Bath & North East Somerset Council

Improving People's Lives

Pre-submission Draft Local Plan (Regulation 19)

Chapter 3 – Bristol to Bath Corridor

Local Plan 2025-2043

Chapter 3 – Bristol to Bath Corridor

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Chapter 3 - Bristol to Bath Corridor

Introduction

3.1 This Chapter sets out the spatial strategy for the Bristol to Bath Corridor, identifying how growth will be planned and delivered across Keynsham, Saltford Village, Hicks Gate and Whitchurch Village. As a key strategic location between the cities of Bristol and Bath, the corridor plays an important role in accommodating sustainable housing and employment growth while strengthening economic links between the two cities.

3.2 The Chapter establishes the strategic objectives, site allocations and infrastructure requirements needed to support development across the corridor. It provides a framework for coordinating land use, transport, and community and green infrastructure, ensuring that growth is supported by sustainable transport options, protects landscape and heritage assets, enhances biodiversity, promotes the health and wellbeing of residents, addresses inequalities, and maintains the distinct identity of individual settlements.

3.3 This Chapter should be read alongside the District-wide strategy and policies set out in Chapter 1 of the Local Plan, which establish the overall spatial strategy, growth requirements and development principles for B&NES.

3.4 Building on the District-wide framework, this Chapter provides a place-specific strategy for the Bristol to Bath Corridor, translating the strategic priorities and policies of Chapter 1 into an approach to growth that responds to the corridor's opportunities and constraints and guides the delivery of sustainable, infrastructure-led, growth.

Context

3.5 The Bristol to Bath corridor comprises areas located along or close to the A4 corridor, and areas adjoining the south-east edge of Bristol including:

- Keynsham
- Saltford Village

- Hicks Gate
- Whitchurch Village

3.6 The West of England Growth Strategy, developed collaboratively by B&NES and the West of England Mayoral Combined Authority, aims to drive economic prosperity through interconnected regional Growth Zones.

3.7 Within the Central Bristol and Bath Growth Zone, the Bristol to Bath corridor is identified as a key strategic opportunity to deliver coordinated, sustainable and nature-positive growth between the two cities, with the aim to unite the economic strengths by connecting them via multi-modal transport links and active travel networks, supporting growth around Hicks Gate, Keynsham and Saltford Village, in a way that respects the sensitive landscape setting of the corridor, in particular the close proximity of the Cotswolds National Landscape.

3.8 The corridor provides a significant opportunity to deliver sustainable housing and economic growth by strengthening connections between Bath and Bristol.

Bristol to Bath Growth Zone: Future Parklands

3.9 WECA commissioned an ambitious proposal for the Bristol to Bath Growth Zone called Future Parklands, with the aim of creating a remarkable 'lived-in landscape' between Bristol and Bath comprised of a dynamic network of distinct and compact communities, seamlessly connected by world-class sustainable transport and nestled within a thriving and nature-rich landscape. This would be:

- A pre-eminent example of proactive strategic planning enabling new developments at scale whilst directing investment to nature, public transport and community infrastructure.
- An innovative landscape-led approach to development and place-making which is sensitive to the needs, hopes and anxieties of the communities it is serving as well as to the character, features and visual qualities of the land involved and its wider surroundings.
- Within the Bristol – Bath Growth Zone there is an ambition to transform and resource the countryside around new settlements to create a new network of innovatively managed large-scale, accessible "parks" which support human health and well-being, nature recovery and climate resilience.

Key Strategic Objectives

3.10 The key strategic objectives for development in the Bristol to Bath corridor are to:

- Deliver new homes, including affordable housing, in locations that optimise the use of existing and enhanced sustainable transport corridors
- Support the integration of the Bath and Bristol economies through improvements to connectivity across the corridor, alongside the provision of employment land and floorspace
- Provide an integrated, efficient and affordable transport network that prioritises sustainable modes of travel, including the delivery of safe, direct and convenient active travel routes within development sites, between settlements, and to key transport hubs
- Ensure that development is supported by appropriate transport mitigation, addressing impacts on both the strategic and local highway networks, with particular focus on the A4 and A37 corridors
- Deliver a strategic network of transport interchanges and hubs, to enhance connectivity across the corridor, improve modal integration, and support sustainable travel choices.
- Deliver new Local Centres at key strategic development locations across the corridor to provide new and existing communities with accessible services, multi-purpose and accessible community facilities, including youth provision, local employment opportunities, healthy and affordable food outlets, and supporting infrastructure, contributing to the creation of sustainable, well-functioning and healthy neighbourhoods.
- Secure the provision of new education infrastructure, including a new secondary school to support growth at Whitchurch Village and Hicks Gate.
- Deliver new and enhanced healthcare provision to meet the needs of existing and future communities across the corridor.
- Protect and enhance the character and quality of the landscape, actively seeking to further the purposes of the Cotswolds National Landscape which is in close proximity to the Bristol to Bath corridor.
- Conserve heritage assets and their settings.
- Contribute to the delivery of a coherent, multifunctional and accessible green infrastructure network throughout the corridor.
- Support the implementation of the West of England Local Nature Recovery Strategy, including measures to enhance biodiversity and ecological connectivity.
- Secure the provision of new strategic park land and green spaces for nature recovery, landscape mitigation, health and recreation.
- Maintain and reinforce the physical and visual separation between settlements, particularly between Keynsham and Saltford, and between

Bristol and Whitchurch Village, in order to prevent coalescence and protect settlement and community identities.

Strategic Infrastructure Requirements

3.11 Across the Bristol to Bath corridor significant levels of growth are proposed, reflecting the area's strategic role within the wider region. Unlocking this growth will require major infrastructure investment, particularly in relation to transport, green infrastructure, and community facilities.

Transport

3.12 The Bristol to Bath Corridor Transport Mitigation Strategy will support the delivery of planned growth at Hicks Gate, Keynsham, Saltford and Whitchurch Village, through a comprehensive set of active travel, public transport and highway improvements. The strategy seeks to maximise sustainable travel, reduce reliance on private car use and mitigate the transport impacts of development, while improving accessibility, connectivity and network resilience across the corridor.

3.13 Significant active travel infrastructure is proposed to respond to increased demand arising from development and to encourage greater levels of walking, cycling and wheeling. In Keynsham and Saltford, this will include new and enhanced walking, cycling and wheeling connections along the A4, B3116 Bath Road and Charlton Road, together with improvements to routes linking residential areas, the Town Centre, Keynsham railway station and key development sites. Where highway constraints limit opportunities for segregated provision, upgraded shared-use routes and quieter low-traffic corridors will be delivered.

3.14 Improvements are also proposed between Hicks Gate and Keynsham, including enhanced active travel links along the A4175 Durley Hill, and within Whitchurch Village through upgrades to key local routes.

3.15 Public transport enhancements form a central component of the strategy. Improved and higher frequency bus services are proposed on the A4 Bath to Bristol corridor, the A37 corridor through Whitchurch Village, and routes connecting to the Somer Valley and rural communities. These improvements

will build on existing regional transport initiatives and are intended to support both local development-related travel demand and wider strategic movements. New and enhanced bus services, supported by upgraded stops and improved passenger facilities, will increase the attractiveness and viability of public transport and support mode shift away from the private car.

3.16 A major new multi-modal transport interchange is proposed at Hicks Gate, creating a strategic public transport hub serving Bristol, Bath, Keynsham, the Somer Valley and the wider West of England. The interchange will accommodate enhanced bus services, include substantial park and ride facilities, and provide seamless integration with active travel routes. A network of local travel hubs is also proposed in Keynsham, Saltford and Whitchurch Village, providing facilities such as secure cycle parking, shared mobility options, passenger waiting facilities and opportunities for interchange between transport modes.

3.17 To support development and facilitate sustainable transport objectives, targeted highway infrastructure improvements will also be required. Key interventions include delivery of the multi-modal North Keynsham Strategic Access Link Road, providing a new connection between the A4 and A4175, reducing traffic pressures within Keynsham Town Centre enabling improvements to public realm and improved sustainable and active travel infrastructure as well as providing access to the North Keynsham development site. This will in turn create opportunities in the centre of Keynsham for the reallocation of road space to sustainable modes, and public realm improvements, enabling a step change in how traffic is distributed and managed within Keynsham. The road is a key infrastructure item that will support the delivery of growth not only at North Keynsham, but across the wider Keynsham and Saltford area, by addressing cumulative impacts on an already heavily constrained network.

3.18 The East Whitchurch Village allocation will also deliver a new connection between Bristol Road and Stockwood Lane, improving connectivity within the village, reducing pressure on existing local roads and creating opportunities to improve conditions within Whitchurch Village centre.

3.19 Localised highway improvements will be delivered where necessary to accommodate development and address road safety and operational issues. These include junction upgrades, traffic management and speed reduction measures, new access arrangements, and the prevention of inappropriate traffic use of unsuitable rural lanes.

3.20 Together, these measures will ensure that planned growth is supported by a safe, integrated and sustainable transport network that improves travel choice and connectivity across the Bristol to Bath corridor.

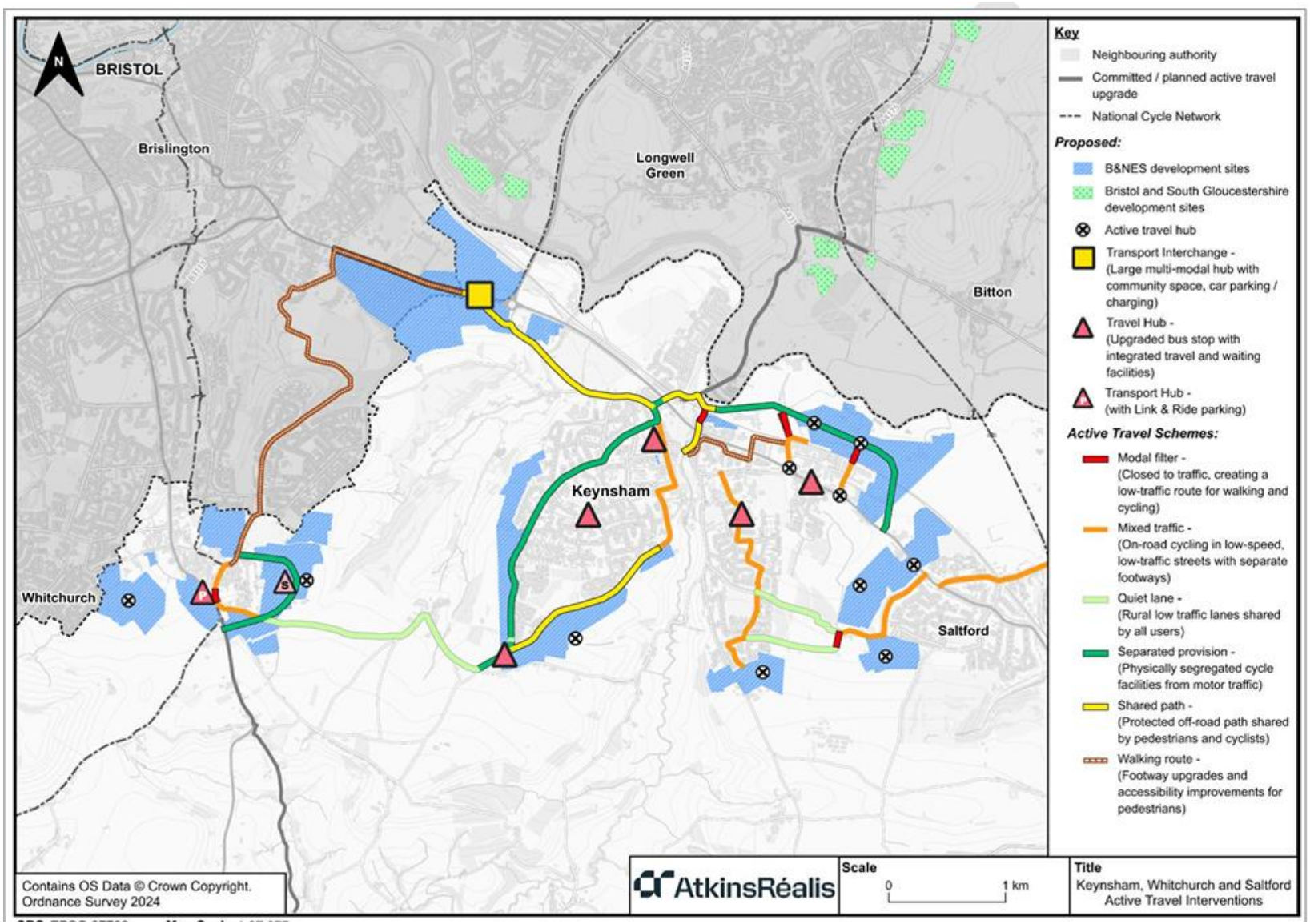

Figure 3.1: Proposed active travel improvements in Keynsham, Saltford and Whitchurch Village

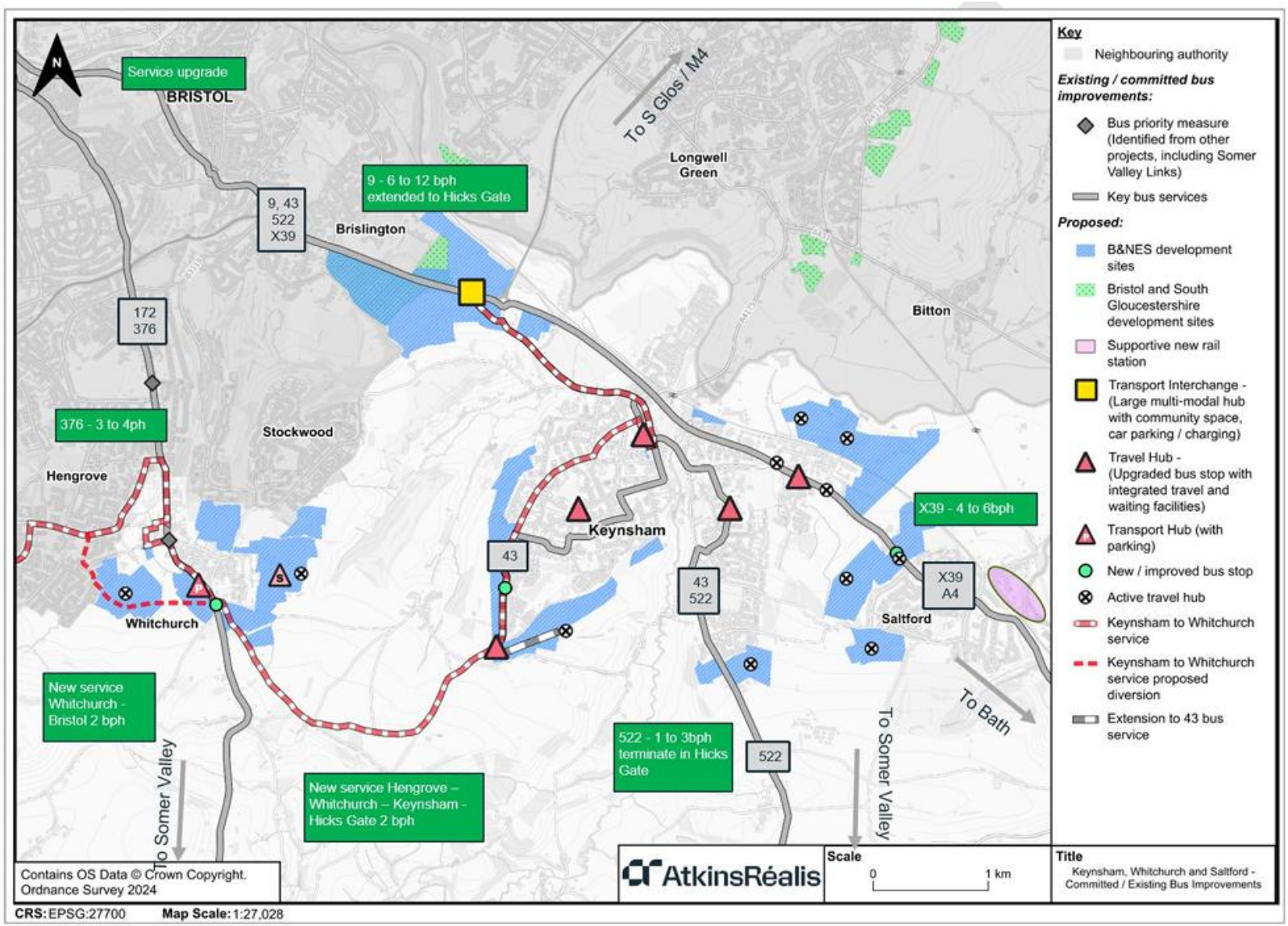

Figure 3.2: Proposed bus services, transport interchanges and travel hubs in Keynsham, Saltford and Whitchurch Village

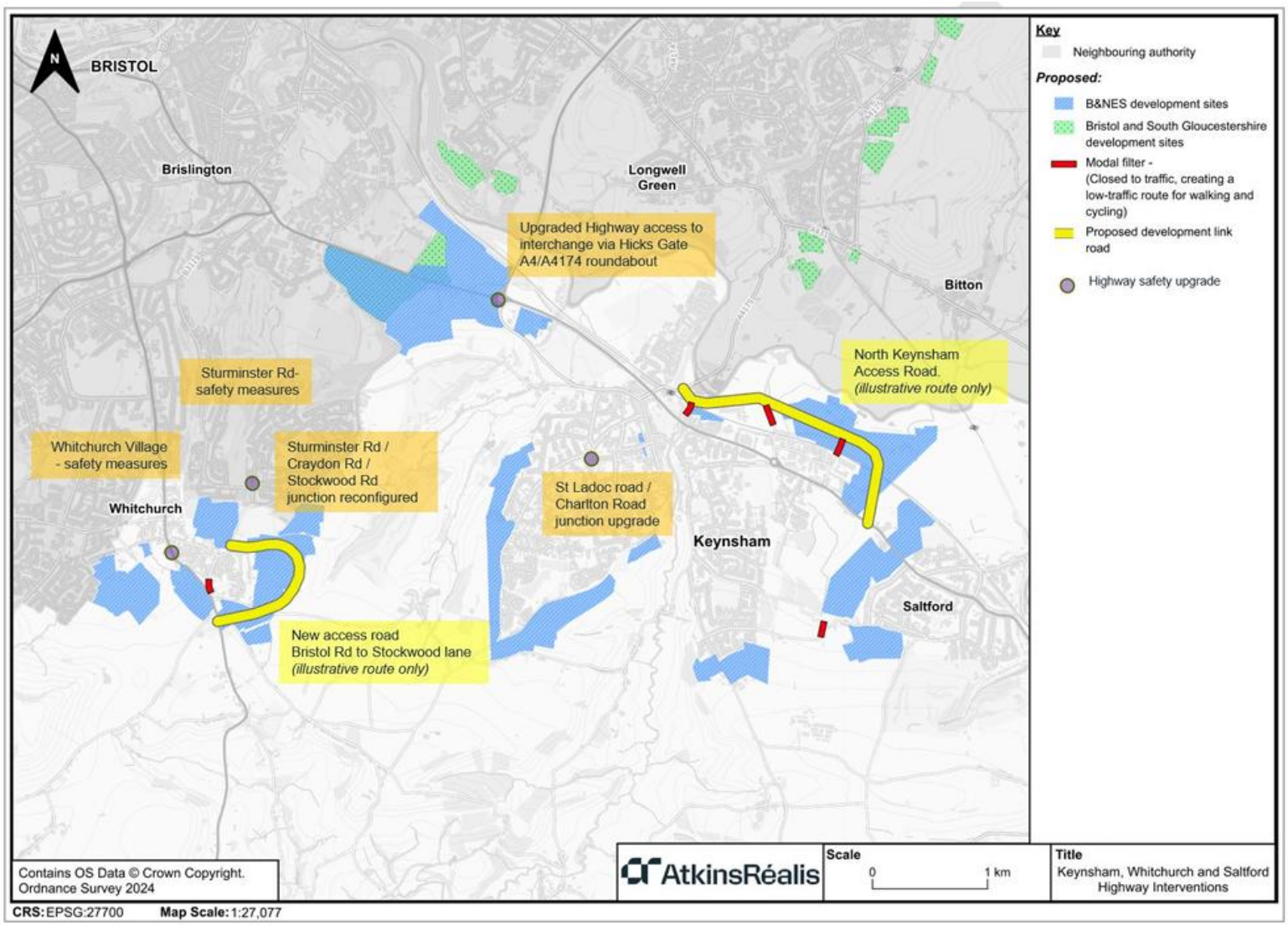

Figure 3.3: Proposed highway measures in Keynsham, Saltford and Whitchurch Village

Green Infrastructure

3.21 Green infrastructure is a strategically planned network of multi-functional green and blue spaces, habitats, landscapes and other natural features that provides a wide range of environmental, social and economic benefits. Across the Bristol to Bath Corridor, green infrastructure plays a critical role in supporting climate resilience, nature recovery, landscape character and healthy communities.

3.22 New development within the Bristol to Bath Corridor is expected to protect, enhance and strengthen the existing green infrastructure network and contribute to the delivery of a connected network of green and blue infrastructure across the sub-area.

3.23 Strategic opportunities exist to enhance and extend the green infrastructure network across the Bristol to Bath Corridor. These opportunities may be located both within and beyond development site boundaries and are intended to help deliver a coherent and connected network that serves existing and new communities.

3.24 The West of England Local Nature Recovery Strategy identifies existing areas of particular importance for biodiversity, including internationally, nationally and locally designated sites, Local Nature Reserves, Sites of Nature Conservation Interest, and irreplaceable habitats such as ancient woodland. It also identifies Focus Areas for Nature Recovery, where targeted action will have the greatest potential to support the recovery and expansion of nature networks. Mapping on the West of England Local Nature Recovery Strategy website illustrates the relationship between existing biodiversity assets and Focus Areas for Nature Recovery.

