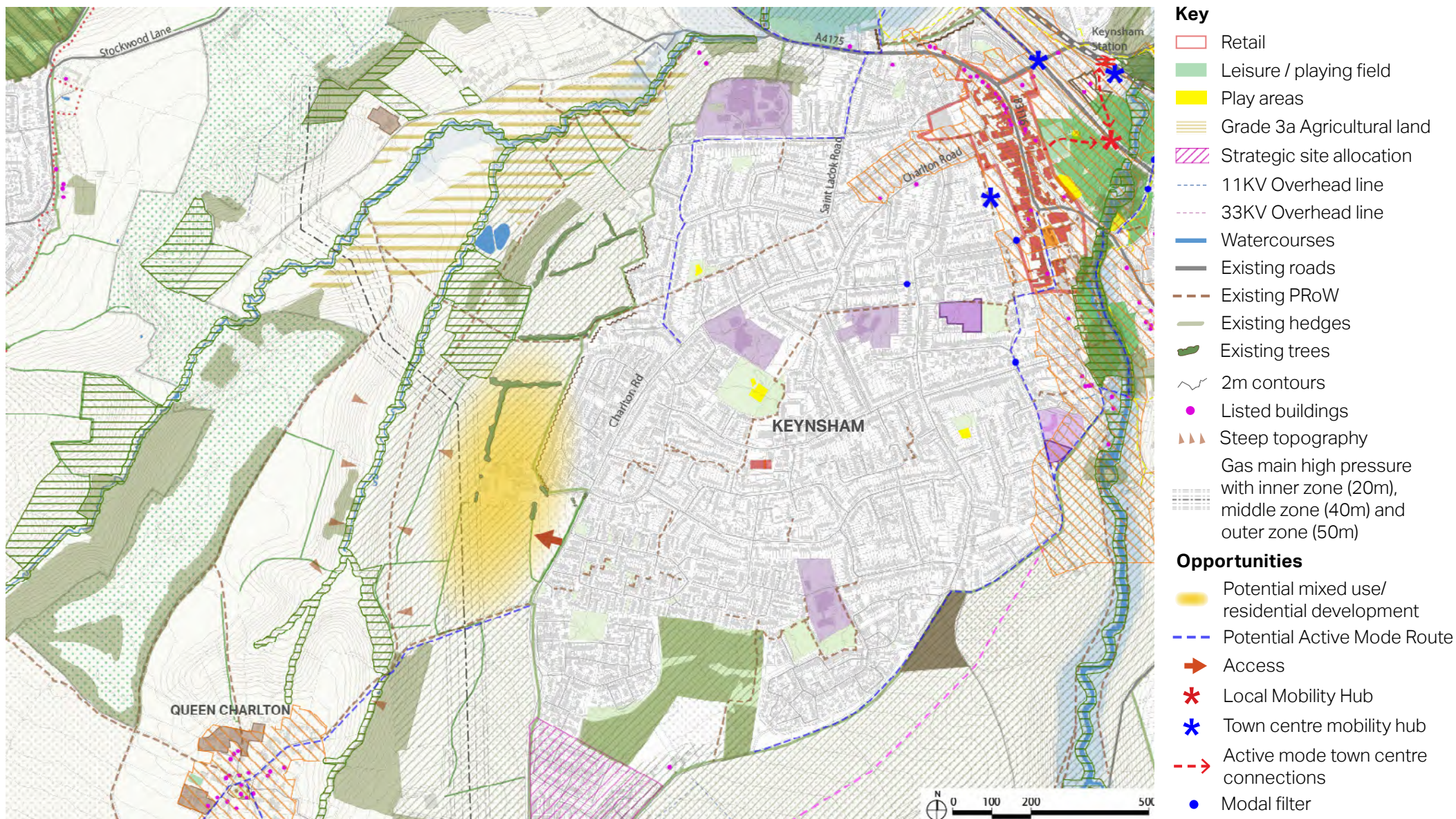


Figure 38. West of Keynsham Constraints and opportunities



## Development options

### Option 1

#### Placemaking

8.3.9 The West of Keynsham Development Option 1 provides a small residential development directly accessed from Charlton Road. This particular option has the potential to provide around 140 new homes at 40 dwellings per hectare density accompanied by suitable open spaces. The development would provide active frontages onto the green edge to the west, to the PRow to the south and Charlton Road to the east creating natural surveillance and safer pedestrian and walking routes.

#### Green and blue infrastructure and nature recovery

8.3.10 The new development would be set within the existing landscape framework of arable fields on the western edge of a plateau on the edge of Stockwood Vale. The urban edge of Bristol is visible across the valley to the west. The existing strong network of hedgerows and tree belts would be strengthened, and a woodland buffer established along the western edge to form the landscape setting for the development

maximising biodiversity creation, mitigating the effects of climate change, and providing recreational opportunities to promote healthy lifestyles, whilst assisting in visually integrating the development into the surrounding area. Far-reaching views across and into Stockwood Vale, however, would be preserved from key locations, to celebrate the location of the new development and provide a sense of place to the new community.

8.3.11 The new green spaces and landscape framework would be located to help safeguard the existing PRow. Together, these would form the basis of a new network of footpaths and cycleways, encouraging active travel, and connecting the new development to central Keynsham, Stockwood Vale and the wider area, whilst providing easy access to the multiple facilities within the new development.

#### Access and Movement

8.3.12 The capacity of the West of Keynsham area is constrained by the level of vehicle access that can be achieved. A primary and secondary vehicular access point is likely to be achievable onto Charlton Road, potentially enabling c.150-200 homes. However, the shape of the site and the current

impermeability of the eastern boundary would mean that a significant proportion of dwellings would be served by a single access route, limiting network resilience in the event of an emergency situation on this route. Furthermore, pedestrian and cycle trips from the north of the site would face long diversion desire lines by travelling south to Charlton Road before heading towards destinations to the south and east, such as the High Street and Rail Station.

8.3.13 A further active mode route on Lockingwell Road will be promoted as part of a Liveable Neighbourhood scheme. This provides an additional route to access Broadlands Academy from Charlton Road.

#### Land use budget

Developable area	3.6 ha
Green and other infrastructure	3.1 ha
Primary school	-
Homes	142
<b>Total area</b>	<b>6.7 ha</b>