3.25 The Council's Green Infrastructure Framework, together with the West of England Local Nature Recovery Strategy, help inform the identification and delivery of strategic green infrastructure enhancements across the Bristol to Bath Corridor.

3.26 The Bristol to Bath Corridor provides a significant opportunity to contribute to the delivery of the West of England Combined Authority's Future Parklands

Vision through the creation of a connected network of high-quality, accessible and multifunctional green spaces that enhance health and wellbeing, support active travel and improve access to nature. In accordance with the NPPF Golden Rules, development on land released from the Green Belt will be expected to contribute to the provision of new, or improvements to existing, publicly accessible green spaces. Accordingly, where land is released from the Green Belt within the sub-area, development will be expected to deliver strategic green infrastructure that provides lasting public benefits and supports the Future Parklands Vision. This should include multifunctional green spaces that provide opportunities for recreation and public access whilst also supporting habitat creation, ecological connectivity, nature recovery, climate resilience and sustainable drainage, helping to create a coherent green infrastructure network across the corridor.

3.27 Individual site allocations identify specific opportunities for strategic Green Infrastructure where relevant, and the council will work with partners to help enable their delivery throughout the Plan period.

3.28 Together, these measures will ensure that planned growth is supported by sufficient, well-located and fully integrated networks of green and blue infrastructure that deliver for people, nature and climate across the Bristol to Bath corridor.

Local Centres

3.29 New Local Centres at North Keynsham and West Saltford, and East Whitchurch Village will ensure that the day-to-day needs of new and existing communities can be met in a sustainable and accessible manner, whilst also avoiding harm to existing centres through drawing away trade. Given the scale of growth proposed across the Bristol to Bath corridor, relying solely on existing centres and facilities would place additional pressure on local infrastructure and increase the need for longer journeys, particularly by private car. The Local Centres will act as the focal point for new communities, providing a range of services, facilities and employment opportunities within walking and cycling distance of new homes. It is anticipated that the centres will accommodate a mix of uses, including convenience retail, community

facilities and multipurpose community spaces for people of all ages, health services, and local employment space, creating vibrant and accessible destinations that supports community cohesion and wellbeing.

Education

Secondary School

3.30 The cumulative impact of growth proposed at Keynsham and Saltford means that the two existing secondary schools in Keynsham will need to be expanded to provide sufficient capacity, and will not be able to accommodate further growth at Hicks Gate and Whitchurch Village. In order to support any growth in these areas, a new secondary school is therefore required, with a safe walking route of less than 3 miles between the two.

3.31 To these ends, a site at North Whitchurch Village is allocated for a secondary school. Accommodating this strategic infrastructure on a single site means that other development sites within the area are able to maximise their residential development potential and avoid the need to make land available for secondary school provision themselves.

3.32 Given these wider benefits, all developments that rely upon and benefit from the delivery of the secondary school will be required to contribute proportionately towards its provision. This is expected to include not only financial contributions towards the delivery of the school itself, but may include an appropriate contribution towards the land costs associated with securing the site.

Primary Schools

3.33 Strategic growth along the Bristol to Bath Corridor will also require provision of new primary schools at Hicks Gate, North Keynsham, South West Keynsham, West Saltford, and East Whitchurch Village.

Health Facilities

3.34 The scale of planned growth across the Bristol to Bath area is expected to generate significant additional demand for healthcare services. NHS Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB) has

advised that, when considered alongside existing capacity pressures within the healthcare estate, the cumulative level of growth will require additional healthcare investment and infrastructure provision.

3.35 The ICB has highlighted that the cumulative impact of growth across the sub-area is a significant factor in determining future healthcare requirements. While the need for additional healthcare infrastructure is recognised, the precise form, scale and location of future provision has not yet been determined by the ICB.

3.36 Further work is required between the Council, the ICB, General Practice and wider health and care partners to consider the most appropriate response to future demand. This will include assessment of opportunities to expand existing provision, deliver new facilities, make use of wider public-sector assets, and develop integrated neighbourhood-based models that bring together healthcare, community and other public services.

3.37 The Council will continue to work with health partners through the Infrastructure Delivery Plan, neighbourhood planning and ongoing service and estate planning processes to identify the most appropriate healthcare solutions to support existing and future communities and ensure that infrastructure requirements arising from planned growth are addressed.

3.38 Some strategic site allocations have been identified by the ICB as potential locations for new healthcare facilities, with early engagement required between developers, the Council and the ICB in order to confirm requirements.

Site Allocations

3.39 The remainder of this chapter sets out the site allocations that comprise the strategy for development across the Bristol to Bath Corridor. Site capacities are expressed as “around” a specified number of dwellings. These figures are indicative and are based on the evidence available at the plan-making stage. They are not intended to act as a cap on development. Where proposals demonstrate that a higher number of homes can be delivered whilst complying with all relevant Local Plan policies, site allocation requirements and

standards, a higher site capacity may be supported. The final capacity of each site will be determined through the planning application process, having regard to site-specific circumstances and the need to secure high-quality, sustainable development.

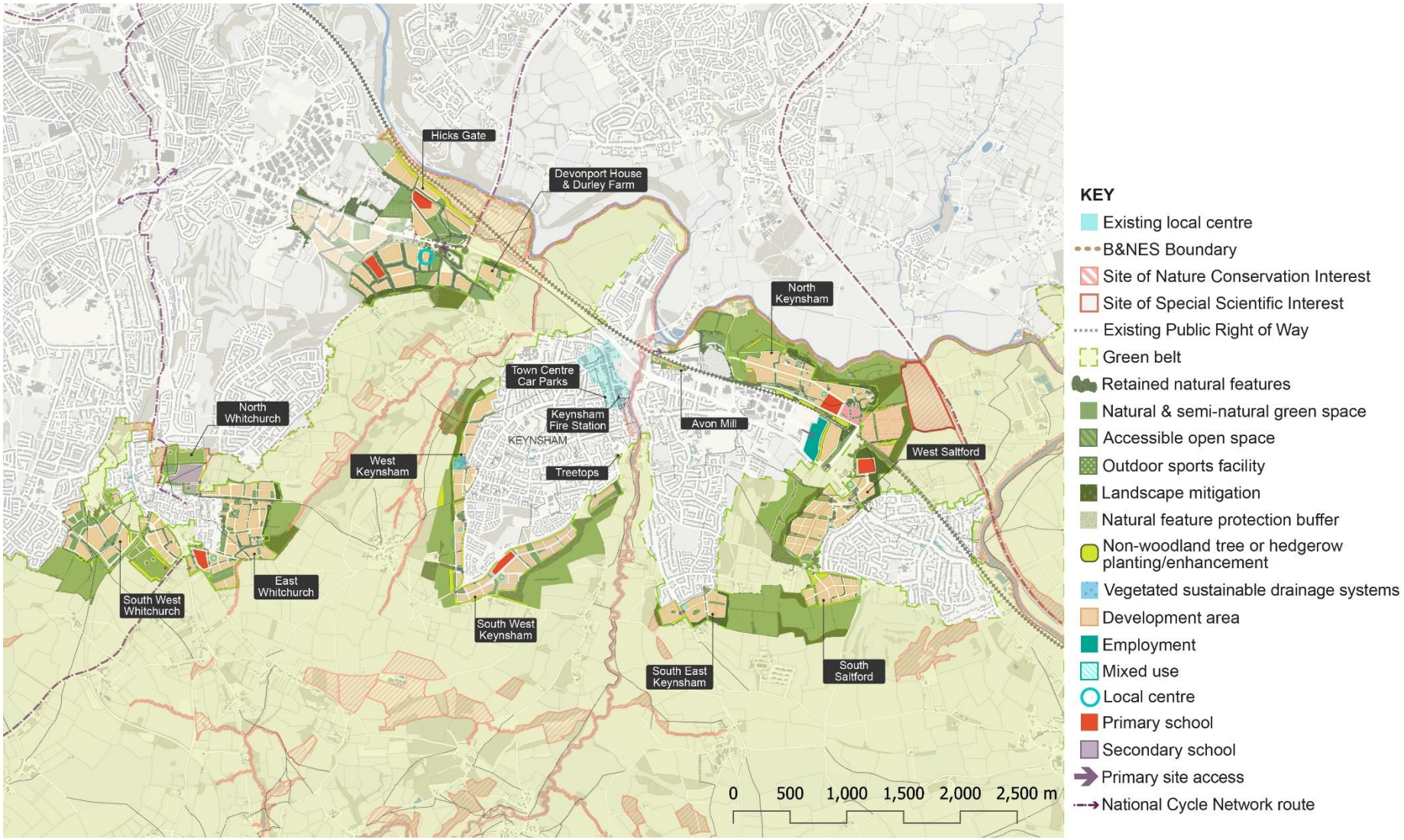

Figure 3.4: Bristol to Bath Corridor Strategy Diagram

Keynsham

3.40 Keynsham lies in a strategic location on the A4 corridor between Bath and Bristol. It is linked to the two cities by the A4 and the railway. Sustrans National Cycle Network (NCN) Route 4 links east Bristol with Bath, passing reasonably close to the north of Keynsham.

3.41 Keynsham is a thriving market town, with a population of around 20,000 people. It plays an important role in supporting sustainable economic growth across B&NES, with its absolute employment numbers having increased over the period 2011 – 2021. Its Town Centre is characterised by variety of local independent retailers, many of which have evolved and set up on the High Street in more recent years, as well as a strong food and beverage offer. The Keynsham Town Centre Regeneration Action Plan (2025) outlines a number of priority projects to increase the vibrancy of the town centre and attract more visitors and investment. A key priority for the Council is to undertake a review of community space and identification of additional spaces that can accommodate larger audiences, with an aspiration to deliver a 200-seat venue.

3.42 Keynsham is an important employment location within the Bristol to Bath Corridor with safeguarded Strategic Industrial Estates at Broadmead Lane, Ashmead Road and Pixash Lane, between the A4 Keynsham Bypass and the Great Western Main Line. Additionally smaller scale office floorspace is located in Keynsham Town Centre and at the recently completed Somerdale development, both with good accessibility to the train station.

3.43 Keynsham's settlement origins are demonstrated by the location of its historic core and Conservation Area fronting onto and within the River Chew Valley. Heritage assets are clustered throughout the Conservation Area in the Town Centre. 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 Chew Valley, presenting limitations in settlement connectivity between the east and west sides of the town.

3.44 The River Chew provides an important landscape, wildlife and recreational corridor running through the heart of the town. The river supports a wide variety of UK Priority sand protected species, including otters, beavers and kingfishers, and is the only river in the Avon catchment to support breeding populations of Atlantic salmon. It provides the potential to connect residents with the wider countryside, particularly through the valley, down to Chew Valley Lake, and beyond. Keynsham sits within the Chew Valley Reconnected Green Infrastructure Project Area, which is made up of important networks of natural and semi-natural habitats, providing crucial habitats and wildlife corridors for priority species. Keynsham sits at the heart of WECA's Future Parklands Vision for the Bristol to Bath Corridor.

3.45 In Keynsham there is an imbalance of transport modes in the Town Centre with greater priority currently given to vehicles over active travel (walking, cycling and wheeling) modes. There are a series of walking and cycling routes within Keynsham, however, there are missing links within Keynsham, and between Whitchurch Village to the west and Saltford Village to the east. Keynsham has its own rail station and there is a good frequency of bus services operating from Keynsham Town Centre offering services to destinations including the centres of Bath and Bristol. Services to other destinations not on the main bus routes to Bristol and Bath can be less frequent.

3.46 The principal roads that serve Keynsham are the A4, A4175, B3116 and Charlton Road. The private car mode share for journeys to work are higher than the national and South-West average. During the traditional weekday highway peak hours, there is congestion typically along the A4 and within Keynsham Town Centre on roads such as Bath Hill, Station Road and Mill Lane.

3.47 Keynsham is surrounded by the Bristol and Bath Green Belt, which separates Keynsham from Bath, Bristol and the village of Saltford. The publication of both the 2024 NPPF and the accompanying Green Belt Planning Practice Guidance in 2025 has clarified that the assessment of Purposes A, B and D do not apply to the village of Saltford, however they do apply to the Large

Built-Up Areas of Bath and Bristol (Purpose A, B and D) and Towns (Purposes B and D) of Bath, Bristol and Keynsham.

3.48 In light of this change the Stage 1 Strategic Green Belt Assessment clarifies that this means that land between Saltford Village and Keynsham makes a weak contribution to the Bristol and Bath Green Belt purposes and can be identified as having the potential to be identified as grey belt land.

3.49 The Cotswold National Landscape is located directly to the north-east of Keynsham, and there are impressive sweeping views from the designated area across Keynsham and the neighbouring village of Saltford. Development in the Keynsham and Saltford area will need to be landscape-led in order to prevent unacceptable harm to the setting of the Cotswolds National Landscape. Landscape Sensitivity Assessment of the site allocations has been undertaken including consideration of cumulative impacts using photomontages to inform the site allocations and policy requirements, with the supporting concept plans showing how the Council believes that the impact can be acceptably mitigated to avoid harm to the setting and special qualities of the Cotswolds National Landscape.

3.50 A local designation in the adopted B&NES Local Plan relating to the Landscape Setting of Settlements wraps around much of Keynsham, as shown on Policies Map. The policy designation requires that development should only take place if it conserves and enhances this landscape setting.

3.51 The release of Green Belt land for development will need to meet the ‘Golden Rules’ in NPPF 156, including necessary improvements to infrastructure and the provision of new, or improvements to existing, green spaces that are accessible to the public. NPPF Paragraph 159 requires these improvements to contribute positively to the landscape setting of the development and support nature recovery, including delivery of the Local Nature Recovery Strategy.

3.52 The cumulative impact of the growth proposed at Keynsham and Saltford means that the two existing secondary schools in Keynsham – Wellsway and Broadlands – will need to be expanded to accommodate the increase in pupils. High quality and safe walking and wheeling routes will be required to

link new developments with the expanded secondary schools. Additional primary schools and early years provision will also be necessary.

3.53 A key infrastructure item for Keynsham and Saltford is the multi-modal North Keynsham Strategic Access Link Road. This road is necessary to mitigate the cumulative impact of development in the area and along the A4 corridor over the Plan period, providing an alternative route for through traffic that avoids Keynsham High Street, which in turn will support the delivery of active and sustainable transport interventions in Keynsham Town Centre and in accordance with Keynsham Town Centre Regeneration Action Plan's placemaking projects. The Strategic Access Link Road will also provide access to the North Keynsham allocation facilitating the delivery of strategic scale employment land and residential development.

3.54 Keynsham is situated within an existing green and blue infrastructure network of designated ecological assets including the River Avon and Chew, Stockwood Vale and Local Green Space including Abbots Wood and Manor Road Community Woodland. The scale of development in this Plan will require additional Public Open Space for recreation and multifunctional green infrastructure to deliver biodiversity net gain and nature recovery, in line with the 'golden rules'. New Country Parks, the expansion of Manor Road Community Woodland, and new Public Open Space will mitigate the impact of development as well as contributing towards the delivery of the Future Parklands Vision.

North Keynsham

3.55 North Keynsham is located to the east of Keynsham Town Centre, and south of the River Avon, separated from the town by the railway line running between Bristol and Bath. The site currently has narrow access points via various bridges and tunnels that connect the site to Keynsham.

3.56 Existing uses at the site include agricultural land and the Avon Valley Adventure Park. The site is located north and east of industrial land and east of Wessex Water's Water Recycling Centre. Part of the site between the A4 and the Great Western Main Line is covered by a Core Strategy development

plan allocation for employment land at World's End Lane (KE3a) which remains undeveloped.

3.57 The site is located in close proximity to the A4, the Bristol and Bath Cycle Path and Keynsham Train Station, all of which provide direct access to Bath and Bristol by bus, train and bicycle.

3.58 Some constraints exist across the site due to its location, existing land uses, and poor connections to its surroundings. However, through careful masterplanning and provision of mitigation where required, the site is considered to be a highly sustainable location for development.

3.59 With North Keynsham's strategic location in the Bristol to Bath Corridor, as identified in the WECA Growth Strategy, the site has significant potential for strategic employment land development as an extension of existing employment land and delivering the ambitions of the Core Strategy. With a significant quantum of residential development planned as part of mixed-use development it is considered that office, R&D, light industrial and general industrial use is appropriate, and it is not considered appropriate for warehousing and logistics development (which is better suited closer to the strategic road network).

3.60 The steep escarpment slope of the Cotswolds National Landscape (CNL) is 1km from the North Keynsham allocation and overlooks it. The allocation lies within the setting of the CNL. There is a need to consider potential impacts on the relevant special qualities, and what measures to further the purposes can be embedded in the proposals, where reasonably practical and operationally feasible. Furthermore, there is a need to contribute towards the delivery of strategic green infrastructure and nature recovery, in line with the NPPF 'golden rules'.

3.61 A road will be required to access the development site and it is envisaged that it will also play a more strategic role, removing through traffic from Keynsham Town Centre, to the wider benefit of the town and enabling a greater focus on sustainable modes of transport on the town centre area network.

3.62 The site requires provision of significant infrastructure, not only from a transport perspective, but also to provide services and facilities for future

residents, including the provision of strategic accessible greenspace. Optimising residential development at the site is considered to be important to both financially support provision of this infrastructure, and to secure its long-term use.

3.63 North Keynsham is located in close proximity to the West Saltford allocation (Policy 3.7). This provides an opportunity to jointly plan infrastructure provision and share infrastructure where appropriate, including the delivery of strategic green infrastructure and public open space. Aligning infrastructure will prevent unnecessary duplication and support the efficient use of land, optimising density in line with national planning policy.

3.64 The site will require the delivery of a small local centre to meet the day-to-day needs of residents. The proximity of Keynsham town and Saltford local centres, the existing Waitrose and the permissioned Aldi supermarkets and the planned West Saltford local centre (Policy 3.7) will require careful consideration ensure that the size and mix of uses at the local centre is viable and does not undermine the viability of existing centres.

3.65 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. The site allocation boundary is larger than that which is proposed for release from the Green Belt and allocated for development. This provides for significant areas of public open space and green infrastructure that is compatible with Green Belt policy, delivering net benefits for residents and the environment, whilst also maintaining the separate identity of Keynsham and Saltford as distinct settlements which is an important priority for residents.

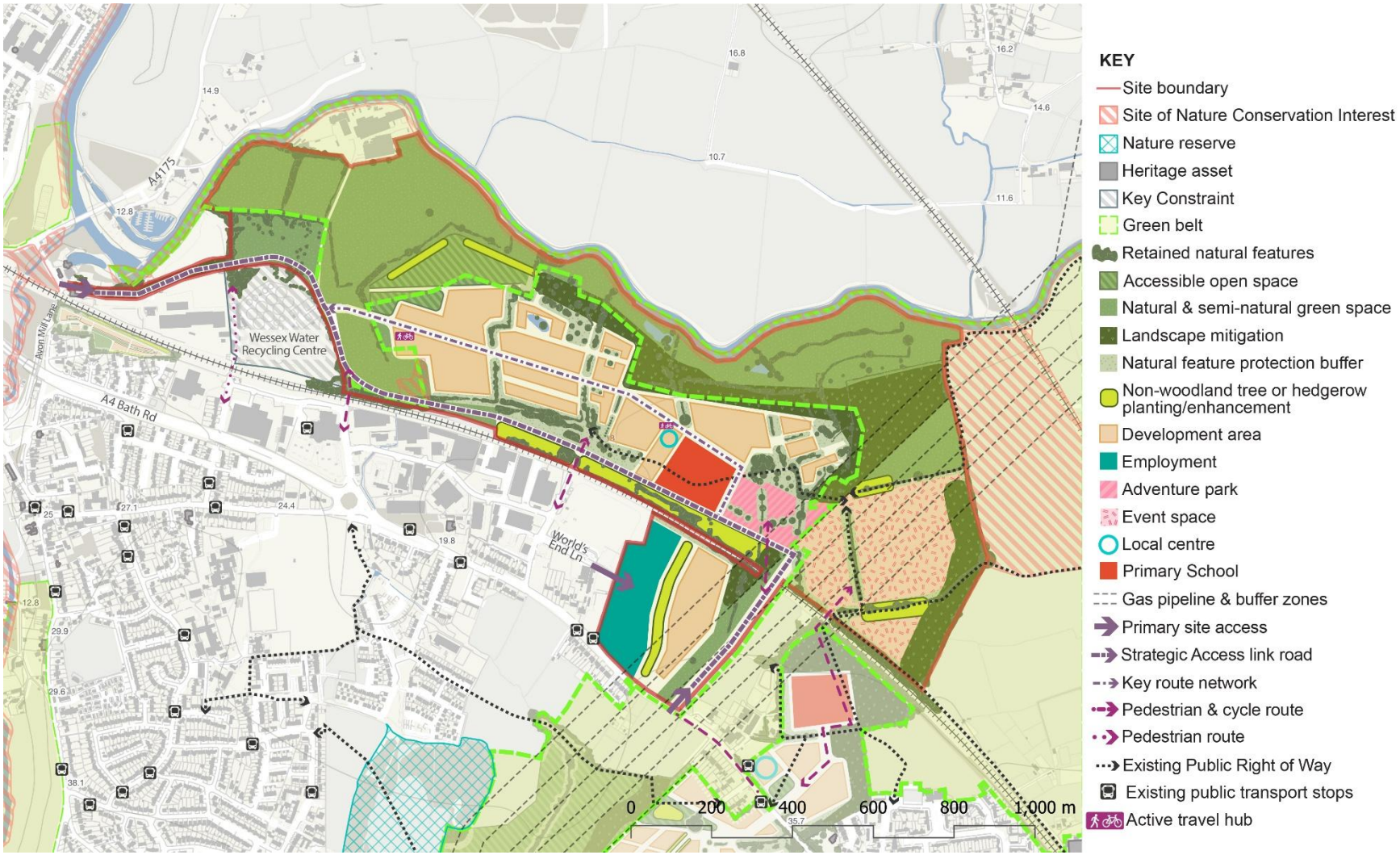

Figure 3.5: Concept Plan for North Keynsham. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.1: North Keynsham

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 1,450-1,700 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Employment floorspace to provide a minimum of 3.5ha employment land in:
   a) Class E(g) (offices, research and development, light industrial); and/or
   b) B2 (general industrial).