Table 4. West of Keynsham Option 1 land use budget

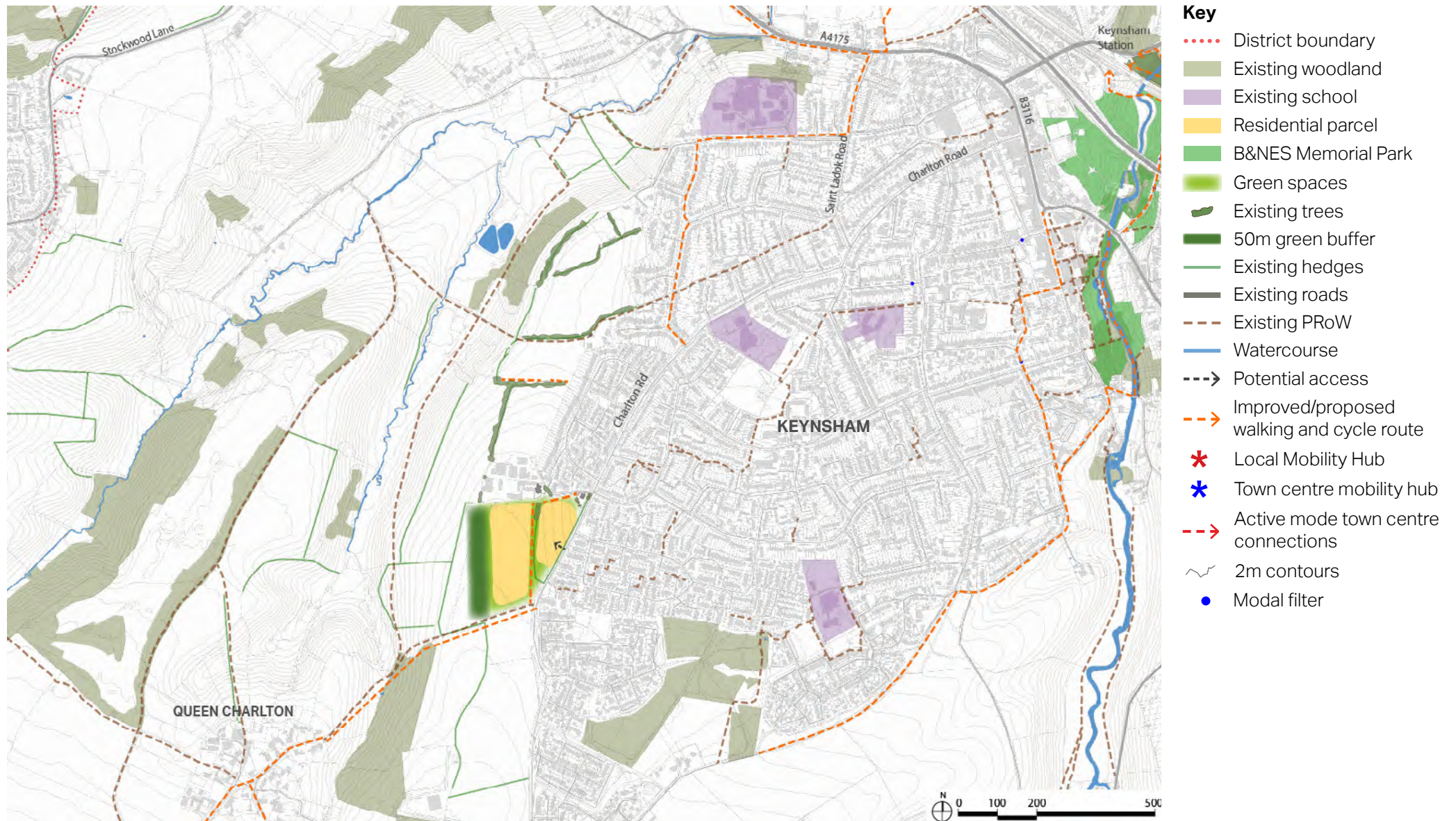


Figure 39. West of Keynsham Development Concept Option 1

8.3.14 Within the existing west Keynsham urban area, Quiet Routes through Liveable Neighbourhoods style interventions would provide safer and more attractive routes for pedestrians and cyclists.

8.3.15 West of the proposed development areas, there are opportunities to upgrade existing PRow to provide improved east-west connections through to Whitchurch Village and the A37 corridor. This would improve access for active modes to Broadlands Academy.

8.3.16 Bus services along Charlton Road could be provided to connect the development areas with the facilities, retail offer and proposed Mobility Hubs within Keynsham town centre. Bus services along Charlton Road could connect to potential new bus services routed along Durley Hill, between Keynsham town centre and Hicks Gate.



## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with Charlton Road..
	Cycling	On-site cycle routes to connect with Charlton Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on Charlton Road.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Charlton Road.
<b>Utility diversions/ protections</b>	Potable water	There are no Potable Water assets running through the site..
	Waste water and drainage	There are no Wessex Water assets that run through the site.
	Electricity	There are no electrical assets which run through the site.
	BT	Currently awaiting for response from BT with details on local assets..
	Gas	With reference to Wales&West utility mapping (Acquired through utility searches, KS3), There is a medium-pressure gas asset running along the western edge of the site boundary. Based off of the current masterplan, the HSE explosive building standoffs have been applied meaning this section of land has been determined as green space for the development.
<b>Utility supplies</b>	Potable water	With reference to Bristol Water asset maps (Acquired through utility searches, KS3), there is a 9" potable water main running along Charlton Road. This main serves the existing developed area surrounding the site. Awaiting for confirmation of capacities from Bristol Water, which will determine whether upgrading of the network will be required.
	Waste water and drainage	With reference to Wessex water GIS asset maps, there is a 375mm foul water sewer in the north-eastern corner of the site. Running along Charlton Road, this sewer serves the existing developed area around the site. We are currently awaiting confirmation of capacities from Wessex Water, which will determine whether upgrading of the network will be required.
	Electricity	With reference to NationalGrid asset maps (Acquired through utility searches, KS3), there is a number of underground LV lines serving the existing developed area around the site. Alongside this, a overhead HV line (11kV) runs along Charlton Road serving the developed area surrounding the site. We are currently awaiting response from National Grid to determine whether upgrading of the network will be required.
	BT	Currently awaiting for response from BT with details on local assets.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Flood risk</b>	Flood risk and drainage	In reference to the Environmental Agencies long-term flood risk mapping, the site is predominantly within the flood zone 1 (land at a risk of flooding greater than 1 in 1000 years, <0.1%). For the development of the site, various SuDS techniques will be utilised to deal with the runoffs from the creation of unporous surfaces. The calculations required for the drainage strategy will include a 40% climate change allowance, alongside a 10% urban creep factor, to allow for any additional runoff that may occur over the sites lifetime.
<b>Social infrastructure</b>	Early years	The existing facilities to be used.
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.10 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.10 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.44 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.02 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.01 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • doesn't require NEAP • may seek financial contribution for MUGA (min size 0.1 ha)
	Natural Green Space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.44 ha

## Option 2

### Placemaking

8.3.17 The second option for the West of Keynsham development provides larger residential development than Option 1, extending further north and accessed directly from Charlton Road. It can generate approximately 295 new homes at 40 dwellings per hectare density, accompanied by suitable open spaces. This option would require redevelopment of Lays Farm Trading Estate.

8.3.18 Similar to Option 1, the development in Option 2 would provide active frontage to all the public spaces creating natural surveillance. The PRoW to the north would provide quick, limited access to the new residents due to its narrow width.

### Green and blue infrastructure and nature recovery

8.3.19 With the development parcels extended to the north, this option achieves similar objectives—that of strengthening the existing strong network of trees and hedgerows, establishing a strong woodland buffer to the west and maximising opportunities for biodiversity creation. The PRoW bounding the development in the north and the south, would be safeguarded

by proposed new green spaces. A further network of footpaths and cycleways is planned to encourage active travel and improve connections to central Kenysham and Stockwood Vale. The characteristic far-reaching views across and into Stockwood Vale would be preserved from key locations. The tree belt proposed on the west will help absorb the development in long-distance views from Stockwood Vale.

Land use budget	
Developable area	7.4 ha
Green and other infrastructure	7.5 ha
Primary school	-
Homes	295
<b>Total area</b>	<b>14.8 ha</b>

Table 5. West of Keynsham Option 2 land use budget



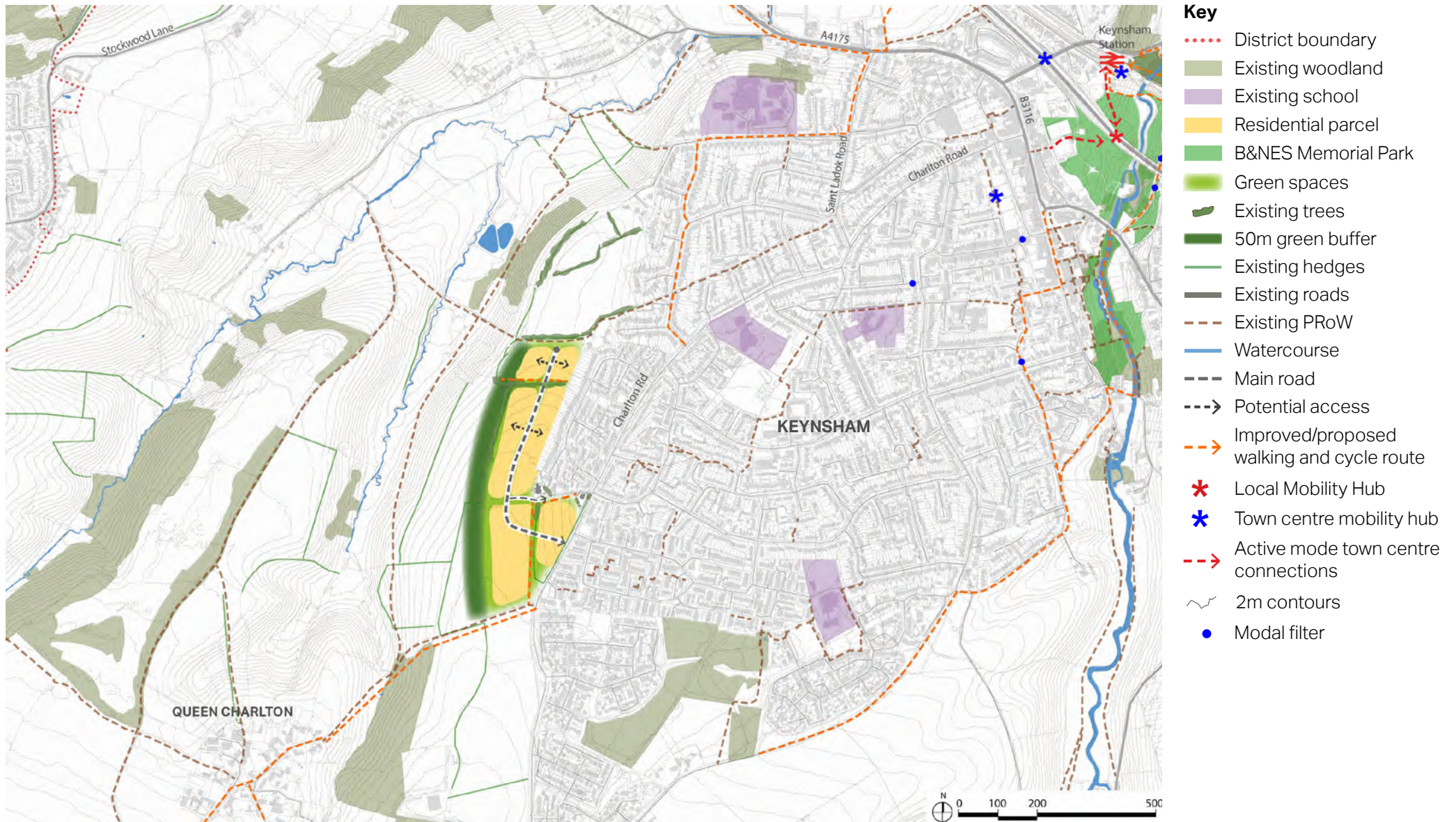


Figure 40. West of Keynsham Development Concept Option 2

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with Charlton Road..
	Cycling	On-site cycle routes to connect with Charlton Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on Charlton Road.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Charlton Road and and emergency vehicle access connecting onto The Lays Business Centre.
<b>Utility diversions/ protections</b>	Potable water	There are no Potable Water assets running through the site..
	Waste water and drainage	There are no Wessex Water assets that run through the site.
	Electricity	There are no electrical assets which run through the site.
	BT	Currently awaiting for response from BT with details on local assets..
	Gas	With reference to Wales&West utility mapping (Acquired through utility seaches, KS3), There is a medium-pressure gas asset running along the western edge of the site boundary. Based off of the current masterplan, the HSE explosive building standoffs have been applied meaning this section of land has been determined as green space for the development.
<b>Utility supplies</b>	Potable water	With reference to Bristol Water asset maps (Acquired through utility searches, KS3), there is a 9" potable water main running along Charlton Road. This main serves the existing developed area surrounding the site. Awaiting for confirmation of capacities from Bristol Water, which will determine whether upgrading of the network will be required.
	Waste water and drainage	There are no Wessex Water assets available, without crossing third-party land.
	Electricity	With reference to NationalGrid asset maps (Acquired through utility searches, KS3), there is a number of underground LV lines serving the existing developed area around the site. Alongside this, a overhead HV line (11kV) runs along Charlton Road serving the developed area surrounding the site. We are currently awaiting response from National Grid to determine whether upgrading of the network will be required.
	BT	Currently awaiting for response from BT with details on local assets.
<b>Flood risk</b>	Flood risk and drainage	In reference to the Environmental Agencies long-term flood risk mapping, the site is predominantly within the flood zone 1 (land at a risk of flooding greater than 1 in 1000 years, <0.1%). For the development of the site, various SuDS techniques will be utilised to deal with the runoffs from the creation of unporous surfaces. The calculations required for the drainage strategy will include a 40% climate change allowance, alongside a 10% urban creep factor, to allow for any additional runoff that may occur over the sites lifetime.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Social infrastructure</b>	Early years	The existing facilities to be used.
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.21 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.21 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.92 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.04 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.02 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • may seek financial contribution for NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising) • MUGA & skateboard park (min size 0.1 ha)
	Natural Green Space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.92 ha



## 8.4. South East Keynsham

### The area description

8.4.1 South East Keynsham opportunity area comprises two parts on the east and west of Wellsway Road, which connects Keynsham A39 to the south. The area to the west of Wellsway is arable land. It is bounded by residential homes to the south and north and woodland to the west.

8.4.2 The area to the east of Wellsway is larger than the one to the west. It extends to Courtenay Road to the north, providing an opportunity to create an emergency access connection and pedestrian and cycle links.

### Constraints and opportunities

8.4.3 The area lies within the Green Belt. It lies outside the HSE zone of the high-pressure gas main to the east.

8.4.4 This land is relatively flat and accommodates a few lines of hedgerows. The opportunity area is edged by the back gardens of the houses located within the neighbourhood. There is no pedestrian and cycle connectivity opportunity to the existing neighbourhood to the north other than creating connections via Wellsway and Courtenay Road.

8.4.5 The opportunity area presents the potential to deliver a new neighbourhood







together with complementing open spaces, biodiversity corridors and new pedestrian and cycle paths linking Courtenay Road to the public right of way to the west.

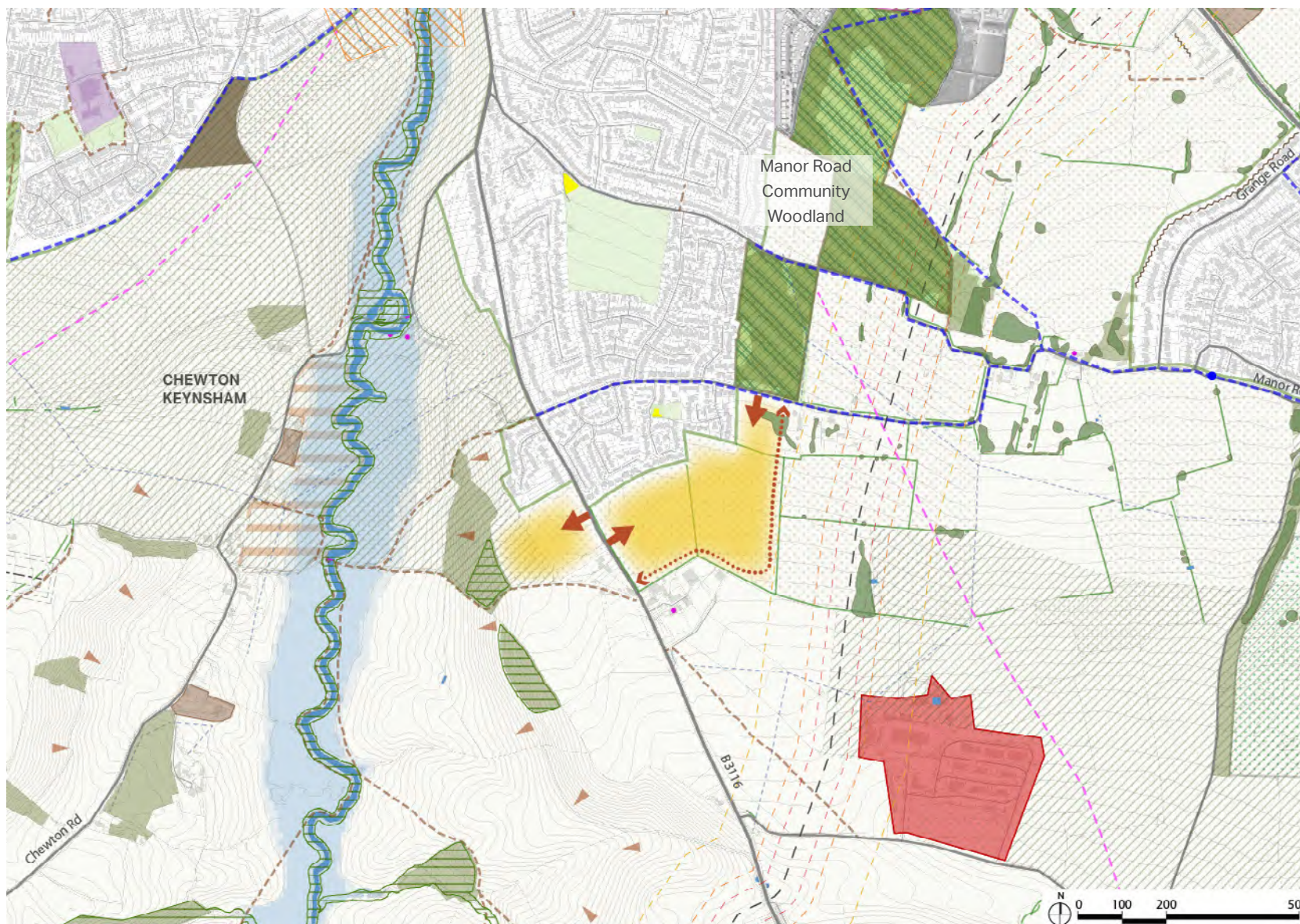
### South East Keynsham Placemaking principles