   Employment land should be provided on the land to the east of World's End Lane and between the A4 and the Great Western Main Line as this would deliver an historic strategic employment allocation, be compatible with neighbouring industrial and employment uses and is a location with good access to the A4. Delivery of employment land on an alternative part of the site within the allocation boundary will need to be justified taking into account market demand, occupier requirements, placemaking implications and potential residential amenity impacts for existing and future residential occupiers at the allocation.
4. A local centre providing:
   a) Small to medium scale convenience shop provision.
   b) Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
   c) Small scale, localised employment floorspace.
   d) A multi-functional community space, with potential to be used for local youth provision, family hub, food hub, and support services.
5. Education facilities, including:
   a) Land and buildings for a new two-form entry primary school within the site; with financial contributions to enable off-site primary school provision at West Saltford (north of the A4 and within walking distance of North Keynsham) for the remainder of the need.
   b) Early years facilities, preferably integrated within the primary school site, or located within the local centre. Where on-site provision is not

feasible, financial contributions will be required to support off-site provision.

c) Financial contributions towards the provision of secondary school expansion where required to accommodate growth arising from the development.

d) Provision for Special Educational Needs and Disabilities (SEND), preferably within the primary school, or as a stand-alone facility. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.

e) Exploration and carrying out or funding of any on and off-site highway improvements to provide safe and non-hazardous walking and cycling route access to existing and future primary and secondary schools (Wellsway, Lift Broadland and at West Saltford).

6. Relocation of the Avon Valley Adventure Park within the site allocation, including event space to the east of the gas pipeline which must retain openness and be compatible with its location in the Green Belt.

7. Comprehensive advance planting of key woodland and non-woodland planting mitigation is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners. Landscape mitigation requirements are detailed in Design Quality and Placemaking Principles section

8. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East Somerset, Planning Obligations Supplementary Planning Document or successor documents.

9. Delivery of strategic green infrastructure and public open space in the floodplain along the River Avon corridor providing links to Somerdale, and aligned with West Saltford, to support nature recovery and provide land for public open space and recreation enabling the provision of a wider neighbourhood greenspace.

10. A Green Infrastructure Plan will be submitted with any application for new residential development of a qualifying scale, setting out how a development will:

a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes.

b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats.

c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain.

d) Set out how the GI will be managed, maintained and monitored for a minimum of 30 years.

11. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality. The SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.

12. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

13. Facilitate the delivery of necessary upgrades at Wessex Water's Water Recycling Centre to mitigate fly and odour issues, and safeguarding land for any required expansion of the Water Recycling Centre.

Access and Movement

Development proposals will:

14. Provide safe vehicular access from the A4 Bath Road and Avon Mill Lane for the residential development. Employment land should be delivered between the A4 and railway line, with access for the employment land provided from World's End Lane.

15. In combination with contributions from other strategic sites in the Keynsham and Saltford area, deliver the North Keynsham Strategic Access Link Road including a new vehicular route across the rail line to enable the closure of the existing Pixash bridge to traffic, reallocating it to cycle and pedestrian use, and the closure of traffic to Broadmead Lane under the railway and Avon Mill Lane under the A4 Keynsham Bypass. High St/Bristol Road/Station Road is also required to be upgraded to facilitate this.

16. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including through Avon Mill Lane to Keynsham station and High Street, Broadmead Lane, Pixash Lane, World's End Lane and to the Bristol and Bath Railway Path.

17. Provide the following public transport enhancements:

    a) Direct, well-lit pedestrian links to the main A4 utilising the existing Pixash bridge over the railway line as a cycle/pedestrian route.

    b) Contribute toward Bristol to Bath Strategic Corridor.

18. Provide high quality active travel links to:

    a) Keynsham Rail Station including anew crossing on the A4175, a direct alignment to Station Road and new covered secure cycle parking at the station

b) Keynsham High Street / town centre with new covered secure cycle parking

c) Somerdale / Chocolate Factory employment area with new covered secure cycle parking

d) Schools (Wellsway, IKB, Chandag) with new covered secure cycle parking

e) Cycle links to the Bristol to Bath Strategic Corridor on the A4 linking to Hicks Gate Interchange as well as the existing Bath to Bristol railway path.

19. Provide a new travel hub for the site to include:

a) E-bike & e-scooter hire and large covered, well-lit secure cycle parking and maintenance.

b) Car club bays

c) Parcel lockers

d) EV charging points

e) High Quality bus stop with real time information and a service connecting Bristol - Hicks Gate Interchange - Keynsham - Saltford - Bath running every 15 mins.

Climate and Nature

Development proposals will:

20. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include:

a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places

for humans which also support and encourage the wildlife within the hedgerow network.

d) Provide and enhance a semi natural habitat buffer of at least 20m alongside Broad Mead Field SNCI and the River Avon SNCI. Development must avoid encroachment of built form and hard infrastructure within the buffer.

e) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

f) Respond to the site's location within the SAC Bat consultation zones (Greater Horseshoe Bat C; Lesser Horseshoe Bat B) including retention, protection and/or provision of key commuting and foraging habitats for SAC bat populations.

g) Achieve dark corridors through the site.

h) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

i) Protect, restore and enhance a minimum 10m riparian zone for all watercourses within and bounding the site.

j) Protect existing woodland within or adjacent to the site through provision a minimum 20m buffer measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. The inner 10m of this buffer should be designed to facilitate woodland extension and the establishment of woodland edge habitat through natural succession or planting and must remain free of built development and hard infrastructure.

k) Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs. Add any additional species and mitigation.

21. Employ an innovative approach to surface water flooding at all scales that manages rainwater closer to where it falls, with source control and Sustainable Drainage Systems (SuDS) wherever possible. A drainage strategy is to be developed in accordance with West of England sustainable drainage developer guide and National Standards for SuDS.

22. Allow for retaining all watercourses which flow through the site, and incorporate buffer zones, to provide more space for floodwaters (accounting for future climate change), provide improved habitat for local biodiversity and allow access for any maintenance requirements.

23. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Contaminated Land

24. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. The Phase I investigation should provide a preliminary qualitative assessment of risk by gathering and interpreting readily available environmental, geological, hydrological and historical data regarding a site and considering the likelihood of pollutant linkages being present. The Phase I investigation typically consists of a desk study, site walkover, development of a conceptual model and preliminary risk assessment. The site walkover survey should be conducted to identify if there are any obvious signs of contamination at the surface, within the property or along the boundary of neighbouring properties. Should the Desk Study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design quality and placemaking principles

Development proposals will:

25. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement, delivering higher densities concentrated around public transport hubs, local centres and key movement corridors.

26. Ensure that built form responds positively to the River Avon, the Cotswold National Landscape and severance caused by the Strategic Access Link Road, railway line and employment sites to the south and west.

27. Be informed by a comprehensive Landscape & Visual Impact Assessment, taking into consideration potential impact on Cotswold National Landscape, and other sensitive landscape features, drawing on the Landscape Sensitivity Assessment. Mitigation across the site will include:

    a) Provide landscape mitigation for visual (primarily) impacts on Cotswold National Landscape and its setting, to take the form of new woodland planting around the north-east as well as within the outer gas pipeline

buffer adjacent to the employment to the south-east and north part of the site as shown in site allocation drawing. Planting to comprise a larger copse of approximately 1.5Ha in the north-east and which joins with a 35m+ deep linear woodland belt along the top of the slope which drops down to the river and which declines in height from east to west. It will be expected to substantially screen development at the eastern end of the site when viewed from various Cotswold National Landscape locations at age 20yrs plus, utilising advance planting.

b) Plant non-woodland large-growing tree lines and groups along the eastern edge of the railway as indicated on the allocation drawing to provide better visual screening to existing and proposed employment land to the south as viewed from the Cotswold National Landscape.

c) Provide increasingly lower density housing with strong internal tree structure in eastern third of site to help mitigate landscape sensitivity identified in the Landscape Sensitivity Assessment.

28. A strong tree infrastructure will be required throughout the site using large growing species to provide both GI nature-based solutions and structural landscaping to break up extensive massing of buildings.

29. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary. At development edges where readily recognisable physical features do not currently exist, development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary.

30. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on Brassmill (GII), Brassmill Cottages (GII), Avon House (GII), Avonmill Lane Bridge (GII), River Chew Bridge (GII), Pixash Lane Bridge (GII), Clay Lane Bridge (GII) and setting of Ellsbridge House (GII), and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

31. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

32. Ensure that the 11kV overhead electricity line running through the west of the site is incorporated positively into the site layout, in consultation with the relevant electricity infrastructure provider, to ensure compliance with safety, access and operational requirements. The line should be integrated into the design through provision of landscaping, public open space, green infrastructure and active travel routes, to minimise visual and amenity

impacts. Diversion or undergrounding will be supported where feasible, viable and agreed with the network operator. Where this is not achieved, development should be designed on the basis that the line will remain in situ.

Delivery and Implementation

33. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.
34. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
35. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
36. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
37. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

East of Avon Mill Lane

3.66 East of Avon Mill Lane is a narrow parcel of land located to the south of the railway line, accessed via Avon Mill Lane and Vandyck Avenue. It currently accommodates a number of medium sized industrial employment units.

3.67 The site is bordered directly to the south by residential homes. The close proximity of the existing industrial units to the residential dwellings currently

causes localised issues relating to noise and pollution. Redevelopment of this site from industrial uses to residential use would improve the well-being of residents living to the south, and make efficient use of land in a sustainable location near Keynsham town centre and the railway station.

3.68 Development of this site is likely towards the end of the plan period once fly and odour issues at the nearby Water Recycling Centre are resolved, and once existing businesses are relocated.

Figure 3.6: Concept Plan for East of Avon Mill Lane. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved

Policy 3.2: East of Avon Mill Lane

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 100 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment, with a higher proportion of flatted development.
2. 20% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), by making a financial contribution to provision of off-site healthcare facilities.
4. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East Somerset, Planning Obligations Supplementary Planning Document or successor documents.
5. Development proposals will be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
    a) Deliver open space in accordance with the standards set out in appendix 2 of the Local Plan.
    b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
    c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
    d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
6. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

7. Facilitate the delivery of necessary upgrades at Wessex Water's Water Recycling Centre to mitigate fly and odour issues.
8. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

9. Provide safe vehicular access from Avon Mill Lane and Vandyck Avenue.
10. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including Avon Mill Lane and a fully segregated, direct cycle route into Keynsham High Street and Keynsham rail station, Memorial Park and planned improvements to the A4 corridor.
11. Phased delivery of access and movement infrastructure to ensure that sustainable transport connections and any changes to the function of Avon Mill Lane are coordinated with the delivery of the North Keynsham Strategic Access Link Road.
12. Provide the following public transport enhancements:
    a) S106 Contributions towards bus service improvements from Bath Hill.

Climate and Nature

Development proposals will:

13. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
    b) Retain, restore and enhance key boundary hedgerows and treelines. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
    d) Retain and protect existing site trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

14. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.
15. Respond to the site's location within the SAC Bat consultation zones (Great Horseshoe Bat C; Lesser Horseshoe Bat C) including protection and retention of commuting and foraging habitat for SAC bat populations as appropriate.
16. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Contaminated Land

17. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. The Phase I investigation should provide a preliminary qualitative assessment of risk by gathering and interpreting readily available environmental, geological, hydrological and historical data regarding a site and considering the likelihood of pollutant linkages being present. The Phase I investigation typically consists of a desk study, site walkover, development of a conceptual model and preliminary risk assessment. The site walkover survey should be conducted to identify if there are any obvious signs of contamination at the surface, within the property or along the boundary of neighbouring properties. Should the Desk Study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design quality and placemaking principles

Development proposals will:

18. Deliver higher-density housing, typically above 50 dwellings per hectare, with higher densities concentrated around public transport hubs, local

centres and key movement corridors, while ensuring that the scale, form and character of development respond positively to the site's context.

19. Ensure that built form responds positively to the accessible location near Memorial Park, the River Chew, Keynsham station, and planned active travel and public transport improvements to the A4 corridor. The railway line along the northern boundary and the wider North Keynsham allocation beyond that will also need to be taken into account.

20. Be informed by a comprehensive Landscape and Visual Impact Assessment, taking into consideration potential impact on Cotswold National Landscape, and other sensitive landscape features. Mitigation across the site will include:

    a) Provide a tree buffer along the northern boundary of the site

    b) Ensure provision of planting to soften edges and reduce visual impact

21. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on Grade II listed Avon Mill Bridge, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

22. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

23. Ensure that the 11kV overhead electricity line at the east of the site is incorporated positively into the site layout, in consultation with the relevant electricity infrastructure provider, to ensure compliance with safety, access and operational requirements. The line should be integrated into the design through provision of landscaping, public open space, green infrastructure and active travel routes, to minimise visual and amenity impacts. Diversion or undergrounding will be supported where feasible, viable and agreed with the network operator. Where this is not achieved, development should be designed on the basis that the line will remain in situ.

Delivery and Implementation

24. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

25. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

26. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

Central Keynsham (Ashton Way and the Labbott car parks)

3.69 The site consists of two surface car parks in Keynsham Town Centre, to the west of Keynsham High Street. Ashton Way Car Park and Labbott North and South car parks are located just behind Keynsham High Street and Temple Street. Both car parks serve town centre visitors and those working in the town. Off-street parking surveys currently indicate under-utilisation of parking within the vicinity of Keynsham High Street. This suggests that some existing capacity could be reallocated to alternative uses. The site is likely to come forward later in the plan period and any proposals would need to consider the impact on overall parking capacity and demand in Keynsham town centre including delivery of the Ashton Road Travel Hub and measures outlined in the Transport Topic Paper, and demand arising from the increase in population from new development in the Keynsham area.

3.70 The allocation will redevelop half of Ashton Way car park (retaining the other half as car parking), and both of the Labbott car parks to provide residential apartments and office space as part of mixed-use development which will add additional employment floorspace and residential to support the vibrancy and vitality of the town centre during the daytime and into the evening.

3.71 The Sustainable Transport Plan for Keynsham Town Centre includes the provision of improved public transport, walking and cycling infrastructure, with the aim to encourage people to use sustainable modes of transport to get to Keynsham Town Centre. This aims to lead to a reduction in the need for car parking spaces in the centre of the town over the 20-year Plan period.

3.72 The sites are located in highly sustainable locations, within easy walking distance of the facilities and amenities of Keynsham's main commercial and retail centre, and with excellent access to key public transport links.

3.73 The site has potential as a location for a performing arts venue, to deliver Keynsham Town Centre Regeneration Action Plan objectives, however it is not formally allocated as such in this Local Plan due to the need to consider the feasibility of expanding existing sites first. The site is suitable for main

town centre uses in line with national policy, however is allocated for mixed use residential and employment at this moment in time.

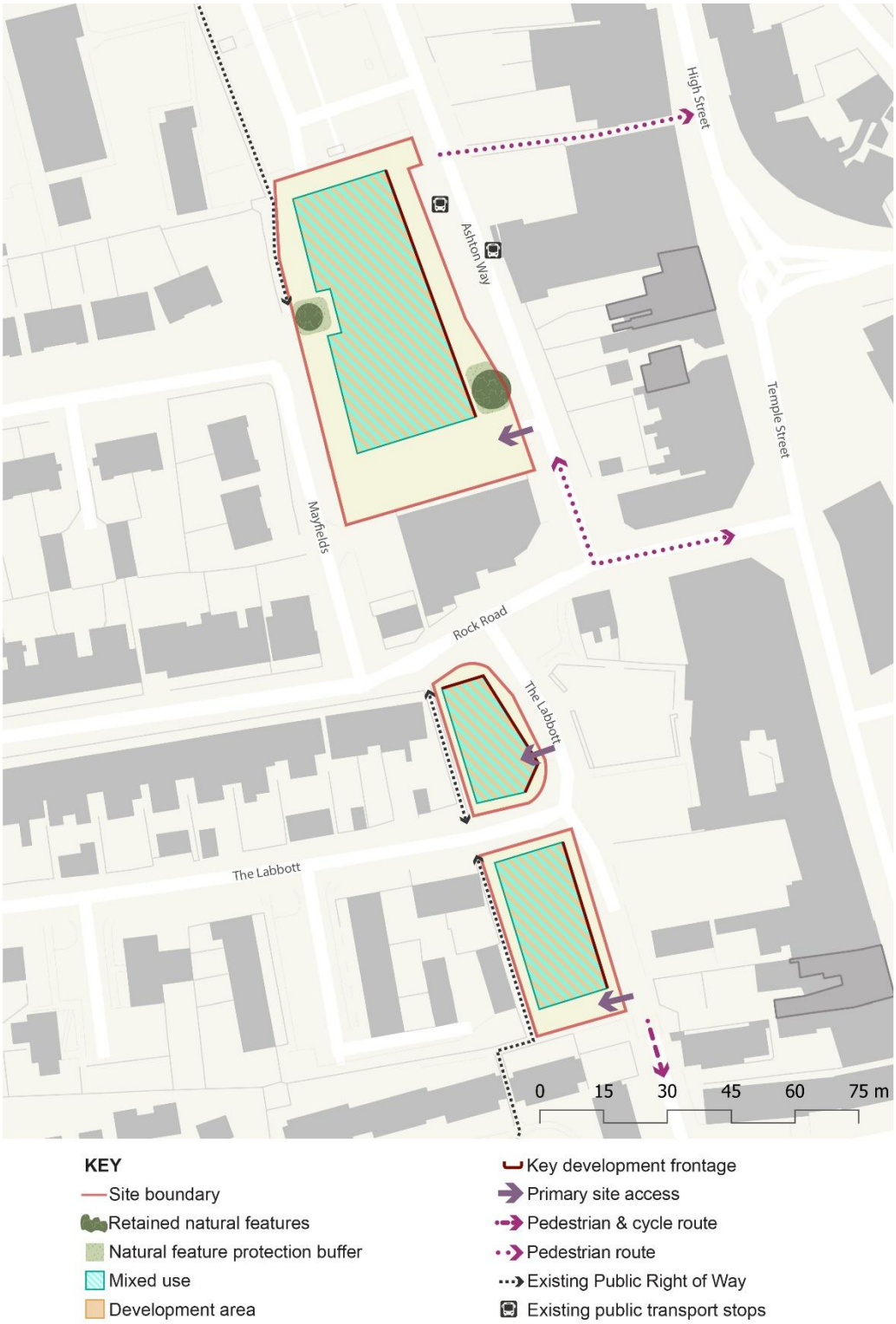

Figure 3.7: Concept Plan for Central Keynsham car parks. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved

Policy 3.3: Ashton Way and the Labbott Car Parks

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Mixed use residential development of around 30 homes, comprising apartments of a mix of sizes in line with requirements in the Local Housing Needs Assessment.
2. 20% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Employment floorspace to provide a minimum of:
    a) 3,920sqm of Class E(g) (offices or research and development).
4. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
5. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East Somerset, Planning Obligations Supplementary Planning Document or successor documents.
6. Development proposals will be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
    a) Contribute towards the delivery of open space in accordance with the standards set out in appendix 2 of the Local Plan.
    b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
    c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of urban greening; and
    d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
7. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust

measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses.

8. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.
9. Contributions towards improving car parking provision on the retained Ashton Way car parks, potentially to include decking/multi-storey if replacement capacity is required.

Access and Movement

Development proposals will:

10. Provide safe vehicular access from Ashton Way, Rock Road and The Labbott.
11. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including to the planned Travel Hub in Ashton Road car park. Improve public realm through to the High Street.
12. Provide the following public transport enhancements:
    a) Contribution to Travel Hub in Ashton Road car park in line with the CSC.
    b) Contribution to improve bus services

Climate and Nature

Development proposals will:

13. Incorporate appropriate urban greening measures proportionate to the scale and nature of the proposal. Existing trees should be retained and protected with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater. Opportunities should be taken to enhance biodiversity through measures such as native species planting, tree planting, rain gardens, permeable landscaping, climbers. These measures should contribute to local biodiversity, urban cooling, and visual amenity.
14. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

Contaminated Land

15. A Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. The Phase I investigation should provide a preliminary qualitative assessment of risk by gathering and interpreting readily available environmental, geological, hydrological and historical data regarding a site and considering the likelihood of pollutant linkages being present. The Phase I investigation typically consists of a desk study, site walkover, development of a conceptual model and preliminary risk assessment. The site walkover survey should be conducted to identify if there are any obvious signs of contamination at the surface, within the property or along the boundary of neighbouring properties. Should the Desk Study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design quality and placemaking principles

Development proposals will:

16. Deliver higher-density housing, typically above 50 dwellings per hectare, with higher densities concentrated around public transport hubs, local centres and key movement corridors, while ensuring that the scale, form and character of development respond positively to the site's context.
17. Ensure that built form responds positively to Keynsham Conservation Area and the town centre including routes through to the High Street.
18. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals Keynsham Conservation Area, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.
19. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and Implementation

20. Given the site's sensitive heritage context, its prominent position in Keynsham town centre, and the requirement to contribute towards Keynsham Town Centre Regeneration Action Plan objectives, development proposals shall be subject to independent design review prior to submission.

21. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
22. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
23. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

West Keynsham

3.74 West Keynsham is a linear allocation located along the western edge of Keynsham, running parallel to Charlton Road. The southern end of the site directly fronts Charlton Road, and the northern end neighbours the back gardens of the houses on Lays Drive.