8.4.6 Any residential development within the South East Keynsham opportunity area should apply the following key placemaking principles:

- Establish a public open space at the periphery of the area, providing visual connectivity to the countryside and a soft transition into the urban area.
- Deliver zero-carbon homes that will contribute towards creating a sustainable and long-lasting built environment.
- Encourage the use of sustainable travel choices.
- Integrate the development into the surrounding area to complement the existing neighbourhood.
- Ensure natural surveillance by providing active frontages to all public spaces.
- Provide pedestrian and cycle connectivity in the area, improving access to the countryside.

#### Key

-  SNCI
-  Existing woodland
-  Parks, open spaces and Local Green spaces
-  Local nature reserve
-  Golf course
-  Flood zones 2 & 3



- Key**
- Conservation Area
  - HELAA sites
  - Listed buildings
  - Landscape setting
  - Farm
  - School
  - Business park
  - Allotment
  - Grade 2 Agricultural land
  - Play areas
  - Watercourses
  - Existing roads
  - Existing hedges
  - Existing trees
  - 2m contours
  - Existing PRow
  - 11KV Overhead line
  - 33KV Overhead line
  - 40m HSE Consultation zone
  - 80m HSE Consultation zone
  - 150m HSE Consultation zone
  - Steep topography
- Opportunities**
- Residential parcel
  - Potential Active Mode Route
  - Modal filter
  - Access
  - Potential pedestrian and cycle connections

Figure 41. South East Keynsham Constraints and opportunities



## Development framework

### Placemaking

8.4.7 The South East Keynsham development framework would create a small residential neighbourhood directly accessed from Wellsway. It would generate approximately 350 new homes. The opportunity area would also provide a new local shop fronting Wellsway, providing day-to-day needs to the existing and the new residents. A pedestrian crossing would be provided by the new shop to improve the connectivity between the new and existing neighbourhoods.

### Green and blue infrastructure and nature recovery

8.4.8 The new development would be located on the plateau landscape above the Chew Valley to the south-east of Keynsham. Residential parcels would be nestled within the existing landscape framework formed by the agricultural landscape of medium sized arable fields and built development to the south along the B3116 Wellsway. The woodland to the west would be retained and enhanced to protect the rural aspect of the Chew Valley. A green buffer would enclose the development, forming a network of footpaths, cycleways and open spaces through and around the residential parcels, which connect into Manor Road Community

Woodland to the northeast and the Chew Valley to the west.

8.4.9 The existing network of hedgerows would be strengthened, and trees and shrubs planted to improve woodland connectivity, create a diverse range of habitats that would help deliver nature's recovery and mitigate views from across the Chew Valley, the countryside to the east and from the existing residents in the south of Keynsham.

### Access and movement

8.4.10 The development areas to both the east and west of the B3116 Wellsway benefit from taking access from the B3116 Wellsway. This provides a direct access point to the local highway network for vehicles and active modes. The B3116 Wellsway provides a connection to Keynsham town centre and railway station to the north. It also connects with the A4 to the north, which provides access to Bristol to the northwest and Bath and Saltford to the east.

8.4.11 The existing footways on the B3116 Wellsway would be extended further south to connect with the new development areas, which would also facilitate better access to bus stops. The nearest bus stop, Uplands, is located on Wellsway and is approximately 250m walking distance from the development areas. The bus stops are served by route 522.

8.4.12 An active mode link on the northeast boundary onto Courtenay Road / Hardington Drive provides an additional option for an access/egress point for the area to the east. This connects to Manor Road, providing active travel connections to Saltford. For the area to the west, an active mode link onto the restricted byway on the northern boundary would be beneficial, tying in with the existing public right of way network.

8.4.13 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 the development areas.

### Land use budget

Developable area	9.9 ha
Green and other infrastructure	6.4 ha
Primary school	-
Homes	346
<b>Total area</b>	<b>16.3 ha</b>

Table 6. South East Keynsham land use budget



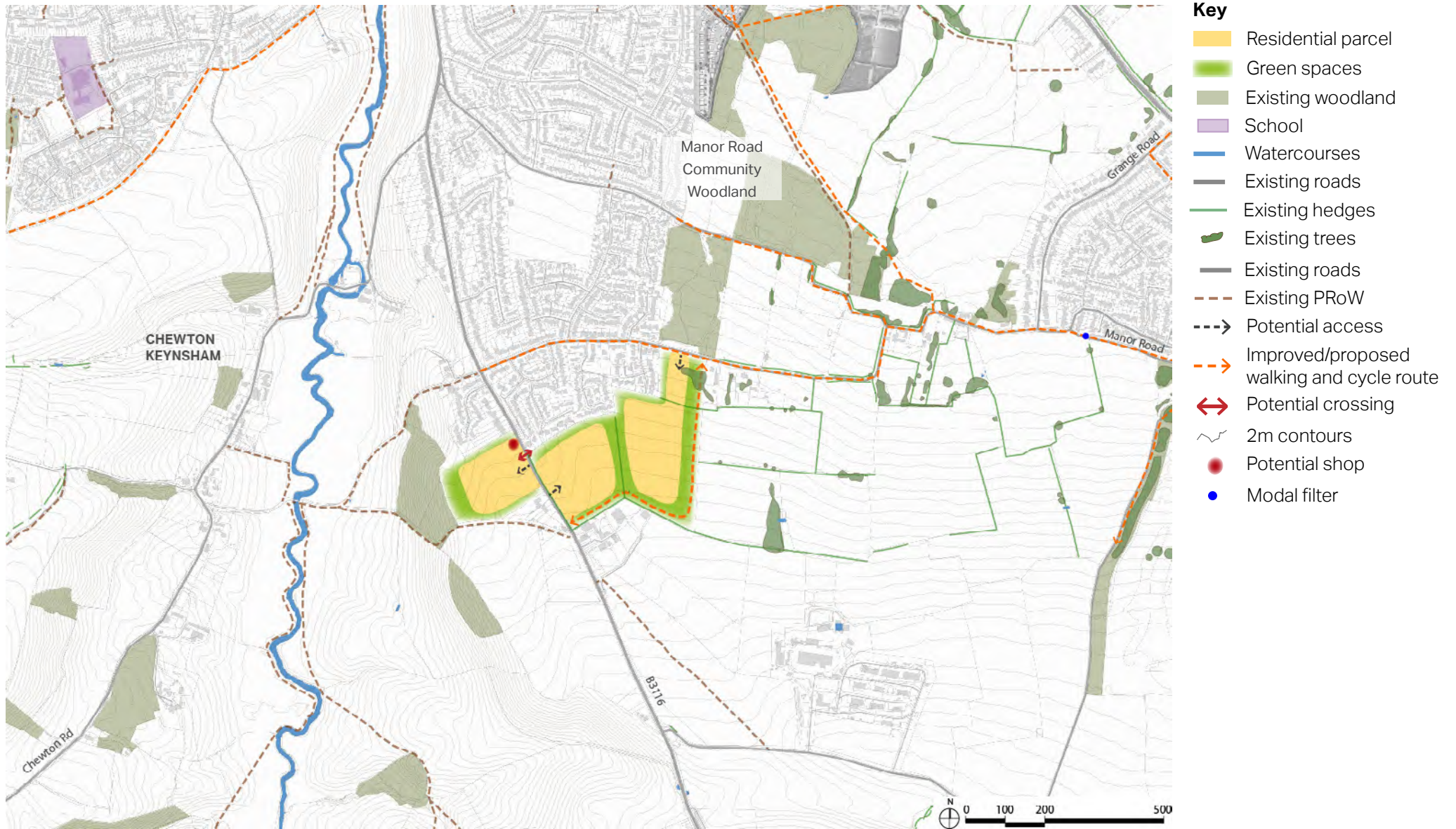


Figure 42. South East Keynsham Development Concept Framework

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with the B3116 Wellsway and onto the restricted byway to the north
	Cycling	On-site cycle routes to connect with the B3116 Wellsway and onto the restricted byway to the north
	Public transport	On-site pedestrian routes to connect with bus services on the B3116 Wellsway
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Charlton Road
<b>Utility diversions/ protections</b>	Potable water	Bristol Water asset maps indicate that no potable water assets cross the existing fields. An 8" clay main is shown to be located along the eastern footway of Wellsway, which may need to be lowered/slewed across any new site access.
	Waste water and drainage	Wessex Water asset maps indicate that no public sewers cross the existing fields. A 225mm diameter public foul water sewer is shown to be located along Wellsway, which discharges foul flows northwards from the properties to the south. Designs for the new site accesses will need to consider the existing foul sewer.
	Electricity	National Grid asset maps indicate that there are no National Grid assets located on the existing fields. Underground public lighting cables are located along the western footway of Wellsway, to the north side of the site. The current concept plan indicates that the new site access will avoid crossing these (public lighting) cables. There are no electricity cables shown to be located along the eastern footway of Wellsway adjacent to the site.
	BT	BT asset maps have not been obtained.
	Gas	Wales&West Utilities asset maps indicate that no gas assets cross the existing fields. A low pressure (LP) gas main is shown (on the Wales&West Utilities map) along the eastern footway of Wellsway, which may need to be lowered/slewed across any new site access.
<b>Utility supplies</b>	Potable water	Bristol Water will need to confirm whether the existing 8" clay main located along the eastern footway of Wellsway has sufficient capacity to serve the new development.
	Waste water and drainage	Wessex Water will need to confirm whether the existing 225mm diameter public foul water sewer along Wellsway has capacity to discharge foul flows from the new development. The BGS Geology Viewer indicates that the site's bedrock geology is the blue lias formation (limestone and mudstone, interbedded). It is therefore unlikely that the site will be suitable for surface water infiltration, however this will need to be explored further as a potential solution. If surface water infiltration is not possible, the discharge of development run-off to an existing watercourse would be next on the hierarchy. The River Chew is located 320m to the west of the site, but an area of dense woodland is located between the site and the river, making the discharge of surface water to an existing watercourse unlikely to be viable. A 300mm diameter public surface water sewer is shown (on the Wessex Water asset maps) to be located approximately 210m to the north of the site, discharging existing surface water flows along Courtenay Way into the River Chew. If surface water discharge by infiltration and/or to an existing watercourse is unachievable, Wessex Water will need to confirm the capacity of the existing surface water sewer and whether it could accommodate the new development. A new off-site public surface water sewer, approximately 200m in length would need to be constructed along Wellsway for this solution.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Utility supplies</b>	Electricity	National Grid asset maps indicate that there are no National Grid assets located on the existing fields. Existing HV cables are shown to be located approximately 200m to the north of the site, along Courtenay Road and approximately 200m to the south of the site, in a field adjacent to Wellsway. National Grid will need to confirm how they intend to supply the site, including for substation requirements.
	BT	BT asset maps have not been obtained.
<b>Flood risk</b>	Flood risk and drainage	<p>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. The Environment Agency's surface water flood map also indicates that the site has a 'very low' risk of surface water flooding.</p> <p>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 and North Somerset Streams Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&amp;NES Council).</p>
<b>Social infrastructure</b>	Early years	Contribution towards early education provision
	Primary school	Contribution towards primary education provision
	Secondary school	Contribution towards secondary education provision
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	<p>Provided on site</p> <p>As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 0.25 ha, 960 m / 20 minutes walk time</li> </ul>
	Amenity Green Space	<p>Provided on site</p> <p>As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 0.25 ha, 600 m / 12-13 minutes walk time</li> </ul>



## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Green infrastructure</b>	Parks and recreation grounds (incl. outdoor sports)	<p>Provided on site</p> <p>As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 1.08 ha, 600 m / 12-13 minutes walk time</li> </ul>
	Play space (children)	<p>Provided on site</p> <p>As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 0.04 ha, 480 m / 10 minutes walk time</li> </ul> <p>As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020</p> <ul style="list-style-type: none"> <li>• requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment)</li> <li>• requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)</li> </ul>
	Play space (youth)	<p>Compensation event</p> <p>As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 0.03 ha, 600 m / 12-13 minutes walk time</li> </ul> <p>As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020</p> <ul style="list-style-type: none"> <li>• MUGA ( with min size 0.1 ha)</li> <li>• NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)</li> </ul>
	Natural green space	<p>Compensation event</p> <p>As per B&amp;NES Planning Obligations SPD Jan 2023</p> <ul style="list-style-type: none"> <li>• 1.07 ha</li> </ul>

## 8.5. South and West of Salford

### The area description

8.5.1 The area explored is located to the west and southern edge of the urban area of Salford. The area to the west of Salford is mostly flat arable fields with some hedgerows containing hedgerow trees. To the south, the woodland area is connected to Manor Road Community Woodland on the west via a row of trees along Manor Road. To the east the area is edged continuously by the backgarden boundary of a traditional 1930s residential estate.

8.5.2 The western part of the area to the south of Salford is characterised by medium-sized agricultural fields enclosed by hedgerows with relatively few trees. The eastern part of this area is currently occupied by a golf course with small woodland areas and tree belts between the different parts of the course.

### Constraints and opportunities

8.5.3 The area lies within the Green Belt and the landscape setting of Keynsham. The western part of the area is edged by the back of the existing houses without any gap, constraining the potential for achieving connectivity to the existing neighbourhood. Similarly, there are limited access opportunities to the south of the village.

8.5.4 Keynsham Manor East is a Grade II listed building dating from the late 18th Century located on Manor Road to the southwest of the village. Any new development around the buildings should provide an appropriate setback to protect its setting.

8.5.5 A national high-pressure gas pipeline located beyond the western boundary of the area requires HSE consultation zones around the alignment (inner zone: 40m, middle zone: 125m, outer zone: 155m).

8.5.6 The area is mainly flat and does not have many topographical constraints. There is an opportunity to improve the existing PRoW to the south, which connects the area to the Manor Road Community Woodland.










8.5.7 The area to the west of Salford can be directly accessed from the A4 to the north. Then, the area can be connected to the village and the areas to the south via pedestrian and cycle routes through Manor Road. The area south of the village can be accessed through Manor Road. There is an opportunity to introduce a modal filter within the middle section of Manor Road between the two junctions of Montague Road to create a pedestrian and cycle only route.