3.75 The land is mainly used as arable fields with Lays Farm Trading Estate located in the centre of the site. The site is fragmented by well-maintained hedgerows and mature trees creating enclosed areas. To the west of the site, the land slopes steeply towards Stockwood Vale, with a public footpath running east-west through the site linking Keynsham to Stockwood Vale.

3.76 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. A high pressure gas pipeline runs along the west of the site which limits the developable area. A strategic landscape buffer will be used to create a new, defensible Green Belt boundary in the south west of the site, which also will help mitigate impacts on Queen Charlton Conservation Area further to the south west.

3.77 It is important that local employment uses are retained in this area. The allocation retains Lays Farm Trading Estate in situ, in line with Policy 6.26.

3.78 Development of the northern part of the site is dependent on securing provision of a new vehicular access through existing development onto Lays Drive. The site will be accessed via Lays Farm Trading Estate, Charlton Road and via a new access along Lays Drive where agreement has been reached with residential occupiers to access via their land. New and improved active travel routes will be created to the northeast to provide connectivity to Keynsham Town Centre and Broadland Academy via St Francis Road, Lockingwell Road and planned sustainable transport improvements along Charlton Road.

KEY

- Site boundary
- Site of Nature Conservation Interest
- Heritage asset
- Green belt
- Retained natural features
- Natural & semi-natural green space
- Natural feature protection buffer
- Landscape mitigation
- Accessible open space
- Non-woodland tree or hedgerow planting/enhancement
- Development area
- Employment- existing retained
- Key development frontage
- Backgardens
- Primary site access
- Secondary site access
- Pedestrian route
- Pedestrian & cycle route
- Gas pipeline & buffer zones
- Existing public transport stops
- Existing Public Right of Way

Figure 3.8: Concept Plan for West Keynsham. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.4: West Keynsham

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 480 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Retention of employment floorspace at Lays Farm Industrial Estate, or reprovision elsewhere within the site boundary. Opportunities to optimise the density of the existing or re-provided employment floorspace will be supported.
4. Financial contributions towards early years, primary, secondary and Special Educational Needs and Disabilities (SEND) provision where required to accommodate growth arising from the development.
5. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
6. Comprehensive advance planting of key woodland mitigation is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners. Landscape mitigation requirements are detailed in Design Quality and Place making Principles section
7. Provide a strategic area of public open space to the west, comprising woodland planting for landscape mitigation, combined with open areas of natural and semi-natural habitat, including an area of the West Keynsham Field SNCI. Opportunities to manage these areas as a Neighbourhood Greenspace should be explored along with the opportunity of linking with greenspaces within the adjoining West Keynsham site to form a Wider Neighbourhood Green space these area. These areas to form an integrated network that provides significant recreational, ecological, & landscape benefits.
8. Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
9. Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and

10. Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
11. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East Somerset, Planning Obligations Supplementary Planning Document or successor documents.
12. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality.
13. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

14. Provide safe vehicular access from Charlton Road, Lays Drive and Lays Farm Trading Estate.
15. Provide through access through Lays Farm Trading Estate to access parcels to the north.
16. Secure a vehicular access from Lays Drive into the allocation's northern parcel.
17. Change the character of Charlton Road to reduce the impact of traffic and to create a more people friendly environment. Development will respond positively to Charlton Road, allowing speed limits to be lowered to 20mph.
18. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including (insert site specific requirements)
    a) A dedicated active travel route through the site, connecting safely to Charlton Road and providing connections to Charlton Road for onward access to Keynsham town centre and Keynsham rail station as per the Active Travel Masterplan routings.
    b) Direct, well lit, high quality walking routes to existing and any new bus stops, with paths separated from traffic.
    c) Covered, well lit cycle lockers and potentially rental e bikes to provide onward connections into Keynsham.
19. Provide the following public transport enhancements:

a) Ongoing support for the existing bus services as well as the introduction of a new service between Keynsham and Whitchurch Village.

b) In terms of bus access the site needs to ensure provision of direct, high quality, well lit pedestrian routes throughout the site connecting to routes heading into Keynsham town centre and the rail station as well as to the existing bus stop on Charlton Road.

c) Contribution towards improvements to renew the Lays Farm bus stop to a larger stop, provision of covered cycle facilities, pull the bus stop away from the side of the road, widen the footway and install a formal crossing on Charlton Road.

Climate and Nature

Development proposals will:

20. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include:

    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

    d) Achieve a north-south dark corridor through the site associated with the woodland mitigation.

    e) Replace the alder plantation with mixed broadleaf woodland.

    f) Respond to the site's location within the SAC Bat consultation zones (Greater Horseshoe Bat C; Lesser Horseshoe Bat B) including retention, protection and/or provision of key commuting and foraging habitats for SAC bat populations.

21. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented

by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

Contaminated Land

22. Should redevelopment take place at Lays Farm Trading Estate, a Land Quality Desk Study and Site Reconnaissance (Phase 1 Investigation) survey will be undertaken to develop a conceptual site model and preliminary risk assessment submitted for review. The Phase I investigation should provide a preliminary qualitative assessment of risk by gathering and interpreting readily available environmental, geological, hydrological and historical data regarding a site and considering the likelihood of pollutant linkages being present. The Phase I investigation typically consists of a desk study, site walkover, development of a conceptual model and preliminary risk assessment. The site walkover survey should be conducted to identify if there are any obvious signs of contamination at the surface, within the property or along the boundary of neighbouring properties. Should the Desk Study identify the potential presence of contamination and potential pollutant linkages, then full characterisation (site investigation) shall be undertaken in accordance with a methodology which shall previously have been agreed in writing by the Local Planning Authority. Where remediation is necessary, it shall be undertaken in accordance with a remediation scheme which is subject to the approval in writing of the Local Planning Authority and a remediation validation report submitted for the approval of the Local Planning Authority.

Design quality and placemaking principles

Development proposals will:

23. Deliver higher-density housing, typically above 50 dwellings per hectare, with higher densities concentrated around key movement corridors, while ensuring that the scale, form and character of development respond positively to the site's context. The density of development is to be optimised, with the use of terraces being the dominant building typology. Other innovative development forms are encouraged.
24. Ensure that built form responds positively and provides a strong frontage to Charlton Road, with sequences of terraces defining spaces. No garages or on plot parking are to be visible from the road.
25. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the landscape setting of Keynsham (retained Local Plan policy NE2A) which includes Stockwood Vale and other sensitive landscape features. Mitigation across the site will include:

a) Address the requirements of LP Policy NE2A landscape setting of settlement to ensure that development within the setting area conserves and enhances the landscape setting of Keynsham and its landscape character, views and features. Development that would result in adverse impact to the landscape setting of Keynsham that cannot be adequately mitigated will not be permitted.

b) In order to provide a defensible Green Belt boundary in perpetuity, provide a minimum 35m wide primarily native woodland belt on the western edge of the western allocation area on level ground above the break in slope. South of Lays Farm the planting to take place within the two outer buffer zones either side of the gas pipeline and include comprehensively replanting the existing alder plantation with primarily deciduous mix of native and other trees which demonstrate good climate resilience to include understorey and woodland edge planting A long term management plan will be secured, to include funding and management arrangements.

c) Plant large-growing species trees along the trackway/PROW on the southern boundary of the allocation area.

26. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary. At development edges where readily recognisable physical features do not currently exist, development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary.

27. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on Queen Charlton Conservation Area, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

28. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

29. Provide recreation and wildlife connectivity to link the strategic natural and semi-natural greenspaces provided to the east and west of the site, and this should include the enabling of links to the West Keynsham natural and semi-natural greenspace.

Delivery and Implementation

30. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to

access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.

31. Given the need to deliver through access to adjoining parcels to deliver the comprehensive allocation, access routes for individual phases or parcels within the wider allocation will be required to be taken to the boundary of adjacent parcels within the allocation and no ransom strips will be permitted.
32. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
33. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
34. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
35. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

South West Keynsham

3.79 South West Keynsham is located to the west of Charlton Road and south of Parkhouse Lane.

3.80 The western end of the site directly fronts Charlton Road. The southern part of the site is located between Charlton Road, Parkhouse Lane and Redlynch Lane. The eastern site slopes towards the River Chew and Chewton.

3.81 The land is mainly used as arable fields. The site is fragmented by well-maintained hedgerows and mature trees creating enclosed areas. A high pressure gas pipeline runs north-south along the west of the site which limits the developable area. The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence.

3.82 Strategic development south and western edges of Keynsham will provide significant benefits. This part of the town (especially the southwestern extremity) is currently not well served by either community facilities or walking, cycling or wheeling access to the town centre. Planned and co-ordinated development will provide opportunities to substantially improve sustainable transport links northwards along Charlton Road and eastwards from the Parkhouse Lane area into the town centre, as well as opportunities to provide improved community facilities in this part of Keynsham. Recent housing development has meant Keynsham has grown significantly without supporting infrastructure. Additional development can help improve this part of the town as a community well linked into the rest of the town and town centre.

3.83 The eastern boundary adjoins the Chew Valley Reconnected project area which is a new and emerging 10-year project to support nature recovery, climate resilience and public access to nature. It is therefore uniquely placed both to benefit from and contribute to potentially transformative approach to place making and the building of new communities. There are significant opportunities for many partners and stakeholders to work together and to achieve something outstanding and extraordinary.

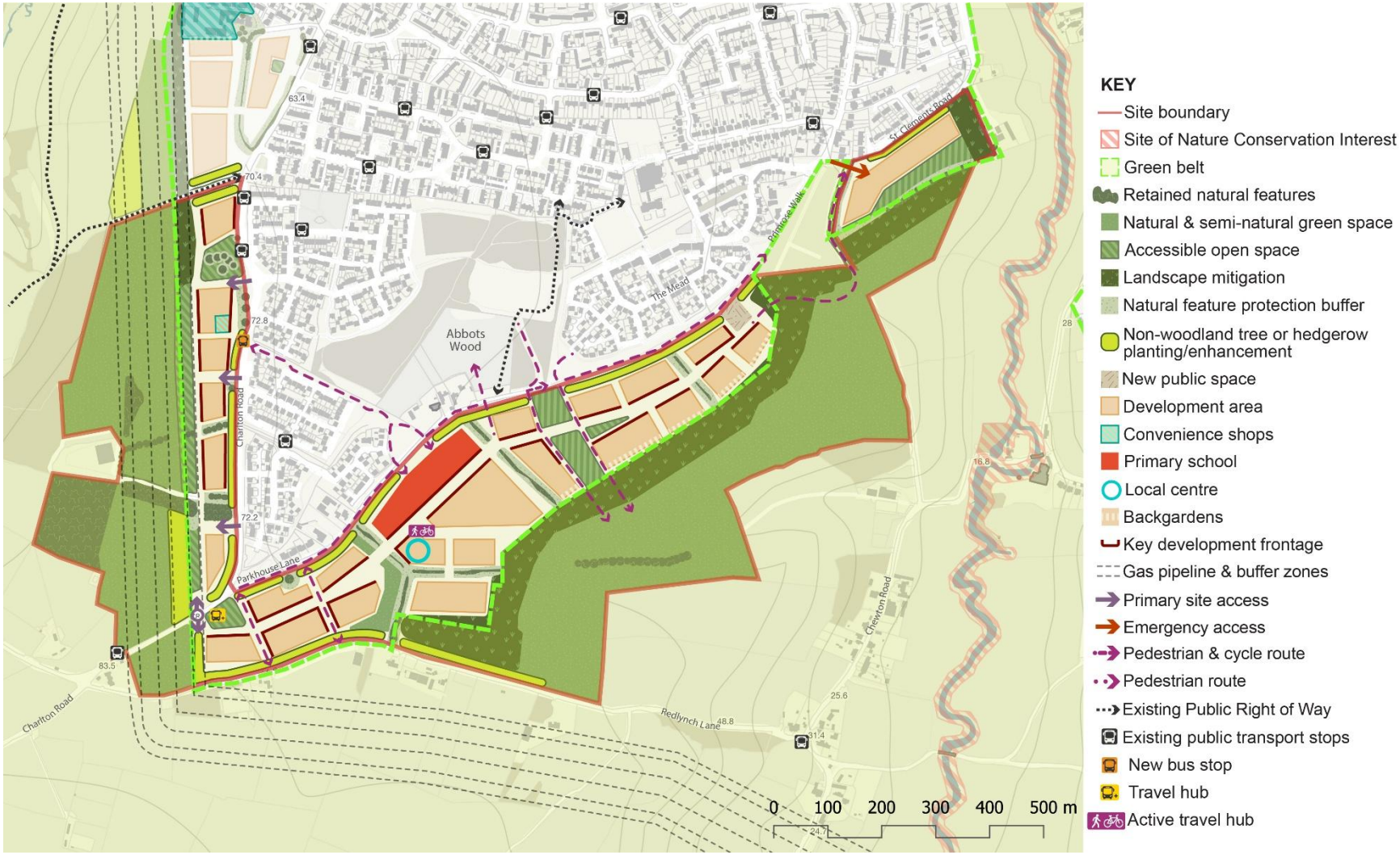

Figure 3.9: Concept Plan for South West Keynsham. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.5: South West Keynsham

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 950 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. An average of 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. A local centre south of Parkhouse Lane providing:
    a) Small scale convenience shop provision
    b) Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB)
    c) A community hall
    d) Small scale, localised employment floorspace
4. West of Charlton Road:
    a) A local shop is to be provided on the western part of the allocation adjacent to Charlton Road.
    b) A bus stop to be integrated into the development at Charlton Road, closely associated with the shop.
5. Education facilities, including:
    a) Land and buildings for a new one-form entry primary school within the site.
    b) Financial contributions towards the provision of secondary school expansion where required to accommodate growth arising from the development.
    c) Early years facilities, preferably integrated within the primary school site, or located within the local centre. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.
    d) Provision for Special Educational Needs and Disabilities (SEND), preferably within the primary or secondary school, or as a stand-alone facility. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.

e) Exploration and carrying out or funding of any on and off-site highway improvements to provide safe and non-hazardous walking and cycling route access to existing and future primary and secondary schools.

6. Deliver multi-functional strategic green infrastructure aligned with West Keynsham (Policy 3.4) to support nature recovery and provide land for public open space and recreation, including:

   a) Provision of strategic areas of public open space to the east and west of the site, comprising semi-natural parkland including wood pasture and areas of woodland planting for landscape mitigation, and grasslands. Opportunities to deliver these areas as a Wider Neighbourhood Green Spaces should be considered to provide significant recreational, ecological, and landscape benefits.

   b) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.

   c) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and

   d) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.

   e) Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East Somerset, Planning Obligations Supplementary Planning Document or successor documents.

   f) Contribution to strategic green infrastructure provision - Chew Valley Reconnected projects for nature recovery and access to nature.

7. A Green Infrastructure Plan will be submitted with any application for new residential development of a qualifying scale, setting out how a development will:

   a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes

   b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats

   c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain

   d) Set out how the green infrastructure will be managed, maintained and monitored for a minimum of 30 years.

8. Comprehensive advance planting of key woodland mitigation is required prior to any development phases commencing to ensure delivery of

effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners. Landscape mitigation requirements are detailed in Design Quality and Place Making Principles section.

9. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality. The SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
10. Adequate and well-planned utilities infrastructure to support the scale and phasing of development and successful retention of site hedgerows and trees, through liaison with all relevant utilities providers.
11. Ensure that the 11 and 33kV overhead electricity lines running through the site are incorporated positively into the site layout, in consultation with the relevant electricity infrastructure provider, to ensure compliance with safety, access and operational requirements. The line should be integrated into the design through provision of landscaping, public open space, green infrastructure and active travel routes, to minimise visual and amenity impacts. Diversion or undergrounding will be supported where feasible, viable and agreed with the network operator. Where this is not achieved, development should be designed on the basis that the line will remain in situ.

Access and Movement

Development proposals will:

12. Provide safe vehicular access to the site including:
    a) Four new accesses to Charlton Road for the western part of the allocation.
    b) One access at the south-west corner of the site off Charlton Road to form the principal access for the land south of Parkhouse Lane. This will be in the form of a roundabout which acts as a gateway feature when entering Keynsham at the Redlynch junction.
    c) Emergency access at the north east of the site between allotments and Park Road/St Clements Road.
13. Deliver a reduced speed limit on Charlton Road which will be self-enforcing via the use of active frontage and horizontal deflection along Charlton Road.
14. Deliver safety improvements to the Redlynch Lane junction with Charlton Road including crossing facilities for pedestrians, cyclists and horse riders from Queen Charlton.

15. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:
    a) A high quality travel hub within the site fronting onto Charlton Road. The travel hub should provide a high quality Metrowest style bus stop with covered well-lit cycle parking and lockers. This needs to be overlooked from development for improved security.
    b) A high quality dedicated cycle and pedestrian links from the development linking to Park Lane and St Clements Road to the north, providing access to Keynsham town centre and Keynsham rail station.
    c) Similarly dedicated cycle facilities need to be provided from the development linking into the adjacent West Keynsham allocation (Policy 3.4) to provide a continuous cycle route through these developments to Keynsham town centre in line with the Active Travel Masterplan.
    d) Providing a pavement on Charlton Road linking into the existing footways along Charlton Road with a crossing for pedestrians and cyclists to utilise the dedicated pedestrian/dedicated cycle route heading north into the town centre.
    e) Ensuring connectivity between the site and Parkhouse Lane for active modes. Permanent cul-de-sacs and ransom strips are to be avoided.
    f) A dedicated active travel route through the site, connecting safely to Charlton Road and providing connections to adjacent development areas to the south and north, through to Redlynch Lane junction, connecting to Queen Charlton.
    g) Direct, well lit, high quality walking routes to existing and any new bus stops, with paths separated from traffic.
16. Provide the following public transport enhancements:
    a) Ongoing support for the existing bus services as well as the introduction of a new service between Keynsham and Whitchurch Village.
    b) Make provision to allow future bus route connection from Keynsham town centre at the eastern end of the site to St Clements Road or Park Road adjacent to the allotments, potentially using the emergency access.
    c) In terms of bus access the site either needs to connect into the travel hub secured through the south Keynsham site or provide a new bus stop opposite Aesop Drive. This would also serve those existing houses on the other side of the road which currently are too far to realistically walk to the bus stop on Charlton Road.
    d) Make contributions towards delivering the Bristol to Bath Strategic Corridor scheme.

Climate and Nature

Development proposals will:

17. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:

    e) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

    f) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

    g) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

    h) Respond to the site's location within the SAC Bat consultation zones (Great Horseshoe Bat C; Lesser Horseshoe Bat C) including protection and retention of commuting and foraging habitat for SAC bat populations as appropriate.

    i) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

    j) Retain & enhance the existing woodland within the south west of the site with and provide a minimum a 20m protective buffer. The inner 10m of this buffer should be designed to facilitate woodland expansion and the establishment of woodland edge habitat through natural succession or planting and must remain free of hard infrastructure.

    k) Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.

18. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air

quality assessment must first be agreed with the Environmental Monitoring Team.

Design quality and placemaking principles

Development proposals will:

19. Deliver higher-density housing, typically above 50 dwellings per hectare, with higher densities concentrated around public transport hubs, local centres and key movement corridors, while ensuring that the scale, form and character of development respond positively to the site's context.
20. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on the Queen Charlton Conservation Area to the west, Keynsham Town Centre to the north east and Grade II Listed Parkhouse Farm to the north of Parkhouse Lane, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.
21. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the landscape setting of Keynsham (retained Local Plan policy NE2A) which includes both Stockwood Vale and almost the whole of the Western part of the allocation and the Chew Valley on the southern side of the development including almost the whole of the southern part of the allocation. There are also longer distance views from the Cotswolds National Landscape which require mitigation.
22. Ensure that built form responds positively to the elevated location in the landscape above the Chew Valley visible from the Cotswolds National Landscape. Landscape mitigation requirements are required as follows:
    a) Address the requirements of LP Policy NE2A landscape setting of settlement to ensure that development within the setting area conserves and enhances the landscape setting of Keynsham and its landscape character, views and features. Development that would result in adverse impact to the landscape setting of Keynsham that cannot be adequately mitigated will not be permitted.
    b) Provide a 35-50m wide primarily native woodland belt along the south-eastern boundary of the site, located entirely on the level/gently sloping land above the break in slope to fully screen the new development at early maturity from views with the chew valley and also from the Wellsway B3116 and associated housing across the valley. A long-term management plan will be secured, to include funding and management arrangements.
    c) Provide a minimum 35m wide primarily native woodland belt on the western edge of the western allocation area within the two outer buffer

zones of the gas pipeline extending from the northern boundary of the allocation to the track serving the existing business. A long term management plan will be secured, to include funding and management arrangements.

d) Comprehensively enhance and restore the hedgerow and trees along the south-eastern side of Parkhouse Lane to ensure a tree line of large-growing trees at approximated 6-7m centres.

e) Plant large-growing species trees to line Redlynch Lane, Charlton Road and the trackway/public right of way along the northern boundary of the western allocation area, as indicated on allocation drawing.

f) Provide an accessible open space link between Abbot's Wood Local Nature Reserve and the woodland planting on the south-eastern boundary of the allocation area, and between the woodland planting on the south-eastern boundary with the woodland planting on the western site boundary. This to have accessible links with the adjoining development site to the north.

23. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

24. Deliver a new triangular green at the south west of the site with large avenue trees planted along Charlton Road up to the new green and including the new roundabout location. This will provide a strong gateway with a positive message, both into the development and into Keynsham itself.

25. Deliver a primary school located in the heart of the site, in close proximity to Parkhouse Lane and at the end of the main pedestrian and cycle route that connects back to Charlton Road (parallel with Homer Walk) and the planned shop and Travel hub west of Charlton Road.

26. Ensure that Parkhouse Lane is a key feature in the landscape with a strong tree-line running along the skyline. It is to be retained, and the trees, hedgerows and rural character enhanced, rejuvenated and managed for the future. Incorporation of an active travel route will respect this principle as well as the importance of the lane as a foraging corridor for bats. It is important however that housing to the south should be built in close proximity and should face onto it, in order to provide some overlooking but without undermining the requirements of this key landscape feature.

27. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary. At development edges where readily recognisable physical features do not currently exist, development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary.

28. Provide recreation and wildlife connectivity to link the strategic natural and semi-natural greenspaces provided to the east and west of the site, and this should include the enabling of links to the West Keynsham natural and semi-natural greenspace.

Delivery and Implementation

29. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.
30. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
31. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
32. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
33. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

South East Keynsham

3.84 South East Keynsham is located to the south of the east side of Keynsham, comprising two parcels of land located to the east and west of Wellsway (the B3116). Wellsway connects the town to the A39 to the south.

3.85 Both parcels located east and west of Wellsway are used as arable land and are bounded by residential homes to the south and north. An area of woodland is located to the west of the site.

3.86 Manor Road Community Woodland is located to the north. A gas pipeline runs through the east of the site allocation, whilst the adjacent South Saltford allocation (Policy 3.8) will deliver a Country Park to the west which will form the boundary between South East Keynsham and South Saltford.

3.87 The site will be required to deliver multifunctional green space in the area between the allocations, over the pipeline area, whilst sufficiently mitigating the cumulative visual impact of development from the Cotswolds National Landscape and preventing the coalescence of Keynsham and Saltford Village. The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. Strong new Green Belt boundaries will be required to ensure that the boundaries are defensible beyond the plan period. These measures should allow and plan for integration with the public open space delivered to the east at the South Saltford and to the north east through development at West Saltford. Together, these sites should consider delivery of public access links and habitat connectivity with Manor Road Woodland Local Nature Reserve.

3.88 Delivery of a walking and cycling route up into Keynsham will need to be explored due to a lack of permeability between the land parcel and the residential development adjoining it to the north. Active travel connectivity between the site and South Saltford will be required to ensure that primary school children have a safe walking route to the planned new primary school and local centre at West Saltford.

3.89 A bus stop providing a twice hourly bus service into Bristol to the north, and the Somer Valley to the south, is located on Wellsway close to the site.

However, improvements to walking infrastructure to reach the bus stops from the site would be required as limited pavement currently exists.

3.90 The nearest existing convenience shop is located on Chandag Road, approximately 1 mile away from the site. Given this distance a convenience shop should be provided at the site, along the Wellsway near the bus stop and active travel hub.

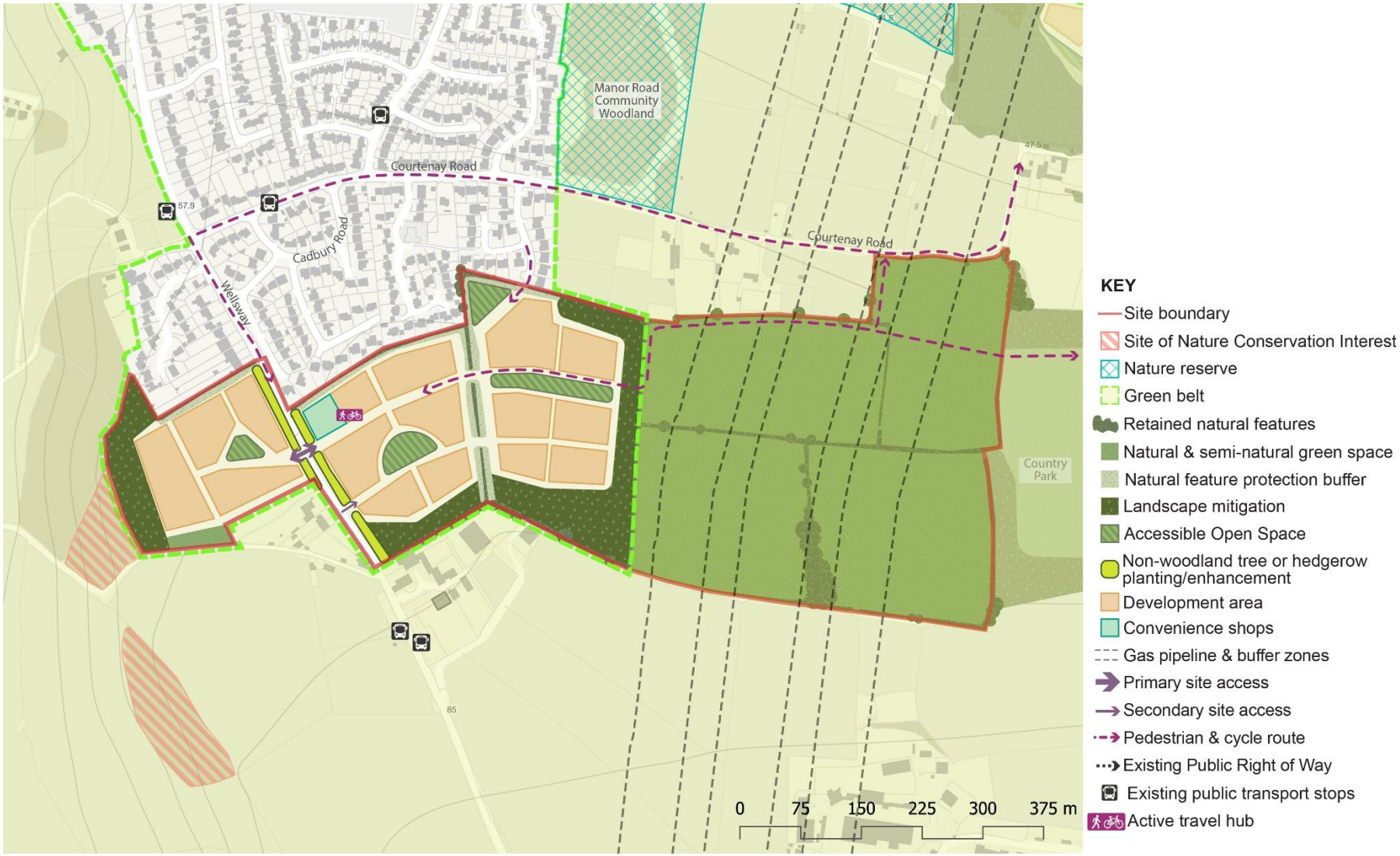

Figure 3.10: Concept Plan for South East Keynsham. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.6: South East Keynsham

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 390 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Small scale convenience shop provision along the Wellsway.
4. Education facilities, including:
    a) Financial contributions to enable off-site primary school provision at West Saltford.
    b) Financial contributions towards the provision of secondary school expansion where required to accommodate growth arising from the development.
    c) Financial contributions towards the provision of early years facilities, preferably integrated within the primary school site, or located within the local centre, at West Saltford.
    d) Financial contributions towards the provision of Special Educational Needs and Disabilities (SEND).
    e) Exploration and carrying out or funding of any on and off-site highway improvements to provide safe and non-hazardous walking and cycling route access to existing and future primary and secondary schools.
5. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
6. Comprehensive advance planting of key woodland mitigation is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners. Landscape mitigation requirements are detailed in Design Quality and Place making Principles section.
7. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East

Somerset, Planning Obligations Supplementary Planning Document or successor documents.

8. Deliver multi-functional strategic green infrastructure aligned with West Saltford and South Saltford to support nature recovery and provide land for public open space and recreation which complements and develops links with the existing Manor Road Community Woodland.
9. A Green Infrastructure Plan will be submitted with any application for new residential development of a qualifying scale, setting out how a development will:
    a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes
    b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats
    c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain
    d) Set out how the green infrastructure will be managed, maintained and monitored for a minimum of 30 years.
10. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality. The SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
11. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

12. Provide safe vehicular accesses from the Wellsway into the western and eastern parts of the site allocation.
13. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:
    a) A new footway linking the western part of the site to the existing pavement on the western side of the B3116.
    b) Widening of the existing pavement connecting to bus stops to the north of the site.
    c) A new footway and cycle connection from the east of the site connecting northwards into Hardington Drive.
    d) Narrowing of the carriageway of the B3116 to create a new footway on the eastern side of the B3116 connecting the eastern part of the site

with the existing footway to the north of the junction with Courtney Road.

e) An off-road walking and cycling link between the site and the adjacent South Saltford allocation (Policy 3.8) to provide access to the new Country Park and primary school at West Saltford.

f) Delivery of a modal filter on Manor Road, with the location and design to be agreed with the Local Highway Authority, to prioritise walking, wheeling and cycling journeys and reduce through traffic.

14. Provide the following public transport enhancements:

a) Introduction of a new 'gateway feature' into Keynsham with horizontal deflection and active frontage to reduce traffic speeds.

b) Extension of the existing 30mph zone up to the southern edge of the development sites on the B3316.

c) Existing bus stops on the B3116 are within an 800m walk of the sites but require new bus shelters, improved lighting and secure cycle parking to enable improved connectivity.

d) Contributions to improved 522 bus service and contribution to a new service linking this side of Keynsham by bus to the High Street and Keynsham train station.

e) Contributions toward Bristol to Bath Strategic Corridor project.

Climate and Nature

Development proposals will:

15. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include:

a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully

designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.

d) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

e) Achieve dark corridors through the site.

f) Respond to the site's location within the SAC Bat consultation zones (Greater Horseshoe Bat B; Lesser Horseshoe Bat C) including retention, protection and/or provision of key commuting and foraging habitats for SAC bat populations.

g) Provide and enhance a semi natural habitat buffer of at least 20m alongside Uplands Copse North SNCI. Development must avoid encroachment of built form and hard infrastructure within the buffer.

h) Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.

16. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design quality and placemaking principles

Development proposals will:

17. Deliver higher-density housing, typically above 50 dwellings per hectare, with higher densities concentrated around the planned shop and the Wellsway, while ensuring that the scale, form and character of development respond positively to the site’s context.

18. Ensure that built form responds positively to the landscape setting of Keynsham and the setting of the Cotswolds National Landscape, with comprehensive landscaping particularly towards the east of the site across the pipeline and up to the South Saltford allocation (Policy 3.8).

19. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the landscape setting of Keynsham (NE2A) and the Cotswolds National Landscape, and other sensitive landscape features. Mitigation across the site will include:

a) Provide landscape mitigation for visual (primarily) impacts on Cotswolds National Landscape and its setting,

b) Ensure overall development presents a well treed landscape when viewed from the CNL as a skyline development.

c) For allocation area east of The Wellsway, plant minimum 35m wide primarily native woodland belts around the eastern, northern and southern boundaries as indicated on the allocation drawing. Within the development enhance the existing north-south hedgerow with a line of new hedgerow trees.

d) For allocation area west of The Wellsway, plant minimum 35m wide primarily native woodland belt on western boundary of site as indicated on the allocation drawing.

e) Woodland planting belts to be planted as 35m minimum deep screening belts to ensure 8 rows of mature trees after thinning with understorey planting and woodland edge planting either side.

f) Plant an avenue of large-growing trees either side of the Wellsway along western and eastern site boundaries.

g) Provide the land and facilitate the creation of a country park in the fields to the east of the site to link to the similar area south of the Saltford South allocation. This will develop a nature recovery focus and include safe walking routes to new school and other informal recreational opportunities.

20. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary. At development edges where readily recognisable physical features do not currently exist, development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary.

21. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on Grade II listed Uplands Farm to the south, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

22. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and Implementation

23. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals

shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.

24. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
25. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
26. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
27. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

Saltford Village

3.91 Saltford is a large village located to the east of Keynsham, with a population of around 4,000 people. Its historic core and conservation area front the River Avon to the north of the village, with numerous heritage assets located within this area. Over time, the village has grown to the south and west, with development predominantly residential in use, but with a small quantity of retail and commercial businesses located along the A4. Other village facilities such as the village hall and recreation ground are located to the north of the village, and Saltford Primary School is located off Claverton Road towards the south of the village.

3.92 Saltford Village occupies a strategic location on the A4 corridor between Bath and Bristol. Sustrans National Cycle Network (NCN) Route 4 links east Bristol with Bath, passing closely to the north and east of Saltford Village. There is a good frequency of bus services operating along the A4 to the centres of Bath and Bristol.

3.93 The principal road that serves Saltford Village is the A4. During the traditional weekday highway peak hours, there is congestion typically along the A4.

3.94 There is an aspiration amongst the local community and the council to reinstate a railway station at Saltford, and feasibility work is ongoing with WECA, Great Western Railway (GWR) and the Department for Transport (DfT) investigating location options for the station, costing and deliverability. At this stage two broad areas are being considered along the railway alignment: to the south east (near where the previous Saltford station was located before it closed in 1970), and to the north west of the village.

3.95 Saltford Village is surrounded by the Bristol and Bath Green Belt, which separates Saltford Village from Bath and Keynsham. The publication of both the 2024 NPPF and the accompanying Green Belt Planning Practice Guidance in 2025 has clarified that the assessment of Purposes A, B and D do not apply to the village of Saltford, however they do apply to the Large Built-Up Area (Purpose A) of Bath and the Historic Towns of Keynsham and Bath (Purposes B and D). In light of this change to national policy the Stage 1 Strategic Green Belt Assessment clarifies that this means that land between

Saltford Village and Keynsham makes a weak contribution to the Bristol and Bath Green Belt purposes and can be identified as having the potential to be identified as grey belt land. Land to the east of Saltford and the west of Bath has been identified as playing a fundamentally important role in the Bristol and Bath Green Belt.

3.96 The Cotswold National Landscape is located directly to the east of Saltford, with impressive sweeping views across the village and neighbouring Keynsham visible from across the designated area. Development in the Keynsham and Saltford area will need to be landscape-led in order to prevent unacceptable harm to the setting of the Cotswolds National Landscape. Landscape Sensitivity Assessment of the site allocations has been undertaken including consideration of cumulative impacts using photomontages to inform the site allocations and policy requirements, with the supporting concept plans showing how the Council believes that the impact can be acceptably mitigated to avoid harm to the setting and special qualities of the Cotswolds National Landscape.

3.97 A local designation in the adopted B&NES Local Plan relating to the Landscape Setting of Settlements wraps around much of Saltford. The designation as shown on the Policies Map and associated policy requires that development should only take place if it conserves and enhances this landscape setting.

3.98 The release of Green Belt land for development will need to meet the ‘Golden Rules’ in NPPF 156, including necessary improvements to infrastructure and the provision of new, or improvements to existing, green spaces that are accessible to the public. The latter should contribute to the priorities for nature recovery set out within the relevant Local Nature Recovery Strategies, providing greater benefits to nature and contributing to the delivery of wider environmental outcomes.

3.99 The cumulative impact of growth proposed at Keynsham and Saltford means that the two existing secondary schools in Keynsham – Wellsway and Broadlands – will need to be expanded to accommodate the increase in pupils. High quality and safe walking and wheeling routes will be required to

link new developments with the expanded secondary schools. Additional primary schools and early years provision will also be necessary.

3.100 A key infrastructure item for Keynsham and Saltford is the multi-modal North Keynsham Strategic Access Link Road. This road is necessary to mitigate the cumulative impact of development in the area and along the A4 corridor over the plan period, providing an alternative route for through traffic that avoids Keynsham High Street, which in turn will support the delivery of active and sustainable transport interventions in Keynsham town centre and Keynsham Town Centre Regeneration Action Plan placemaking and projects. The Strategic Access Link Road will also provide access to the North Keynsham allocation facilitating the delivery of strategic scale employment land and residential development.

3.101 Saltford sits at the heart of WECA's Future Parklands Vision for the Bristol to Bath Corridor. The scale of development in this plan will require additional public open space for recreation and multifunctional green infrastructure to deliver biodiversity net gain and nature recovery. New Country Parks, the expansion of Manor Road Community Woodland, and new public open space will mitigate the impact of development as well as contributing towards the delivery of the Future Parklands Vision.

West Saltford

3.102 West Saltford is located on the western edge of Saltford Village. The area is mostly flat arable fields with some hedgerows containing hedgerow trees.

3.103 The allocation is located both north and south of the A4 corridor providing good access to frequent bus stops providing services into Bath and Bristol.

3.104 The land parcel south of the A4 is located to the west of Grange Road in Saltford Village. However, no permeability currently exists between Grange Road and the parcels, due to the continuous configuration of dwelling plots along the road. As such, walking and cycling routes into the village would need to be provided from the south side of the site, connecting to Manor Road, and to the north along the A4. However, there may be scope, through

discussions with local landowners, to provide a walking route through an existing residential plot which would provide a link into the village.

3.105 The parcel to the north of A4 is located between Flourish farm shop at Glenavon Farm to the west, residential development and Saltford Sports Club to the east, and the Great Western Main Line to the northeast.

3.106 West Saltford is located in close proximity to the North Keynsham allocation (Policy 3.1) and South Saltford allocation (Policy 3.8). This provides an opportunity to jointly plan infrastructure provision and share infrastructure where appropriate, including the delivery of strategic green infrastructure and public open space. Aligning infrastructure will prevent unnecessary duplication and support the efficient use of land, optimising density in line with national planning policy.

3.107 The site will require the delivery of a local centre to meet the day-to-day needs of residents. The proximity of Keynsham town and Saltford local centres, the existing Waitrose and the permissioned Aldi supermarkets and the planned North Keynsham local centre (Policy 3.1) will require careful consideration to ensure that the size and mix of uses at the local centre is viable and does not undermine the viability of existing centres.

3.108 The local centre at West Saltford should be anchored on the existing Flourish farm shop which provides a high quality and unique offering in the local area that differentiates it. A primary school is also required at the site. Co-locating the primary school with the planned local centre along the A4 corridor would put day-to-day facilities and services in a sustainable location with the potential for linked trips, and also allow for the efficient use of land through sharing car parking. Primary school playing fields to the north nearest the railway line and the Cotswolds National Landscape will also help to screen the development and mitigate the cumulative visual impact.

3.109 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. The site allocation boundary is larger than that which is proposed for release from the Green Belt and allocated for development. This provides for significant areas of public open space and green infrastructure

that is compatible with Green Belt policy, delivering net benefits for residents and the environment, whilst also maintaining the separate identity of Keynsham and Saltford as distinct settlements which is an important priority for residents.

3.110 A key priority for the Keynsham and Saltford Village area of the district is to retain a significant green gap between the two settlements. As such, any development located to the west of Saltford Village will need to be carefully assessed in conjunction with the North Keynsham allocation (Policy 3.1) and South East Keynsham (Policy 3.6), as well as in relation to land already allocated to the east of Keynsham. Development will need to include requirements to strengthen and enhance the remaining green infrastructure between Keynsham and Saltford, seeking to make it more accessible and useable.

3.111 There is a need to consider potential impacts on the special qualities of the Cotswold National Landscape and its setting, and contribute towards the delivery of strategic green infrastructure and nature recovery. The cumulative impact of development in this location on the Cotswold National Landscape is a particular issue; woodland planting will be required at the northern parcel nearest the Great Western Main Line to mitigate cumulative visual impact on setting of the Cotswolds National Landscape.

3.112 A sufficient buffer zone around Keynsham Manor (Grade II listed) in the south east of the site to retain the undeveloped setting of the building.

3.113 The site is potentially in close proximity to a new train station at Saltford Village, with land to the north west of Saltford Village one of two locations being considered for a potential rail station through feasibility work being undertaken by WECA and Network Rail. It should be noted that Saltford Station is not a proposal within this Local Plan and is not required to facilitate development at Saltford Village. Should the station be delivered then this would further enhance the sustainability of the village; and should the option to locate the station to the north west of the village be selected this may support higher density development in this location to respond to the increased connectivity.