8.5.8 A new residential development in this area can create further critical mass within the area, supporting sustainable transport

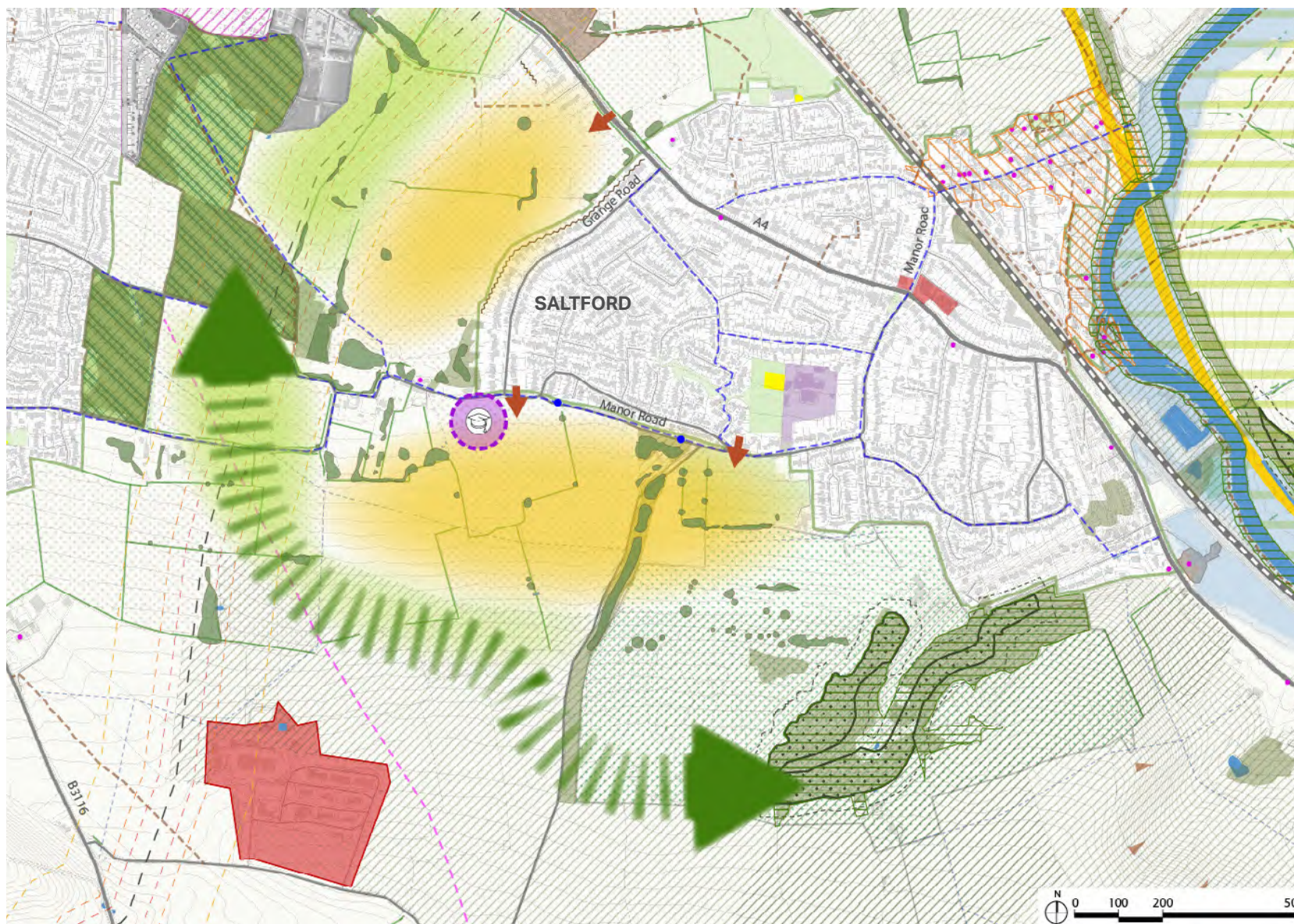
initiatives and public transport services, creating a need and opportunity for new community facilities and contributing towards the opportunity to create a new Strategic Green Infrastructure Opportunity between Keynsham and Salford.

8.5.9 This new managed open space would serve both of the settlements by providing nature recovery opportunities and the potential to connect Manor Road Community Woodland and the woodland within the golf course, thereby creating a new, robust ecological corridor.

#### Key

-  Ancient Woodland
-  Ancient Woodland buffer
-  Existing woodland
-  Parks, open spaces and Local Green spaces
-  Golf course
-  Local nature reserve
-  Landscape setting
-  Flood zones 2 & 3
-  Conservation Area





**Key**

- HELAA sites
- Farm
- School
- Business park
- Leisure / playing field
- Play areas
- 11KV Overhead line
- 33KV Overhead line
- Watercourses
- Railway
- Existing roads
- Existing PRoW
- National cycle route
- Existing hedges
- Existing trees
- 2m contours
- Listed buildings
- 40m HSE Consultation zone
- 80m HSE Consultation zone
- 150m HSE Consultation zone

**Opportunities**

- Potential mixed use/ residential development
- Potential Active Mode Route
- Modal filter
- School
- Access
- Woodland connectivity

Figure 43. South and West of Salford Constraints and opportunities



### South and West of Salford Placemaking principles

8.5.10 The areas to the south and west of Salford present opportunities to provide a residential development with supporting community facilities and open spaces. Any residential development within this opportunity area should apply the following key placemaking principles:

- Create new public open space to serve both new and existing residents.
  - Protect the setting of the Keynsham Manor East house.
  - Deliver zero-carbon homes that will contribute towards creating a sustainable and long-lasting built environment.
  - Encourage the use of sustainable travel choices by promoting a car-free neighbourhood.
  - Improve pedestrian and cycle connectivity between Keynsham and Salford.
  - Create a transition between the urban and countryside areas and promote easier access to the countryside.
  - Integrate the development into the surrounding area to complement the existing neighbourhood.
- Ensure natural surveillance by providing active frontages to all public spaces.
  - Introduce a community focal point at the intersection of Grange Road and Manor Road.

## Development options

### Option 1

#### Placemaking

8.5.11 Option 1 introduces a medium-sized new neighbourhood to the west of Saltford. The main access would be arranged with a new junction along the A4 with gateway buildings announcing the new neighbourhood. A spine road would link the development parcels and a neighbourhood green located along the spine road would create a focal point while protecting existing hedgerows.

8.5.12 This option would generate approximately 500 new homes. It would also accommodate a 2FE entry primary school to the south, which would be required due to the lack of capacity within the existing primary school. The primary school at this location would also safeguard the setting of the Grade II listed Keynsham Manor house.

8.5.13 A new network of footpaths and cycleways would be provided, encouraging active travel and connecting the new development to central Saltford, Keynsham and the wider area whilst providing easy access to the multiple facilities within the new development.

8.5.14 The new neighbourhood will connect to the existing neighbourhood in the village via the A4 to the north and via pedestrian and cycle links to Manor Road in the south.

#### Green and blue infrastructure and nature recovery

8.5.15 The residential parcels would be overlooked by new open space along the western edge to form a green buffer for the development and assist in visually integrating it into the surrounding area whilst providing opportunities for biodiversity enhancement and recreation.

8.5.16 Existing hedgerows, lines of trees, scrub and small woodlands will be strengthened to reinforce the landscape setting of the development and mitigate views from the Cotswolds National Landscape. Planting will help to break up the massing and scale of development as seen from key viewpoints within the National Landscape and help maintain the visual separation between Keynsham and Saltford.

8.5.17 A potential new Strategic Green Infrastructure Opportunity would connect the green buffer to the Manor Road Community Woodland to the west, creating opportunities for further nature recovery areas and enhancing pedestrian and cycle connectivity between Keynsham and Saltford.

#### Access and movement

8.5.18 The development areas west of Saltford would connect to the A4 corridor. The A4 is a key traffic route between Bristol and Bath, although improvements for active modes and bus services are proposed as part of the Bristol to Bath Strategic Corridor. This would provide another route for sustainable modes between Keynsham and Saltford, with connections provided to Keynsham Railway Station and the town centre.