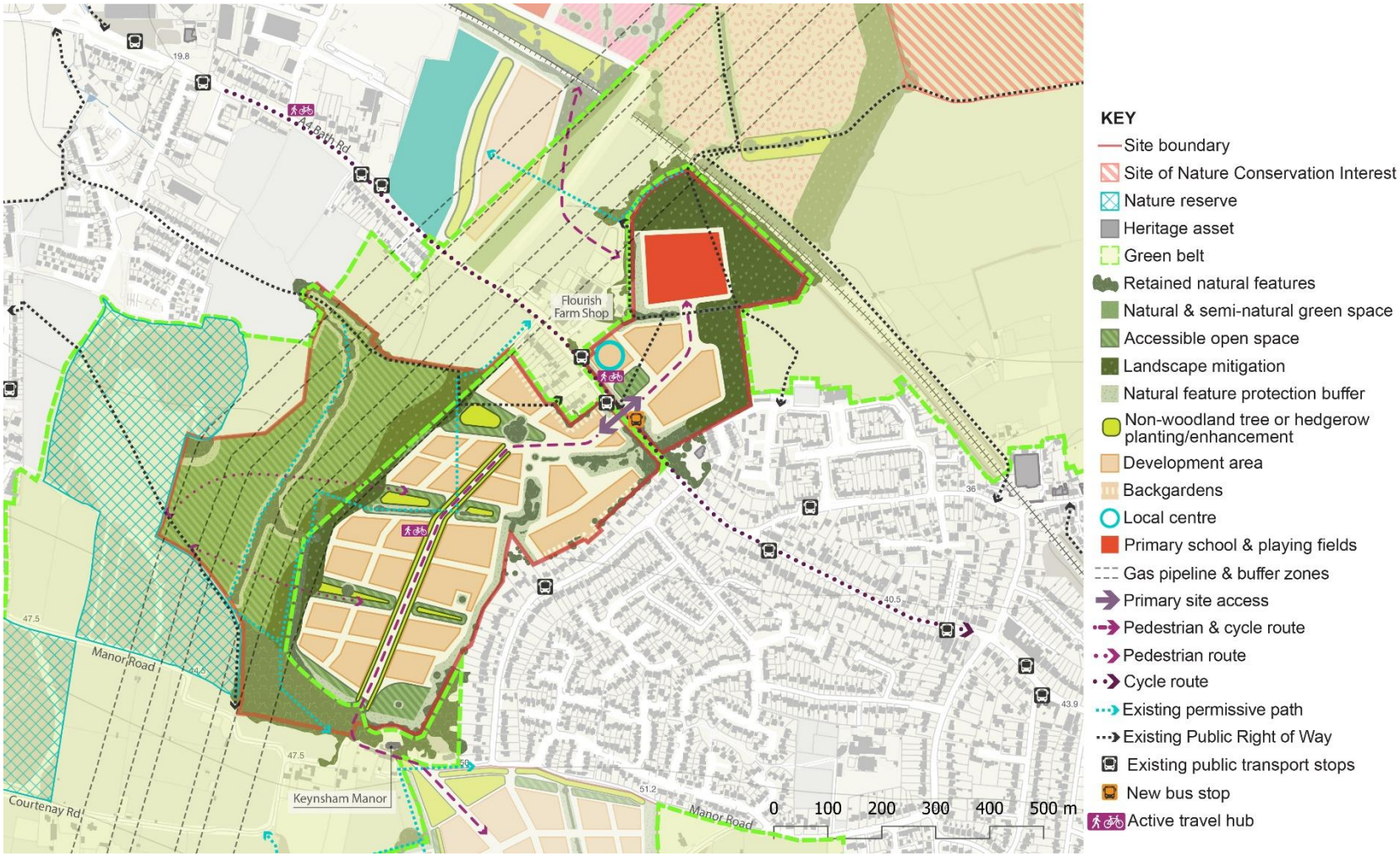

Figure 3.11: Concept Plan for West Saltford. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.7: West Saltford

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 960 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. A local centre providing small-scale retail provision (insert retail quantum from Nexus report where relevant), community space and health provision.
4. A local centre to the north of the A4 providing:
    a) Small to medium scale convenience shop provision
    b) Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB)
    c) Small scale, localised employment floorspace
    d) A community hall
    e) Primary school
    f) Shared parking to make efficient use of land and the accessible location along the A4
    g) Active travel connectivity to North Keynsham
5. Education facilities, including:
    a) Land and buildings for a new two-form entry primary school within the site; or financial contributions to enable off-site primary school provision of equivalent capacity.
    b) Financial contributions towards the provision of secondary school expansion where required to accommodate growth arising from the development.
    c) Early years facilities, preferably integrated within the primary school site, or located within the local centre. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.
    d) Provision for Special Educational Needs and Disabilities (SEND), preferably within the primary or secondary school, or as a stand-alone facility. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.

e) Exploration and carrying out or funding of any on and off-site highway improvements to provide safe and non-hazardous walking and cycling route access to existing and future primary and secondary schools.

6. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
7. Comprehensive advance planting of key woodland mitigation is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners. Landscape mitigation requirements are detailed in Design Quality and Place making Principles section
8. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East Somerset, Planning Obligations Supplementary Planning Document or successor documents.
9. Deliver multi-functional strategic green infrastructure aligned with South Saltford and South East Keynsham to support nature recovery and provide land for public open space and recreation, including delivery of strategic green infrastructure and Country Park between Keynsham and Saltford linking with Manor Road Community Woodland and developing further links with the multi-functional strategic green infrastructure areas proposed for the adjacent South East Keynsham and South Saltford allocations (Policies 3.6 and 3.8).
10. A Green Infrastructure Plan will be submitted with any application for new residential development of a qualifying scale, setting out how a development will:
    a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes
    b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats
    c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain
    d) Set out how the green infrastructure will be managed, maintained and monitored for a minimum of 30 years.
11. Indoor and outdoor sports provision, including:
    a) Contributions towards the expansion and/or improvement of Saltford Sports Club, in accordance with Policy 6.22

12. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality. The SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
13. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

14. Provide a single safe vehicular access from the A4 Bath Road north and south into the site.
15. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:
    a) Direct and dedicated walking and cycling links to the A4 Bristol to Bath Strategic Corridor active travel corridor and a new toucan crossing to connect into the west Saltford sites and onwards to the Manor Road Quiet Lane.
    b) Ensure continuous walking routes nearby schools (Wellsway / Chandag cluster via safe greenways), and local shops in east Keynsham and Saltford.
    c) Providing an east–west greenway threaded through the site with segregated 3–4 m cycle track and 2 m+ footways, aligning to desire lines for Keynsham town centre via Manor/Courtenay Road Quiet Lane; and Saltford High Street via Bath Road with side-road priority treatments and side-street filters.
    d) A direct connection to Keynsham station with a signed, lit cycle route delivering a less than 15 minutes ride to Keynsham rail station using priority crossings across Bath Road; support with contribution for covered secure, well-lit station cycle parking.
    e) A4 crossing upgrades at key desire lines (e.g., between the land south of the A4 and bus stops/towpath links to the north of the A4), coordinated with BBSC.
    f) Active Travel connections through to the north Keynsham site along Worlds End Lane to enable cycle and pedestrian access to the Bath Bristol cycle route, Keynsham rail station and Keynsham town centre.
16. Provide the following public transport enhancements:
    a) Introduction of a new neighbourhood travel hub using the site but fronting onto the A4 including car club bays, EV rapid/fast charging, E-bike / e-scooter rental docks, a Metrowest-style covered and well-lit

bus stop, bike repair point & secure parking, parcel lockers, seating, tree shade, and wayfinding.

b) Contribution towards upgrades to the A4 frontage bus stops with high quality shelter, real time information, raised kerbs, lighting and cycle parking.

c) Make contributions towards the Bristol and Bath Strategic Corridor project.

Climate and Nature

Development proposals will:

17. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include:

    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

    c) Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.

    d) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

    e) Achieve dark corridors through the site.

    f) Respond to the site's location within the SAC Bat consultation zones (Greater Horseshoe Bat B; Lesser Horseshoe Bat C) including retention, protection and/or provision of key commuting and foraging habitats for SAC bat populations.

    g) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

h) Protect, restore and enhance a minimum 10m riparian zone for all watercourses within and bounding the site.

18. Protect existing woodland within or adjacent to the site through provision of the following habitat buffers:

    a) A minimum 20m buffer provided to woodland retained within and adjoining the site measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. The inner 10m of this buffer should be designed to facilitate woodland extension and the establishment of woodland edge habitat through natural succession or planting and must remain free of built development and hard infrastructure.

19. Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.

20. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design quality and placemaking principles

Development proposals will:

21. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, impacts on relevant special qualities of Cotswolds National Landscape and its setting and the form of the existing settlement.

22. Ensure that built form responds positively to retained hedgerows, trees and the area of grassland and scrub habitat in north east corner of West Saltford allocation area south of the A4.

23. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impacts on the Cotswolds National Landscape and other sensitive landscape features. Mitigation across the site will include:

    a) General Woodland planting belts to be planted as 35m to 50m deep screening belts to ensure 8 to 10 rows of mature trees after thinning with understorey planting and woodland edge planting either side.

    b) North of the A4, provide landscape mitigation for visual (primarily) impacts on Cotswold National Landscape and its setting, to take the

form of new woodland planting around the north-west part of the site as shown in site allocation drawing. Planting to be irregular in shape at an average of 50m and minimum 35m deep. It will be expected to completely screen the school, local centre and associated housing proposed when viewed from various Cotswold National Landscape locations when the planting has matured.

c) South of the A4, provide landscape mitigation for visual (primarily) impacts on Cotswolds National Landscape and its setting, and address the requirements of LP Policy NE2A landscape setting of settlements to ensure that development within the setting area conserves and enhances the landscape setting of Saltford and its landscape character, views and features. Development that would result in adverse impact to the landscape setting of Saltford that cannot be adequately mitigated will not be permitted. This applies only to the southern part of this allocation area.

d) Avoid linear development frontages which closely follow the route of the gas pipeline and its buffers.

e) Provide landscape mitigation of the visual impacts of this allocation in relation to the special qualities of the Cotswold National Landscape creating a 35m minimum deep woodland all along the western edge of housing area. This should be designed to minimise its linear nature following the route of the gas pipeline buffer by creating scalloped edges and also extending the planting into the development in several places to break up its massing with a mixture of areas of parkland tree planting and strong tree lines using large-growing tree species.

24. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary. At development edges where readily recognisable physical features do not currently exist, development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary.

25. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on the Grade II Listed Keynsham Manor, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.

26. Retain an appropriate buffer to the Grade II Listed Keynsham Manor at the south east of the site to mitigate the impact on the setting of the designated heritage asset.

27. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and Implementation

28. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.
29. Given the need to deliver through access to adjoining parcels to deliver the comprehensive allocation, access routes for individual phases or parcels within the wider allocation will be required to be taken to the boundary of adjacent parcels within the allocation and no ransom strips will be permitted.
30. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
31. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
32. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
33. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

South Saltford

3.114 South Saltford is located to the south of the village, accessed from Manor Road. The site is characterised by agricultural fields enclosed by hedgerows with relatively few trees. The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence.

3.115 Land parcels at South Saltford would be accessed from Manor Road. To the west of the site Manor Road will become a “Quiet Lane” between Keynsham and Saltford Village, through introduction of a modal filter, or other traffic restrictions, to ensure traffic flows and speeds are low enough to enable active travel between the two settlements.

3.116 The site contains a permissive path network whereby the landowner grants access over the land on an annual basis, paid for by the Saltford Community Association. Development of this site provides an opportunity to formalise this arrangement and make access across the site permanent, including to a new proposed hillside Country Park with a viewpoint looking northwards towards the Severn Estuary and beyond as well as the Cotswolds National Landscape. Alongside the delivery of new public open space, limiting the extent of development to the south and west of the site will mitigate the cumulative visual impact of development and also provide a benefit to existing and future residents through improved public open space.

3.117 Immediately to the west of the site the South East Keynsham allocation (Policy 3.6) will be required to deliver multifunctional green space in the land released from the Green Belt through the two adjoining site allocations, over the gas pipeline area, whilst sufficiently mitigating the cumulative visual impact of development from the Cotswolds National Landscape and preventing the coalescence of Keynsham and Saltford Village. Strong new Green Belt boundaries will be required to ensure that the boundaries are defensible beyond the plan period. Similarly, land to the south and west within the South Saltford allocation will be provided as strategic accessible open space. Measures should allow and plan for integration with the public open space delivered to the west of the South Saltford through development at South East

Keynsham. Together, these sites should consider delivery of public access links and habitat connectivity with Manor Road Woodland Local Nature Reserve.

3.118 Active travel connectivity between the site, South East Keynsham and West Saltford will be required to ensure that primary school children have a safe walking route to the planned new primary school at West Saltford.

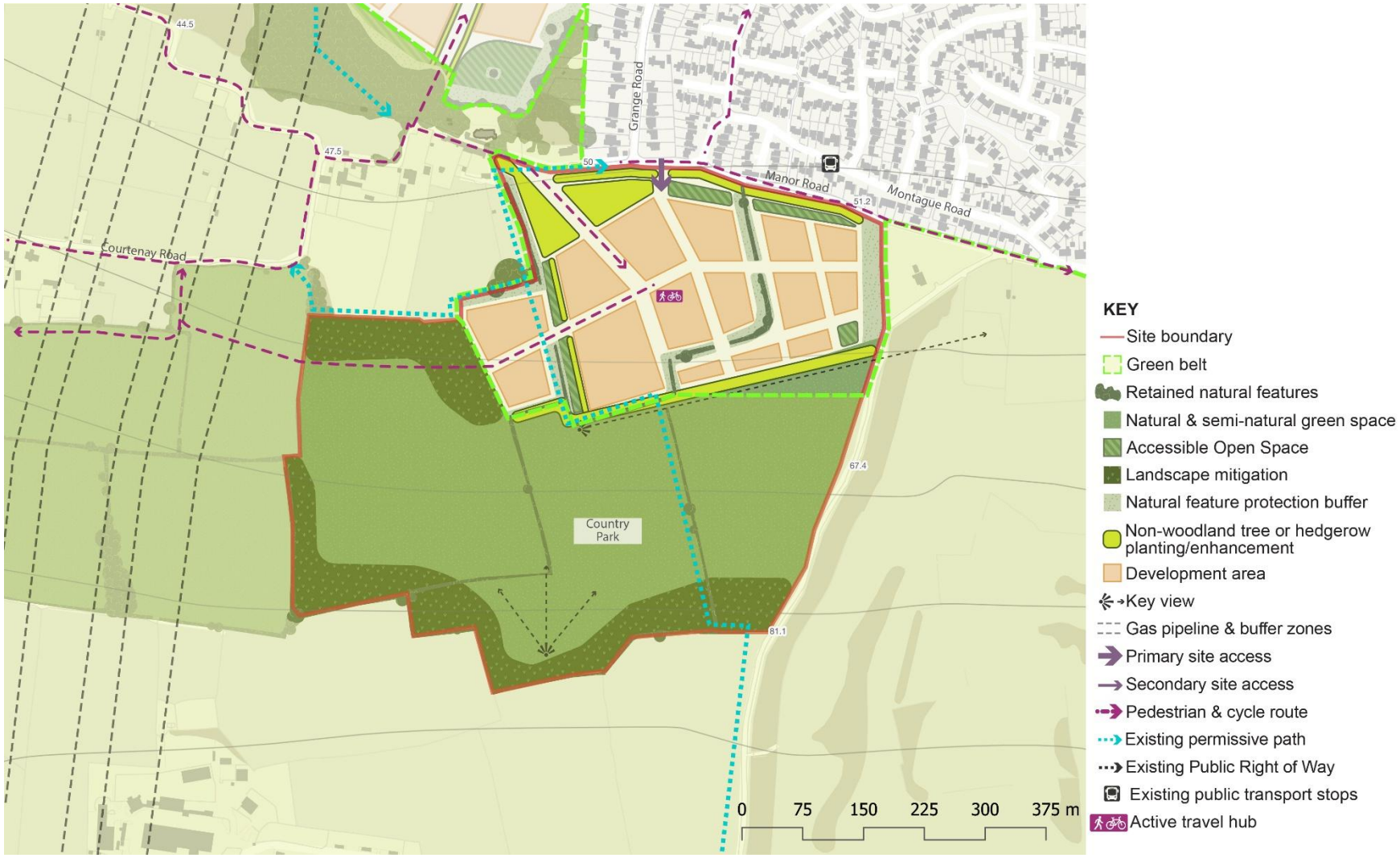

Figure 3.12: Concept Plan for South Saltford. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.8: South Saltford

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 330 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Education facilities, including:
    a) Financial contributions towards a two-form entry primary school at West Saltford;
    b) Financial contributions towards the provision of secondary school expansion where required to accommodate growth arising from the development.
    c) Early years facilities, preferably integrated within the primary school site at West Saltford. Where on-site provision is not feasible, financial contributions will be required to support off-site provision at the West Saltford Primary School or Local Centre.
    d) Provision for Special Educational Needs and Disabilities (SEND), preferably within the primary or secondary school, or as a stand-alone facility. Financial contribution towards provision of Special Educational Needs and Disabilities (SEND) facilities.
    e) Exploration and carrying out or funding of any on and off-site highway improvements to provide safe and non-hazardous walking and cycling route access to existing and future primary and secondary schools.
4. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
5. Comprehensive advance planting of key woodland mitigation is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners. Landscape mitigation requirements are detailed in Design Quality and Place making Principles section.
6. Accessible greenspace, local food growing space and play space in accordance with the Green Infrastructure Standards set out in the Greener Places – Green Infrastructure Framework for Bath and North East

Somerset, Planning Obligations Supplementary Planning Document or successor documents.

7. Deliver multi-functional strategic green infrastructure aligned with West Saltford and South East Keynsham to support nature recovery and provide land for public open space and recreation which compliments and develops links with the existing Manor Road Community Woodland. Specifically related to South Saltford allocation will be delivery of a new country park area to the south which will protect existing walking routes and valued views as well as creating outdoor opportunities for young people such as woodland bike trails.
8. A Green Infrastructure Plan will be submitted with any application for new residential development of a qualifying scale, setting out how a development will:
    a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes
    b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats
    c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain
    d) Set out how the green infrastructure will be managed, maintained and monitored for a minimum of 30 years.
9. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality. The SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
10. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.
11. Ensure that the 11kV overhead electricity lines running through the site are incorporated positively into the site layout, in consultation with the relevant electricity infrastructure provider, to ensure compliance with safety, access and operational requirements. The line should be integrated into the design through provision of landscaping, public open space, green infrastructure and active travel routes, to minimise visual and amenity impacts. Diversion or undergrounding will be supported where feasible, viable and agreed with the network operator. Where this is not achieved, development should be designed on the basis that the line will remain in situ.

Access and Movement

Development proposals will:

12. Provide safe vehicular access from Manor Road.
13. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:
    a) A direct link from the development site into the Manor Road active travel link to the north. Conversion of Manor Road Linking to Courtenay Road to a Quiet Route including through traffic restriction, or other traffic restrictions, to ensure traffic flows and speeds are low enough to enable safe active travel.
    b) An east-west off-road walking and cycling route between the site and the proposed Country Park to the adjacent South East Keynsham allocation across the pipeline to the west of the site.
    c) High quality, dedicated direct cycle links throughout the development linking into Grange Road and Montague Road.
    d) Provide new, permanent Public Rights of Way across the site to replace the existing permissive path network with temporary access arrangements.
14. Provide the following public transport enhancements:
    a) A small travel hub with access to micromobility and shared e-bikes and secure, covered well-lit cycle parking to enable people to cycle to the bus stops on the A4.
    b) Provide secure covered bike storage at the existing bus stops on the A4 possibly at the junction of Norman Road. Also need to look at how any cyclists leaving Grange Road can connect into cycle improvements on the A4 as part of the BBSC improvements connecting to bus stops on the A4 and Keynsham/Keynsham station to the west.
    c) Contribute toward Bristol to Bath Strategic Corridor.

Climate and Nature

Development proposals will:

15. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the

hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.

d) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

e) Achieve dark corridors through the site.

f) Respond to the site's location within the SAC Bat consultation zones (Greater Horseshoe Bat B; Lesser Horseshoe Bat C) including retention, protection and/or provision of key commuting and foraging habitats for SAC bat populations.

g) Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.

16. An air quality assessment is required to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to both existing and future residents, visitors, and businesses. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design quality and placemaking principles

Development proposals will:

17. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site’s context, including heritage assets, landscape character, the relevant special qualities of Cotswolds National Landscape and the form of the existing settlement.

18. Ensure that built form responds positively to the setting of the Cotswolds National Landscape, the landscape setting of Saltford, the proposed hillside Country Park and the multi-functional strategic green infrastructure to the west of the site covering the pipeline and the eastern boundary of the South East Keynsham allocation.

19. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on the Cotswolds National Landscape, the landscape setting of Saltford, and other sensitive landscape features. Specific mitigation and landscape-related placemaking is required to:

    a) Provide landscape mitigation for visual (primarily) impacts on Cotswolds National Landscape and its setting,

    b) Address the requirements of LP Policy NE2A landscape setting of settlements to ensure that development within the setting area conserves and enhances the landscape setting of Saltford and its landscape character, views and features. Development that would result in adverse impact to the landscape setting of Saltford that cannot be adequately mitigated will not be permitted.

    c) Ensure overall development presents a well treed built landscape when viewed from the Cotswolds National Landscape such that tree cover within the development filters views of the built environment itself and helps to achieve a softening of impact and a landscape which relates well to the sell treed golf course to the east,

    d) Plant and establish a combination of small copses and more informal parkland trees and tree lines on the western edges of the allocation area to provide landscape mitigation in relation to visual impacts on the special qualities of the CNL, to prevent a hard edge to development adjoining the countryside, and to facilitate a well treed walking and cycling route to the new school.

    e) Create a well-treed edge to the development along Manor Road to maintain its rural character which is one of the features of the landscape setting of Saltford. Include an area of well-treed parkland at the main entrance of the site in the north west corner which will contribute positively to the character of Manor Road as well as contributing to landscape mitigation requirements in relation to the impacts on the Cotswolds National Landscape.

    f) Design the development so that it protects a key view to Kelston Roundhill as experienced by people using the current permissive park immediately south of the development edge and as illustrated in the allocation drawing.

    g) Provide the land and facilitate the creation of a country park in the three fields on rising land immediately to the south of the development. This will protect existing walking routes and valued views as well as creating outdoor opportunities for young people such as woodland bike trails.

    h) Plant copses as 50m deep rounded small woodland areas with approximately 8-10 rows of mature trees after thinning plus understorey planting and woodland edge planting.

20. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary. At development edges where readily recognisable physical features do not currently exist, development shall provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation to establish a robust, readily recognisable and defensible Green Belt boundary.
21. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on Grade II Listed Keynsham Manor, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation.
22. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and Implementation

23. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.
24. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
25. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of secondary school expansion at Keynsham. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
26. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of strategic multifunctional green infrastructure, public open space and nature recovery. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
27. All sites at Keynsham (Policies 3.1 to 3.6) and Saltford (Policies 3.7 and 3.8) will be required to contribute proportionately to the delivery of the North Keynsham Strategic Access Link Road. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

Hicks Gate

Hicks Gate

Context, location and site description

3.119 The Hicks Gate site occupies a significant position on the south-eastern edge of Bristol, straddling both sides of the A4. It includes the administrative areas of both Bristol City Council to the west and B&NES to the east.

3.120 This site allocation policy only relates to B&NES but has been prepared with a clear understanding and awareness of the need for a comprehensive and joined up approach towards the wider development.

3.121 The B&NES area is largely in agricultural use, whilst adjacent areas in Bristol include agricultural uses, car showrooms, allotments and the Brislington Park and Ride. The A4 dissects the site and an important strategic route into the city of Bristol.

3.122 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence.

3.123 The strategic Future Parklands vision, referenced in the introduction to this chapter, identified a significant opportunity for Hicks Gate for:

- A new City District on the edge of Bristol
- Regionally strategic location
- A potential ‘superhub’ of interchange for mass transit:
- Bringing together mass transit, bus, cycling, walking and driving. Transit oriented development integrated with the centre for the new city district
- Efficient use of land, urban form e.g. multi-storey car park and vertical mix of uses
- Higher density, mixed-use development
- To achieve a significant nature park that links the communities to the north and south of the A4 through the retention, protection and enhancement of the existing hedgerow network and watercourse, and the creation of new woodland and natural and semi-natural open spaces. This could be developed as a new Local Nature Reserve.

Hicks Gate Joint Masterplan (2026)

3.124 The whole area has been the subject of a series of recent master-planning initiatives, including delivery and technical evidence base work, and the principle of this location being a strategic development opportunity has also been consulted on in a range of early stage planning policy documents. These include the B&NES Local Plan Options documents from 2024 and 2025, and WECA's previous Spatial Development Strategy (2022), but the location has yet to progress to a formal Local Plan examination stage.

3.125 The most recent 'Joint Masterplan' has evolved from this previous work and has been funded by Homes England. It involved the West of England Combined Authority (WECA), Bristol City Council (BCC) and Bath and North East Somerset Council (B&NES) working collaboratively with key landowners and developers. Its key purpose is to guide the accelerated delivery of a cohesive and comprehensively planned new community at Hicks Gate and delivery of infrastructure carefully co-ordinated.

3.126 The Joint Masterplan was endorsed as a non-statutory planning document by the MCA Committee on 5 June 2026 and is a relevant material consideration to be used to inform the determination of forthcoming planning applications in the area.

Vision

3.127 The Joint Masterplan vision sets out that:

Hicks Gate will be a vibrant, zero-carbon community, with a well-defined and attractive urban setting. It will be a place characterised by a high-quality urban environment that is in harmony with its attractive landscape and nature rich setting. It will be an exemplar for sustainable living, providing new approaches to transport and green and blue infrastructure. Hicks Gate will include a wide mix of complementary uses which will help bind the new community with existing settlements, ensuring that new and existing residents will have shared access to a wide range of services and facilities. Hicks Gate will be a fantastic nature-positive place to live, work and visit with an enduring quality of place derived from a well designed and managed network of green connections and space. Development at Hicks Gate will be a cornerstone of a wider programme of regeneration and infrastructure delivery in the surrounding area. It

will deliver a positive relationship between the local urban context and the surrounding countryside, with a focus on delivering innovative, robust and replicable examples of climate resilient placemaking and design

3.128 The Joint Masterplan and associated technical evidence base has informed the content of this site allocation policy, which once adopted will be the statutory basis for the determination of planning applications.

3.129 Developers will be expected to evolve the principles and design guidance contained in the Joint Masterplan and use these to inform the more detailed design of their individual phases. They will need to demonstrate how these phases contribute towards the delivery of a cohesive, and well- designed place that demonstrates adherence to these core principles.

3.130 Developers and their design teams should adhere to the requirements of the Masterplan whilst preparing planning applications for the site. It is important that the design team review includes input from all the necessary technical disciplines so that a comprehensive appreciation of the design requirements can be established at the outset. The Masterplan does not seek to prescribe a particular design approach in detail. Rather it seeks to provide clear guidance on the overarching design and placemaking principles that are applicable across the Hicks Gate site. These principles should be followed unless there is clear and compelling justification that a different approach would be more acceptable in design terms. It is expected that Design and Access Statements will set out how the design proposals apply the principles set out in the Masterplan.

3.131 The Joint Masterplan contains a number of Placemaking Objectives which are key to framing the quality of development that is expected to come forward and which form an important part of the context of this site allocation policy. These Placemaking Objectives are set out below:

i Protect and enhance the environment

3.132 Respond positively and constructively to the distinct and varied landform either side of A4 as well as the views from the high points. This landform variation gives rise to the need for landscape solutions to create visual screening and a

range of measures to integrate development well. Locally challenging and complex landform variations will also require careful development layout design at all levels of detail

3.133 Protect existing habitats and landscape features - including the network of ancient hedgerows, particularly to the south of the A4 - with appropriate buffers (as agreed with the LPA) and complement these with new habitats and biodiversity corridors. Seek opportunities to deliver at least 20% biodiversity net gain with a comprehensive network of hedgerows and flower rich verges throughout.

3.134 Integrate sustainable drainage systems into the landscape which contribute towards habitat enhancement and creation.

3.135 Conserve built heritage assets and settings, including listed buildings.

ii Cohesive, vibrant and safe communities

3.136 The development will be compact, with an efficient use of the available land predicated on a well-balanced housing density, and a mix of house sizes, typologies and tenures.

3.137 All streets and public spaces will be overlooked by buildings, establishing safe and accessible connections within and beyond the community.

3.138 A mix of housing sizes, types and tenures, including market and affordable, to help to meet the needs of a wide range of residents.

3.139 Public and open spaces will be designed to be safe and enjoyable places where people will choose to linger, socialise and exercise.

iii Accessible low-car neighbourhoods

3.140 Enable and tie in with the delivery of strategic transport initiatives and projects coming forward, to provide sustainable travel options for longer distance trips via the Bristol to Bath Strategic Corridor and the new Interchange.

3.141 Provide a well-connected public transport network that makes walking, cycling and public transport convenient.

3.142 Promote low-car development with limited through routes, minimal area for roads, and accessible active travel and public transport.

3.143 Integrate with existing communities via a network of sustainable, accessible and green movement corridors.

iv Sustainable and healthy lifestyles

3.144 Sustainability embedded in all aspects of design, including the potential for food growing, energy and materials from the local landscape, as well as the application of new technologies and infrastructure predicated on zero-carbon living.

3.145 Development will aspire to be zero carbon with the aspiration that the development will eventually reach a state of being carbon positive.

3.146 Integrate natural water management solutions via layout and design, using SuDS, rain gardens, permeable pavers and rooftop gardens.

3.147 Provide a range of leisure, sports and recreational facilities, parks and open spaces, as well as sustainable linkages to existing facilities. New green links for walking and cycling will connect residents to these amenities while enabling them to have close contact with nature.

3.148 Design layouts to create streets, including underground infrastructure, which make sufficient space to be fully tree-lined at tree canopy maturity. These should function to provide shade and cooling to street users and to adjacent properties

3.149 Encourage people to choose walking and cycling as their main mode of travel

3.150 Create a network of varied and multi-functional green spaces to fulfil accessible open space standards to enhance health & wellbeing, nature recovery, and contribute towards climate change resilience.

3.151 Housing complemented and supported by community and leisure facilities as well as local shops and small scale employment, offices and studios.

v Achieving high quality living

3.152 Complement existing services and amenities providing for the needs of both new and existing communities.

3.153 Housing complemented and supported by community and leisure facilities as well as local shops and small scale employment, offices and studios.

3.154 The streets, public places and green spaces will be full of life, being both movement routes and exchange spaces

Movement and Access Strategy:

3.155 The Masterplan provides a sustainable movement and placemaking led access network of varied character across the Hicks Gate site. A key feature of the network is filtered permeability, which promotes active travel connectivity across the site and potentially bus routes, whilst limiting private car movement. Key elements include restricted vehicular access junctions to minimise impacts on Mass Transit services, reduced speeds, pedestrian and cycle priority and reduced levels of car parking provision.

3.156 A key element of the Joint Masterplan is the provision of a Transport Interchange and allowing for Mass Transit to use the A4 corridor. These are recognised as strategic interventions that will benefit the wider Bristol to Bath Growth Zone and which will clearly need to be appropriately resourced. It is likely that a proportional financial contribution to these initiatives will be required from developers and/or landowners to be secured as part of the development management process.

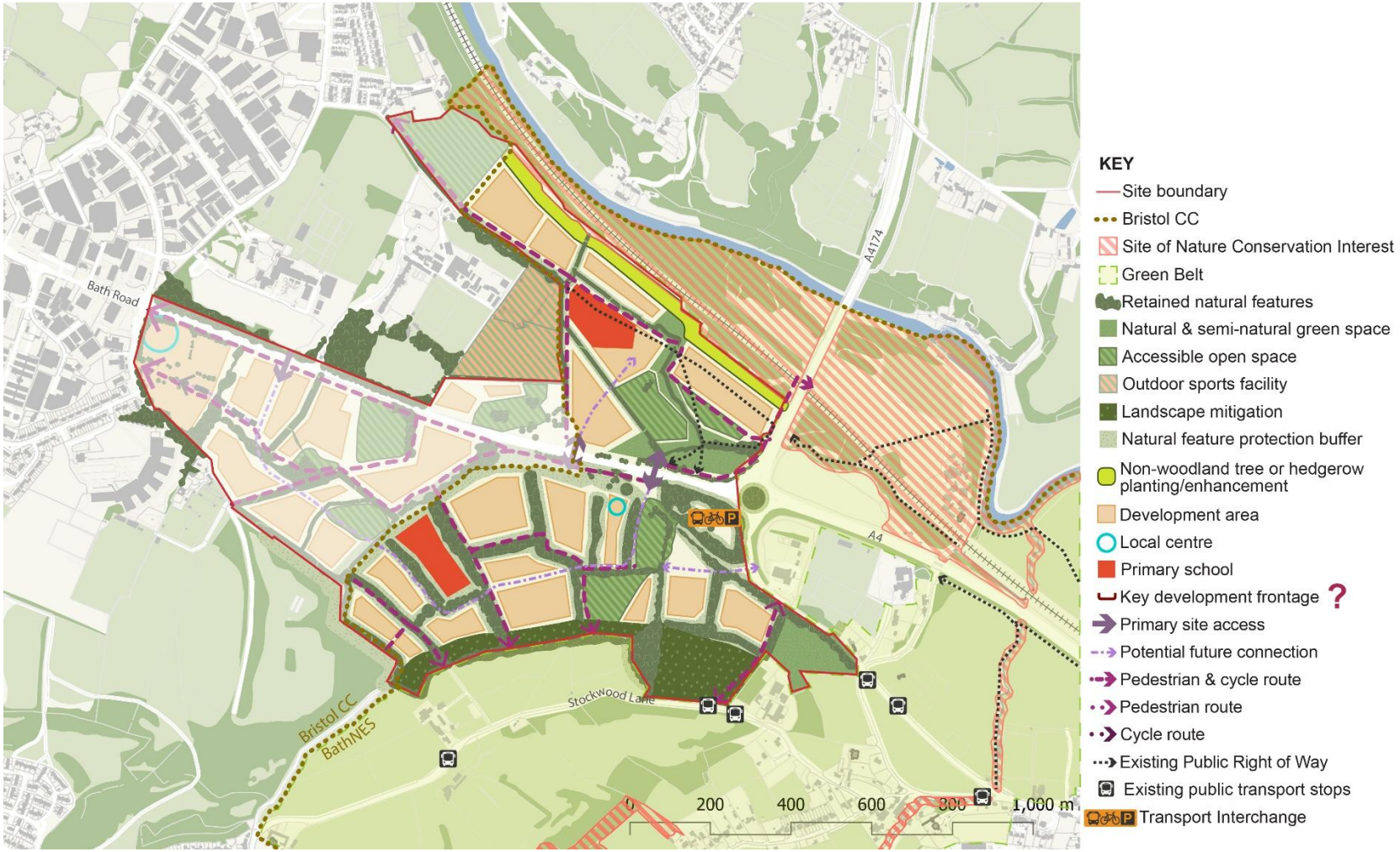

Figure 3.13: Concept Plan for Hicks Gate. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.9: Hicks Gate

Development Requirements and Design Principles

Development proposals will need to demonstrate how they conform or reflect the principles and objectives from the Joint Masterplan.

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 2,000 homes, at a range of higher densities, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment. NB The number of homes could be reduced in the unlikely event that a secondary school is required on this site (see Policy 3.12: North Whitchurch Village).
2. 40% affordable housing, on-site, with tenure split as set out in policy 6.14.
3. A neighbourhood centre to the south of the A4, located to align with north-south pedestrian movements across the A4, and well related to the school, the Transport Interchange and the mass transit stop. It is to provide appropriate commercial, retail and community uses to meet day-to-day community needs and to create a viable, well used and vibrant place. The commercial space could be used by individual businesses and/or as a co-working hub. 'Meanwhile uses' should be planned for buildings which form part of earlier phases but may not be fully viable until the population growth arising from later phases.
4. Either one 3FE primary school to serve the entire site located so that it minimises travel distances for the maximum number of pupils, or one 1FE on the north side of the A4 and one 2FE on the south side of the A4. Schools will also need to provide Early Years facilities and integrated Special Educational and Disabilities (SEND). It is preferable for these to be integrated into the schools, but they could be stand alone facilities which are well related to the school and the neighbourhood centre. Key principles for school design set out below in paras 63-69.
5. A proportionate financial contribution towards the provision of a new secondary school that is proposed to be allocated within Whitchurch Village and will meet the educational needs of B&NES pupils from the Hicks Gate site. It should be noted that if this proposed allocation is not found sound, then land for and the provision of a secondary school will be required in Hicks Gate South site.
6. Comprehensive advance planting of key landscape mitigation (woodland and non-woodland/hedgerow planting) is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. This will require cooperation and coordination between different landowners.

7. A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality. The SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
8. Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

9. Development proposals will respond to the Movement and Access Strategy as set out in the Joint Masterplan and as illustrated in figure 3.13 above and be designed to encourage lower car use, with healthy travel nodes and public transport incentivised.

In relation to movement, this requires:

10. the provision of the key movement routes through the wider site, ensuring that these connect to and allow for continuity with different phases of development;
11. conformity with the vehicular access and egress arrangements onto the A4 and Durley Hill as illustrated;
12. that active travel routes are provided along key desire lines, including along the main movement routes, and within the site, parallel to the A4. These must include segregated routes between cyclists and pedestrians.
13. Streets and routes within each development parcel create a permeable network of walking, cycling and wheeling routes that connects to and integrates with the wider movement network within and beyond the site. Ransom strips that impede the delivery of a connected network will not be acceptable.
14. Integration between active travel routes (walking, wheeling and cycling) with public transport provision ensuring safe, accessible routes to the transport interchange and any active travel stops, and suitable storage and facilities at these stops.
15. The street network should promote filtered permeability to reduce car dependence and support active travel, linking up with the access strategy.
16. There must be safeguarded land for a segregated active travel route within the site to the south of the Mass Transit route along the A4. The precise design and width of this corridor is to be agreed through liaison with the constituent authorities.

17. Off-site highway improvements to provide safe and non-hazardous walking and cycling route access to the new secondary school in Whitchurch Village and to Broadlands in Keynsham.
18. Off-site highway improvements may also be required at Hicks Gate Roundabout and its approaches to mitigate the impacts of development, maintain the safe and efficient operation of the highway network, and support the delivery of the Transport Interchange and Mass Transit corridor. The nature, scale and timing of any interventions will be informed by detailed transport assessment and agreed with the highway authority.

In relation to access, this requires:

19. That the A4 access strategy must safeguard for and minimise impact onto the A4 and future Mass Transit route.
20. Safe active travel crossings must be provided across the A4 to allow easy connectivity to both sides of the site and convenient access to the Mass Transit stops and the Interchange. This will necessitate a change in character to this section of the A4.
21. Emergency access must be facilitated within all separate landowner sites.
22. The access strategy must not facilitate a westbound vehicular route through the site from one end to another that could be used for rat running.
23. Priority access must be provided for buses and/or mass transit from the transport interchange to the A4.
24. The design, phasing and layout of development must not prejudice the delivery or effective operation of the proposed transport interchange, including associated Mass Transit infrastructure, vehicular access arrangements, and active travel connections.

Transport Interchange and Mass Transit:

Development proposals will:

25. Contribute to the costs of and where required, safeguard land for the widening of the A4, to allow for the delivery of the Mass Transit corridor along the A4 and associated enhancements to transform this route as a key entrance into the city of Bristol and as an attractive environment. This will require:
    a) The provision of a segregated mass transit route.
    b) Large species street trees to be planted along the length of the A4.
    c) Mass transit stops to be provided on both sides of the A4 at its eastern end. These are to be well related to the Interchange and must be connected via attractive, safe, accessible and clearly marked

pedestrian routes from the residential areas, between different transport modes and the mass transit network.

d) The provision of pedestrian crossings over the A4.

26. Provide the site for and make a financial contribution towards, a new Transport Interchange to the south west of the Hicks Gate roundabout. The Interchange will include a multi storey or otherwise appropriately designed car park which will meet an important strategic need and will be well related to the mass transit stops on the A4. It must be also designed as an integrated part of the Hicks Gate development, within attractive, safe and easy walking and wheeling distance of the neighbourhood centre and all homes.

27. Ensure that the design of the Interchange is responsive to its prominent visual location and its role as a key nodal building and functional transport interchange. Appropriate landscape mitigation including significant tree planting will be required to help assimilate the interchange into this sensitive environment, and this will need to be informed by a Landscape and Visual Impact Assessment (LVIA).

28. Ensure that that public realm related to the interchange is of the highest quality, is well related to the mass transit stops, to the neighbourhood centre and the residential development. The arrival space provides the opportunity for interactive and playful features such as water features, street furniture and public art.

29. The interchange should provide a travel hub to promote active travel and further encourage modal shift. The following must be provided as a minimum:

    a) Secure cycle/e-bike parking, including for wheeling and adaptive cycles, and repair points;

    b) e-bike charging stations;

    c) room for appropriately sized car club / cycle share schemes;

    d) cycle and e-scooter hire;

    e) digital transport information;

    f) parcel lockers.

Design quality and placemaking principles

30. Developers will be expected to respond to and evolve the principles and design guidance contained in the Joint Masterplan and use this as the basis to inform the more detailed design of their individual land parcels.

Development proposals will:

31. Need to demonstrate how the design guidance included in the Joint Masterplan has informed the schemes to be submitted for planning permission and how their individual land parcels contribute towards the

delivery of a cohesive, and well-designed place that demonstrates adherence to these core principles.

32. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits. This requires a detailed Landscape Visual Impact Assessment, taking into consideration the potential impact on sensitive landscape features, and a detailed Historic Environment Assessment, to include an assessment of the effects of development proposals. Both require a detailed evaluation and assessment in order to inform design and to identify and implement appropriate mitigation.

33. Respond positively and constructively to the distinct and varied landform either side of A4 as well as the views from the high points. This landform variation gives rise to the need for landscape solutions to create visual screening and a range of measures to integrate development well. Locally challenging and complex landform variations will also require careful development layout design at all levels of detail

34. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Landscape, Nature and Green Infrastructure

35. Developers will be expected to enable the creation of a significant nature park and local nature reserve that links the communities to the north and south of the A4 through the retention, protection and enhancement of the existing hedgerow network and watercourse, and the creation of new woodland and natural and semi-natural open spaces, providing significant green infrastructure.

36. The Green Infrastructure diagram below illustrates the elements which development proposals will need respond to.

Development proposals will:

37. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment.

38. Integrate landscape character features and views into the detailed master-planning of each land parcel, embracing the wider landscape context and features, land form variation, ancient hedgerow networks, important/landmark trees, important views, and watercourses.

39. Buildings should be placed to frame views towards landscape or heritage assets, in particular Kelston Roundhill.

40. Along the northern boundary of site north of the A4, design and deliver skyline tree and woodland screening aimed at protecting skyline views as seen from the wider landscape to the north beyond the site. This screening must take into account the buffering requirements associated with the

power line. Accurate visual representation photography and photo-montages will be required to demonstrate the effectiveness of screening proposed.

41. Restore the natural stone boundary wall along the northern boundary of the site. This is an important local asset that contributes to the character of the area. If it is necessary for safety reasons to extend the height of the wall, then this needs to be undertaken sympathetically and using the same materials as the wall.
42. Create new linear woodland backdrop to hillside development south of A4. Location to be as indicated on Concept Plan on the upper slopes of the hillside just below the boundary. Woodland to be planted as a 35m to 50m deep tree belt to ensure 8 to 10 rows of mature trees after thinning, understorey planting, and woodland edge planting either side. This is to ensure a visually well-integrated development on the hillside and a new wildlife-rich woodland which is also climate resilient.
43. Retain, restore and enhance existing internal and boundary hedgerows, with a minimum habitat and maintenance buffer of 5m measured from the hedgerow and hedgerow tree canopy edge (as of July 2026)
44. Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
45. Achieve dark corridors through the site
46. Ensure that where buildings are adjacent to hedgerows and their buffers, the amount of space required between building elevations and hedgerow canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.
47. Provide a buffer zone around any ancient or veteran tree of at least 15 times the diameter of the tree. Where the tree's canopy spread exceeds this distance, the buffer must extend at least 5 metres beyond the canopy edge.
48. Deliver biodiversity net gain of at least 20% on-site.
49. Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.
50. Provide new allotments and food growing facilities within convenient walking distance from homes.
51. Provide new or enhanced pedestrian and, where appropriate, cycling routes to link to adjacent GI areas such as the river, the Hams, Stockwood Vale.

52. Respond to the site's location within the SAC Bat consultation zones (GHB B; LHB B) including retention, protection and/or provision of key commuting and foraging habitats for SAC bat populations.

Blue Infrastructure

Development proposals will:

53. Employ an innovative approach to surface water flooding at all scales that manages rainwater closer to where it falls, with source control and Sustainable Drainage Systems (SuDS) wherever possible. A drainage strategy is to be developed in accordance with West of England sustainable drainage developer guide and National Standards for SuDS.
54. Allow for retaining all watercourses which flow through the site, and incorporate buffer zones, to provide more space for floodwaters (accounting for future climate change), provide improved habitat for local biodiversity and allow access for any maintenance requirements.
55. For all rivers and streams (excluding ditches), a protected riparian buffer zone of at least 10 metre must be provided. Buffer zones must be designed and managed for the benefit of biodiversity and should be undisturbed by development with no fencing, footpaths or other structures. Light spill within the buffer zones from external artificial lights should be kept at an absolute minimum.