#### Land use budget

Developable area	12.7 ha
Green and other infrastructure	11 ha
Primary school	2.4 ha
Homes	508
<b>Total area</b>	<b>26.1 ha</b>

Table 7. South and West of Saltford Option 1 land use budget

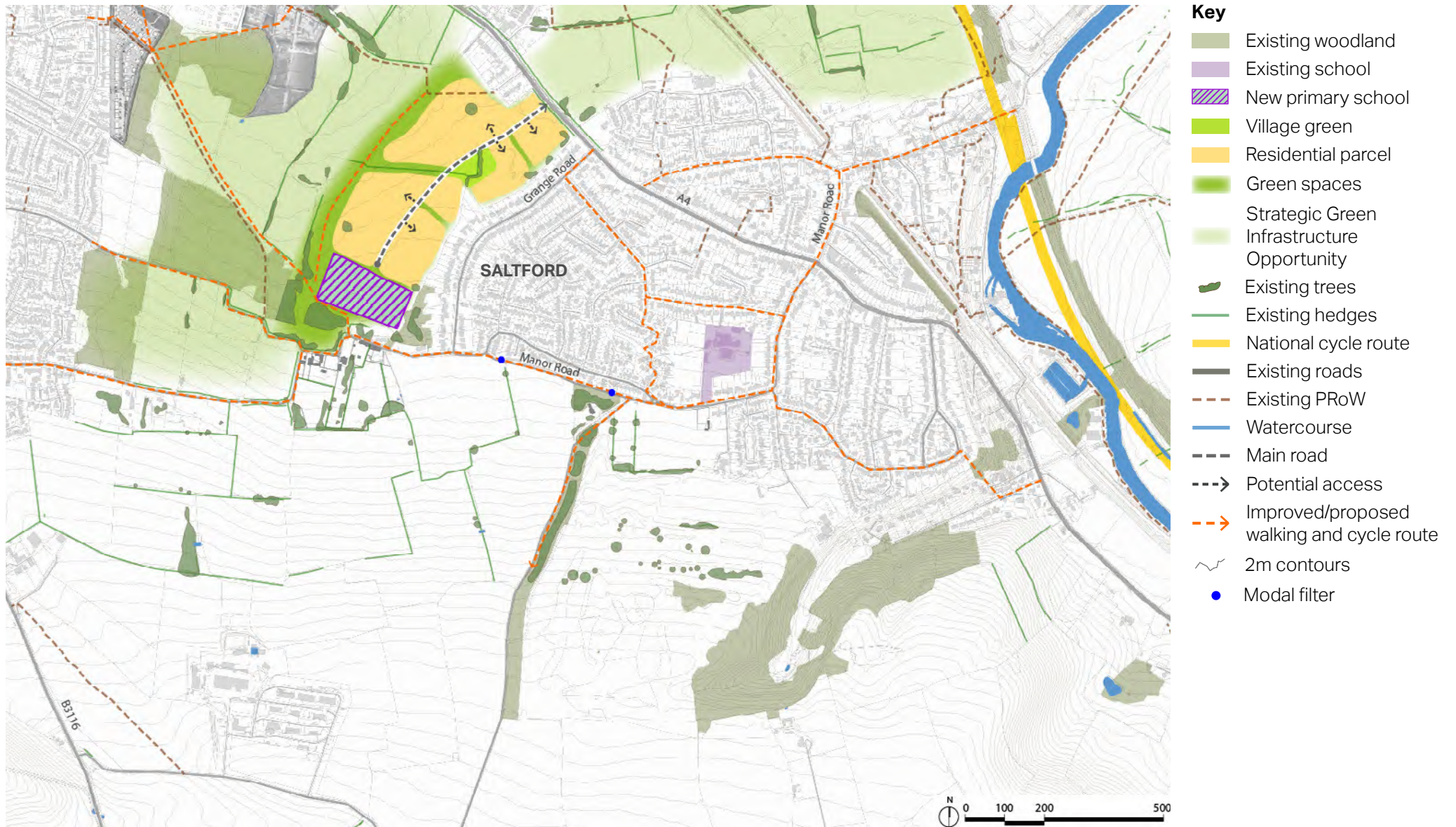


Figure 44. South and West of Salford Development Concept Option 1



## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with the A4.
	Cycling	On-site cycle routes to connect with the A4.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A4.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A4.
<b>Utility diversions/ protections</b>	Potable water	There are no Potable Water assets running through the site..
	Waste water and drainage	With reference to Wessex Water GIS database, there is a 150 foul water sewer as well as a 225 surface water sewer running along the upper north-eastern corner of the site. The 150mm foul sewer runs through thirdparty land, serving the residents along Grange Road, and running along the edge of the Option 1 site boundary. We are currently awaiting C3 budget estimate from Wessex Water for diverting/protecting of this asset.
	Electricity	There are no NationalGrid assets running through the site..
	BT	Currently awaiting for response from BT with details on local assets..
	Gas	There are no gas assets running through the site boundary..
<b>Utility supplies</b>	Potable water	With reference to Bristol Water asset maps (Acquired through utility searches, KS8), there is a 180PE100 potable water main running along Bath Road. Alongside a 6" potable water main running along Manor Road, which is to serve the existing farmers property and developed areas. All other water mains will require crossing of third party land to access. Awaiting for confirmation of capacities from Bristol Water, which will determine whether upgrading of the network will be required.
	Waste water and drainage	With refernce to Wessex Water GIS database, there is a 375mm foul water sewer running along Bath Road. Alongside this, there is a 225mm surface water sewer which runs through the north-eastern edge of the site, running towards Bath Road. We are currently awaiting confirmation of capacities from Wessex Water, which will determine whether upgrading of the network will be required.
	Electricity	With reference to NationGrid asset maps (acquired during utility searches, KS8), overhead LV assets are located south of the site along Mason Road. These are serving the existing developed area and farmers properties. As well as this, HV overhead lines (11kV) are located north-east of the site along Bath Road. We are currently awaiting response from National Grid to determine whether upgrading of the network will be required.
	BT	Currently awaiting for response from BT with details on local assets.
<b>Flood risk</b>	Flood risk and drainage	In reference to the Environmental Agencies long-term flood risk mapping, the site is predominantly within the flood zone 1 (land at a risk of flooding greater than 1 in 1000 years, <0.1%). The site also contains an area of flood zone 3b (land with a risk of flooding greater than 1 in 33 years, >3.33%), which is likely due to the watercourse that runs through the site. For the development of the site, various SuDS techniques will be utilised to deal with the runoffs from the creation of unporous surfaces. The calculations required for the drainage strategy will include a 40% climate change allowance, alongside a 10% urban creep factor, to allow for any additional runoff that may occur over the sites lifetime.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Social infrastructure</b>	Early years	Early years education to be provided within the new primary school
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.37 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.37 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Half provided on site and half compensation As per B&NES Planning Obligations SPD Jan 2023 • 1.59 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.06 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.04 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA & skateboard park (min size 0.1 ha)
	Natural Green Space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 1.59 ha

## Option 2

### Placemaking

8.5.19 Option 2 would be a medium-sized new neighbourhood, located south of the village, providing just over 800 homes with associated and supporting infrastructure. It would be accessed from Manor Road with two junctions to the east and west.

8.5.20 At the intersection of Grange Road – Manor Road, there would be a community focal point with a neighbourhood green, a primary school and potential further community facilities such as a community run shop / café to provide for day-to-day needs.

8.5.21 The residential areas within the new neighbourhood would be connected via a spine road providing access to new homes and open spaces. There will be a linear green space along the southern edge of the new neighbourhood, creating a softer transition between the countryside and the new neighbourhood, creating a more active relationship and easier accessibility in between for pedestrians and cyclists.

### Green and blue infrastructure and nature recovery

8.5.22 Residential parcels would be set within a series of green corridors and buffers to provide a network of open spaces accessible by a system of footpaths and cycleways. The proposed new primary school would be connected to a village green proposed at the key junction of Manor Road and Grange Road. The open space would act as a welcoming green buffer to the existing settlement whilst connecting the secondary school to the rest of the development. Its strategic location helps to serve both new and existing residents. Existing lines of trees and small woodland connecting Manor Road to the south will be strengthened to reinforce the landscape setting of the development and mitigate views to the Saltford Golf Club. The dense planting would be visually integrated to the existing woodland in the south, with proposed walking and cycling route to provide opportunities for biodiversity and recreation opportunities. The provision of green open spaces to the south of the development, connected to Saltford Golf Club, which in turn is connected to the wider countryside provides for a robust ecological corridor.

### Access and movement

8.5.23 The new neighbourhood to the south of the village would be accessed from Manor Road via two junctions. There would be a modal filter on Manor Road to provide the 'Manor Road Green Route' which is an opportunity to prioritise active modes on this key link between the proposed development areas, Keynsham and Saltford. This enables existing and future residents to more readily access services and facilities to meet their everyday needs, without having to rely on the private car. The proposed new primary school would also be readily accessed from the Manor Road Green Route.

8.5.24 Further routes for active modes connect into the Manor Road Green Route, including a route along Claverton Road to the A4 and a route south of Manor Road to nearby rural areas. In East Keynsham, Quiet Routes would be provided through creating Livable Neighbourhood schemes.

#### Land use budget

Developable area	20.7 ha
Green and other infrastructure	15.1 ha
Primary school	2.4 ha
Homes	826

**Total area 38.1 ha**

Table 8. South and West of Saltford Option 2 land use budget



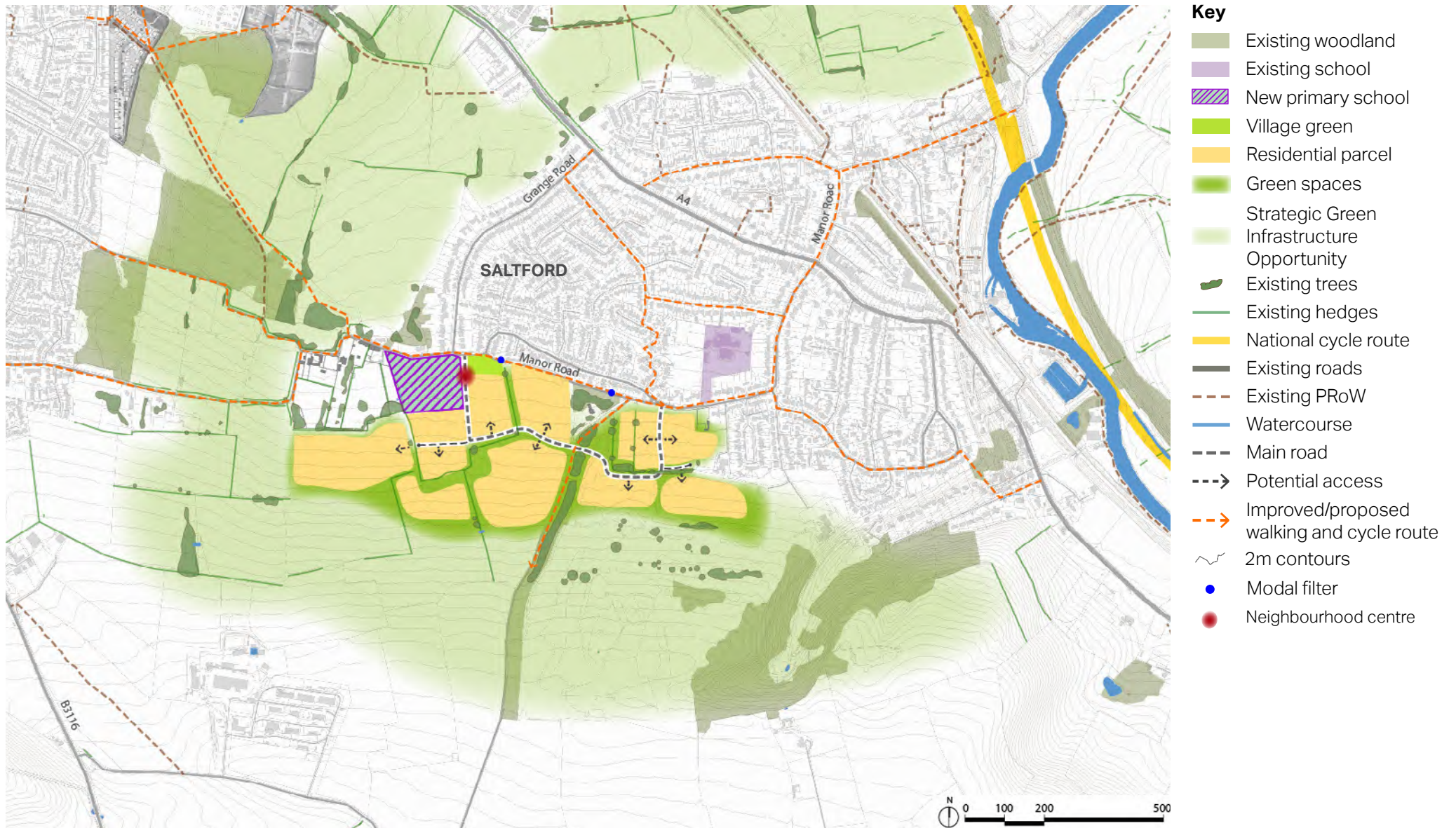


Figure 45. South and West of Salford Development Concept Option 2

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Transport</b>	Walking	On-site pedestrian routes to connect with Manor Road.
	Cycling	On-site cycle routes to connect with Manor Road.
	Public transport	On-site pedestrian and cycle routes to connect with bus services on the A4.
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Manor Road.
<b>Utility diversions/ protections</b>	Potable water	There are no Potable Water assets running through the site..
	Waste water and drainage	There are no foul or surface water sewers which cross through the site.
	Electricity	With reference to NationalGrid asset maps (Acquired through utility searches, KS8), there is a number of overhead HV lines (11kV) which runs from the center of the site running to the north, east and west of the site. We are currently awaiting reply from NationalGrid to determine whether this asset will need to be diverted or protected.
	BT	Currently awaiting for response from BT with details on local assets..
	Gas	There are no gas assets running through the site boundary..
<b>Utility supplies</b>	Potable water	With reference to Bristol Water asset maps (Acquired through utility searches, KS9), there is a 6" potable water main running along the Northern edge of the site boundary, along Manor Road. Awaiting for confirmation of capacities from Bristol Water, which will determine whether upgrading of the network will be required.
	Waste water and drainage	There are no existing foul or surface water sewers within the vicinity of the site which is accessible without crossing thirdparty land.
	Electricity	With reference to NationGrid asset maps (acquired during utility searches, KS8), overhead LV assets are located south of the site along Mason Road. We are currently awaiting response from National Grid to determine whether upgrading of the network will be required.
	BT	Currently awaiting for response from BT with details on local assets.
<b>Flood risk</b>	Flood risk and drainage	In reference to the Environmental Agencies long-term flood risk mapping, the site is predominantly within the flood zone 1 (land at a risk of flooding greater than 1 in 1000 years, <0.1%). For the development of the site, various SuDS techniques will be utilised to deal with the runoffs from the creation of unporous surfaces. The calculations required for the drainage strategy will include a 40% climate change allowance, alongside a 10% urban creep factor, to allow for any additional runoff that may occur over the sites lifetime.

## Infrastructure requirements

Infrastructure Category	Item	Commentary
<b>Social infrastructure</b>	Early years	Early years education to be provided within the new primary school
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
<b>Green infrastructure</b>	Allotments	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.59 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.59 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Half provided on site with compensation for Outdoor Sports: As per B&NES Planning Obligations SPD Jan 2023 • 2.58 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.10 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100 m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.06 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA & skateboard park (min size 0.1 ha) • NEAP (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural Green Space	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 2.58 ha



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