Design Requirements

Development proposals will need to:

Density

56. Deliver higher density housing as set out in the Joint Masterplan, with higher densities required in close proximity to the Interchange and Mass Transit stops and neighbourhood centres.
57. Vary densities through the site according to the hierarchy expressed on the density diagram and be designed with appropriate transitions between different scales to ensure that the scale, form and character of development respond positively to the site’s context and features including open spaces, landscape and heritage assets and topography. There should be a gradual approach to density, with an emphasis on compact development that optimises development footprint and low to medium rise residential building scale.

Housing design

58. Provide a diverse range of housing types including duplex units, small scale apartment buildings, terraces, townhouses, mews houses, back-to-back houses and homes with private gardens.
59. Ensure that housing layouts are designed as a sequence of clearly articulated external spaces, defined either by the walls of the new buildings

or inherited elements of landscape. Each space should have its own distinct character and identity - street, square, green, lane, yard – and be formed by house types which are appropriate to the space, particularly in terms of their interface with the pavement, footpath or street.

60. Ensure that plot sizes are compact in order to use land more efficiently and increase affordability.
61. Provide well designed homes designed regardless of tenure, typology or ownership, and which must be tenure-blind in regard to external appearance of buildings, front doors and front access, plus communal zones such as shared amenity.
62. Carefully design the spatial relationship between existing hedgerows and new homes; this requires integrating architectural, urban design, landscape design, and ecological expertise.

Schools

63. Design schools so that they support shared community use of facilities including sports pitches at the All Through School should this be required.
64. Site all schools, but particularly primary schools, so that they are situated centrally and co-located with other shops and services wherever possible.
65. Ensure that the school building has a strong primary façade and a clear entrance directly onto or close to the street. The entrance should be treated as a series of external spaces that form a transition between the public and the private, capable of both offering a welcome and defining a secure boundary. This may mean that these spaces operate differently at different times of day.
66. Design the school site boundary so that it is treated as part of the architecture of the building and that all educational amenity spaces, including soft and hard landscapes, should be of a very high quality.
67. Provide vehicle free zones around the main entrances to schools. This is in order to create safer environments and discourage car journeys to schools.
68. Ensure that car parking within the school site is not visible from the street frontage. And that vehicular access is separated from the pedestrianised frontage.
69. Ensure that high quality cycle parking is provided.

Mixed Use

70. Design mixed use buildings relating to employment, retail or community uses to create active frontages to provide natural surveillance and visual interest.

Streets guidance

71. Design streets in a way that creates a legible hierarchy. Development proposals should demonstrate how the streets will conform to a hierarchy of

road types and should provide justification for variations where appropriate. Within this hierarchy, there will be variations dependent on anticipated users and the destinations served by the streets and all streets should be designed with landscaping, materiality and edges appropriate for their street type and location within the site. Large articulated vehicles will only be permitted on the main streets and the delivery route to the Interchange. The Interchange will require an alternative layout and street design.

72. Design layouts to create streets, including underground infrastructure, which make sufficient space to be fully tree-lined at tree canopy maturity. These should function to provide shade and cooling to street users and to adjacent properties

73. Ensure that streets benefit from passive surveillance, landscaping, and appropriate provision for pedestrians, cyclists, and those with mobility impairments.

74. Design all streets to suit emergency access requirements and appropriate servicing. Within the Neighbourhood Hubs, loading bays may be provided to minimise the impact of servicing and deliveries on the public realm.

Parking

75. Parking is to be delivered in accordance with the Transport and Development Supplementary Planning Document, or successor document, with a focus on significantly reducing car dependency throughout the allocation.

Delivery and Implementation

76. The Joint Masterplan identifies that given the scale of ambition for Hicks Gate, particularly in respect of high-quality infrastructure led regeneration, it is unlikely a purely private sector led approach could deliver the desired outcomes – due to a combination of commercial, finance, and viability related challenges. It therefore sets out an approach towards the delivery of the Hicks Gate site and establishes that a more interventionist approach to site delivery and implementation is required - through a combination of close collaboration and partnerships with private sector landowners, developers and investors - plus more direct delivery (may involve land assembly, delivery of infrastructure, plus potentially housing).

77. The Masterplan sets out a number of stages and all interested parties are expected to continue collaborating to ensure that high quality aspirations can be successfully achieved and that infrastructure can be delivered in a timely manner.

Further design guidance, coding and Design Review

78. Whilst the Joint Masterplan provides the basis for further and more detailed design guidance, design coding and infrastructure strategies are required to ensure the delivery of the placemaking ambitions for this site. This will ensure that each of the development parcels are aligned and integrated

with adjoining sites in terms of accesses, movement networks, Green and Blue Infrastructure, education, health and community infrastructure, ensuring co-ordinated delivery.

79. The coordinated and comprehensive use of the Design review panel is required at the earliest opportunity and at phased intervals throughout the process of bringing forward the comprehensive development of the site.

80. In addition to the above, the masterplan has identified the following Key Opportunities & Interventions that are required to be taken forward by all interested parties:

    g) Strategic alignment with other emerging allocations to allow an aligned approach to strategic infrastructure; education provision; green spaces; community assets; active travel etc.

    h) Landowner & Private Stakeholder Engagement is critical, to allow more efficient and cost effective solutions to common infrastructure delivery, and maximise the prospects of the site allocation being successful.

    i) Land assembly will be required, through a combination of private treaty negotiations, plus potential CPO in the scenario agreement(s) cannot be reached. As a minimum, this could involve the land identified for the new Interchange and associated access and servicing infrastructure.

    j) It is recommended a strategy is put in place between the public stakeholders to ensure timely and effective governance and decision making, plus budgets and resourcing strategies are in place to deliver all identified delivery outcomes.

    k) Continue to progress and update the financial viability modelling as better quality information is available and the preferred delivery route becomes development will continue to change and evolve alongside wider economic factors and market conditions.

    l) Public sector partners to jointly procure a more detailed Delivery Strategy Framework document, which identifies clear Project Objectives and a clear strategy and route map for delivery. This is important in the context of existing financial viability position.

    m) Explore funding opportunities, and how this may shape strategy and approach to development delivery – a range of funding methods and delivery levers will be required:

    n) Central Government Grants & Funds - alignment with WECA Growth and Investment Strategy.

    o) Local Revenue Generation & Leveraging Development Funds.

    p) Partnerships & Investment Models - Homes England; Registered Housing Providers; Public-Private Partnerships – national wealth fund.

q) Aligned Regional Approach with Mayoral Combined Authority - to Mayoral Development Zones; Mayoral Development Corporations; Strategic Place Partnerships.

Phasing

81. The Joint Masterplan sets out an indicative phasing strategy for the build out of the Hicks Gate area. This is dependent on the anticipated delivery trajectory of the individual developers and landowners involved and as such may be subject to change.

82. It is important to recognise that the delivery of some of the supporting infrastructure for example the neighbourhood centre to the south of the A4 or major interventions such as the Transport Interchange will come after some of the residential phase to the north of the A4, and that as such the initial residents may lack certain services. The inclusion of meanwhile uses in the earlier phases will be encouraged as a way of mitigating against this.

83. Some infrastructure requirements, for example the provision of pedestrian crossing points on the A4 and the provision of enhance public transport infrastructure, will be required in the early phase to ensure that opportunities for sustainable travel behaviours are possible as soon as the first residents take occupation.

Essential Infrastructure

84. Developers will be expected to enable the creation of a significant nature park and local nature reserve

85. .

86. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.

87. Given the site's scale, landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.

88. All sites at Whitchurch Village and Hicks Gate will be required to contribute proportionately to the delivery of a secondary school at North Whitchurch Village. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

89. All sites at Hicks Gate will be required to contribute proportionately to the delivery of a primary school and health facilities at this site. Development

will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

90. The delivery of the Transport Interchange will make a significant contribution towards enabling growth across the wider area. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs towards enabling its delivery.

Devonport House, Durley Park, Keynsham

3.157 Devonport House is located to the west of Keynsham, between Durley Hill and the Keynsham by-pass, adjacent to the Hicks Gate Fire Station, and on a prominent position on top of the hill. The site is accessed from the Durley Hill.

3.158 The site is 1.38Ha and contains a complex of office buildings, formed from a Victorian villa and interconnected buildings dating from the 1950s/1960s. It has been used since this time as office for a range of different businesses and has been vacant since October 2025. Much of the remainder of the site is presently covered by hardstanding, principally a surface level car park offering 186 spaces. The edges of the site are characteries by mature trees and other green infrastructure. Tree Preservation Orders apply to many of the trees located in and adjoining the Site.

3.159 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence.The site presents an opportunity to provide a high-quality mixed-use development that is responsive to its sensitive landscape setting and which will benefit from its location in close proximity Keynsham and the forthcoming Hicks Gate development, including the Transport Interchange, public transport improvements and access to the A4 and A4174.

Figure 3.14: Concept Plan for Devonport House. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.10: Devonport House

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. A mixed-use development of residential and employment floorspace, comprising:
    a) Residential development of around 50 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
    b) 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
    c) Employment floorspace to provide a minimum of 1,000 sqm of Class E(g) (offices, research and development, light industrial).
2. Financial contributions towards educational provision
3. Potential off site highway improvements to provide safe and non-hazardous walking and cycling route access to existing schools.
4. A Green Infrastructure Plan will be submitted, setting out how a development will:
    a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes
    b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats
    c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain
    d) Set out how the GI will be managed, maintained and monitored for a minimum of 30 years.
    e) A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality.
    f) Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

5. Provide safe vehicular access from Durley Hill

6. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:
    a) towards Keynsham town centre and the Lift Broadlands School;
    b) a crossing point on Durley Hill close to the existing bus stops; and
    c) the future developments at Hicks Gate, including primary schools, local centres, bus stops on the A4 and the Hicks Gate Transport Interchange.
    d) A shared use path along the entire length of Durley Hill between Hicks Gate Roundabout and Station Road/Bristol Road/High Street Roundabout
7. Provide the following public transport enhancements:
    a) Improvements to bus stops on Durley Hill.

Climate and Nature

Development proposals will:

Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include the following measures:

8. a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
9. Retain, restore and enhance boundary hedgerows. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
10. Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.
11. Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
12. Achieve dark corridors through the site.
13. Protect existing woodland within or adjacent to the site through provision of a minimum 20m buffer measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater.

14. Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

Design quality and placemaking principles

Development proposals will:

15. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on sensitive landscape features. Mitigation across the site will include:
    a) Measures to protect and enhance the skyline overlooking Keynsham bypass and beyond to the north, provide a tree buffer along the northern boundary of the site. Comprehensive advance planting of key landscape mitigation (woodland and non-woodland/hedgerow planting) is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. Retain the woodland/scrubby woodland which has established next to Durley Hill.
    b) Ensure provision of planting to soften edges and reduce visual impact
16. A strong tree infrastructure will be required throughout the site using large growing species to provide both GI nature-based solutions and structural landscaping to break up extensive massing of buildings.
17. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on heritage assets, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation. Development is likely to be limited to 2 storeys on higher ground
18. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and Implementation

19. In formulating plans for development, adjoining landowners, developers or promoters are expected to work collaboratively to ensure that the development of their sites is complementary.
20. Given the sensitive heritage and landscape context, and the potential requirement to integrate parcels in multiple ownerships, development

proposals shall be subject to independent design review prior to submission.

Durley Farm

3.160 Durley Farm is located to the west of Keynsham, between Durley Hill and the Keynsham by-pass, adjacent to the Hicks Gate Fire Station, and on a prominent position on top of the hill. The site is accessed from Durley Hill.

3.161 The site is approximately 3.5 Ha and is generally in open agricultural use with a large agricultural barn near to its northern boundary. An Enforcement Notice was served in 2024 requiring the use of the land for a variety of unlawful uses to cease. This was upheld and the lawful use of the land is agricultural.

3.162 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence.

3.163 The site is well located, close to the A4 and A4174 and provides a good opportunity to provide much needed Class E(g) (offices, research and development, light industrial), industrial or warehousing and logistics floorspace. Development needs to be responsive to its sensitive landscape setting and will benefit from its location in close proximity Keynsham and the forthcoming Hicks Gate development, including the Transport Interchange and public transport improvements along the A4 corridor

Figure 3.15: Concept Plan for Durley Farm. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.11: Durley Farm

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

3.164 Approximately 10,000 sqm of employment land in:

a) Class E(g) (offices, research and development, light industrial); and/or

b) B2 (general industrial) and/or

c) B8 (warehousing)

21. A Green Infrastructure Plan will be submitted, setting out how a development will:

a) Deliver green infrastructure in accordance with the Green Infrastructure Standards and Green Infrastructure Outcomes

b) Take account of the Local Nature Recovery Strategy and the creation and restoration of wildlife rich habitats

c) Integrate with other relevant policy requirements including provision of Biodiversity Net Gain

d) Set out how the GI will be managed, maintained and monitored for a minimum of 30 years.

e) A comprehensive, nature based sustainable drainage strategy (SuDS) that manages surface water through natural processes, integrates with the site's green and blue infrastructure network, and includes robust measures for the management of soils during construction to prevent sediment runoff and maintain water quality.

f) Adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

22. Provide safe vehicular access from Durley Hill.

23. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:

a) A crossing point on Durley Hill close to the existing bus stops; and

b) The future developments at Hicks Gate, including local centres, bus stops on the A4 and the Hicks Gate Transport Interchange.

c) A shared use path along the entire length of Durley Hill between Hicks Gate Roundabout and Station Road/Bristol Road/High Street Roundabout

24. Provide the following public transport enhancements:
    a) Improvements to bus stops on Durley Hill.

Climate and Nature

Development proposals will:

Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include the following measures:

25. a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
26. Retain, restore and enhance boundary hedgerows. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
27. Ensure that where buildings are adjacent to hedgerows and or woodlands and their buffers, the amount of space required between building elevations and hedgerow or tree canopy edge is carefully designed so as to create well-proportioned, pleasant, functional places for humans which also support and encourage the wildlife within the hedgerow network.
28. Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.
29. Achieve dark corridors through the site.
30. Protect existing woodland within or adjacent to the site through provision of a minimum 20m buffer measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater.
31. Incorporate biodiversity enhancement features, including the provision integrated nest or roosting features. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Boundaries should be designed to be permeable to hedgehogs.

Design quality and placemaking principles

Development proposals will:

32. Be informed by a comprehensive Landscape Visual Impact Assessment, taking into consideration potential impact on sensitive landscape features. Mitigation across the site will include:
    a) Measures to protect and enhance the skyline overlooking Keynsham bypass and beyond to the north, provide a tree buffer along the northern boundary of the site
    b) Comprehensive advance planting of key landscape mitigation (woodland and non-woodland/hedgerow planting) is required prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage. Retain the woodland/scrubby woodland which has established next to Durley Hill.
    c) Ensure provision of planting to soften edges and reduce visual impact
33. A strong tree infrastructure will be required throughout the site using large growing species to provide both GI nature-based solutions and structural landscaping to break up extensive massing of buildings.
34. Be informed by a comprehensive understanding of the sensitive heritage and landscape context in which the area sits, including undertaking a detailed historic environment assessment, to include assessment of the effects of development proposals on heritage assets, and undertake detailed evaluation and assessment, in order to inform design and to identify and implement appropriate mitigation. Development is likely to be limited to 2 storeys on this higher ground
35. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and Implementation

36. In formulating plans for development, adjoining landowners, developers or promoters are expected to work collaboratively to ensure that the development of their sites is complementary. Given the sensitive heritage and landscape context, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.

Whitchurch Village

3.166 Whitchurch Village is located within the northern part of B&NES, with a population of around 2,000 people. More recent development has increased the number of houses in the village by around 250 homes but did not bring with it any supporting facilities. The existing village lacks certain amenities such as a village convenience shop.

3.167 The settlement's relationship with Bristol is defined by areas of open land to the north and south-west which provide a clear physical and visual separation from the urban area. Retention of separation is an important consideration in the planning of future development to ensure the village's identity and character are maintained.

3.168 Whitchurch Village is surrounded nearly entirely by Green Belt, separating it from Bristol to the north and west, and Keynsham to the east.

3.169 The local transport network for Whitchurch Village is characterised by the dominance of private car journeys. This contributes to the high traffic volumes on the A37, which bisects the village. The lack of high-quality sustainable alternatives, notably a railway station, results in a high proportion of private car journeys, particularly to Bristol. For local journeys, walking, cycling and wheeling are not popular choices because of the lack of safe, attractive and convenient routes. A lack of employment opportunities in the village results in out-commuting, mostly by car.

3.170 There are a limited range of destinations served by direct bus services, although Whitchurch Village is well-served by frequent bus services to Bristol City Centre. Sustrans National Cycle Network (NCN) Route 3 links central and south Bristol to the Chew Valley and Wells, passing through Whitchurch Village, along Staunton Lane and Sleep Lane.

3.171 Various important heritage assets are located within and surrounding the village. Of particular note is Maes Knoll Scheduled Monument, which is located around 2km to the south-west of Whitchurch Village. The area surrounding Whitchurch Village is also highly sensitive in terms of landscape impact.

3.172 The cumulative impact of growth proposed at Keynsham and Saltford means that the two existing secondary schools in Keynsham will reach capacity and will not be able to accommodate growth at Whitchurch Village. As such, to support any growth in these areas, a new secondary school is required.

3.173 The village primary school is also currently close to capacity, with no space for on-site expansion, therefore any growth must also be support by provision of a new primary school.

3.174 The scale of growth proposed in Whitchurch Village is expected to increase demand for healthcare services. The NHS Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB) has advised that existing healthcare capacity is already under pressure and that additional healthcare infrastructure is likely to be required to support planned growth. At this stage, the form, scale and location of future provision have not been determined. Therefore, developers will be expected to engage with the ICB at an early stage to understand healthcare infrastructure requirements and any site-specific mitigation, land safeguarding or developer contributions required.

3.175 To address identified housing and infrastructure needs, strategic allocations within Whitchurch Village are set out below. Together, these sites provide an opportunity to deliver new homes alongside supporting infrastructure, including a new secondary school, a new primary school, a Local Centre, improvements to transport, healthcare and community facilities. Development will be expected to respect the village's character and setting, maintain an appropriate degree of separation from Bristol, and respond positively to the area's environmental, landscape and heritage sensitivities.

North Whitchurch Village

3.176 North Whitchurch Village is located to the north of Whitchurch Village, accessed off Stockwood Lane. The site forms an important green gap between the existing village and the edge of Bristol.

3.177 The site acts as a link between two green infrastructure corridors within Bristol which join the site from the north, and the Stockwood Vale landscape of steep-

sided valleys with its mix of woodland, hedgerow network, pasture fields and golf course to the east.

3.178 A number of important heritage assets are located in and around Whitchurch Village, including Maes Knoll and Wansdyke Scheduled Monuments located to the south-west. This site is located within the setting of these assets. It is close to the historic settlement of Whitchurch Village, with three Grade II listed buildings, Greyhouse, Manor Farmhouse and Staunton Manor Farmhouse, located to the south of the site.

3.179 As noted above, the two existing secondary schools in Keynsham will reach capacity and will be unable to accommodate growth at Whitchurch Village or Hicks Gate. To support any growth in these areas a new secondary school is required.

3.180 This allocation safeguards the site for delivery of a secondary school attached to Whitchurch Village, to support delivery of housing growth at Whitchurch Village and Hicks Gate, whilst continuing to retain a green gap between the village and the edge of the city of Bristol, maintaining the separate identity of Whitchurch Village and Bristol as distinct settlements, which is an important priority for residents. This gap, along with enhancement of existing hedgerows within the site, will continue to play an important role in linking the strong green infrastructure network in Bristol to Stockwood Vale.

3.181 The new secondary school also provides an opportunity to deliver sports facilities that can be shared with the wider community. Securing community access to these facilities will help meet identified local needs and maximise the social and health benefits arising from investment in sports infrastructure. The provision of sports pitches within the allocation will contribute to maintaining the separation between the village and Bristol by securing areas of open development across the site. This will complement the Green Infrastructure gap to the north, helping to preserve openness and reinforce the distinct identity of the settlement.

3.182 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence.

Figure 3.16: Concept Plan for North Whitchurch Village. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.12: North Whitchurch Village – Secondary School

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver a new secondary school.
2. Incorporate indoor and outdoor sports facilities, including playing pitches, designed to enable shared community use outside school operating hours. Proposals should explore opportunities to create a multi-sport hub serving both educational and community needs.
3. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses. SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
4. Provide adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities' providers.

Access and Movement

Development proposals will:

5. Provide safe vehicular access from Stockwood Lane. A design solution must be provided to ensure that provision of this access does not prejudice the provision of the northern vehicular access to the East Whitchurch Village site allocation (Policy 3.13).
6. Widen the footway and provide improved street lighting on Stockwood Lane through use of land within the site.
7. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and linking to the surrounding area, including retention of existing PROWs through the site from north to south, east to west, and diagonally connecting Stockwood Road to Staunton Lane. Development of the school site will respond positively to these routes.
8. Provide direct access to National Cycle Network (NCN) Route 3 from the site, to enable trips on foot and cycle to the Local Centre.
9. Ensure permeability from the school site to the existing village centre, and permeability northwards into Stockwood Bristol.

Climate and Nature

Development proposals will:

10. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:

    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

    d) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

    e) Protect existing woodland to the west of the site through provision of a minimum 20m buffer, measured from the outer edge of the root protection zone (RPZ) or canopy edge, whichever is greater. The inner 10m of this buffer should be designed to facilitate woodland extension and the establishment of woodland edge habitat through natural succession or planting and must remain free of hard infrastructure.

    f) Provide and maintain a minimum 20m buffer to Sturminster Road Site of Nature Conservation Interest and Stockwood Open Space Site of Nature Conservation Interest adjoining the site. The buffer must comprise habitat of demonstrable ecological value.

    g) Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

    h) Incorporate biodiversity enhancement features, including bird and bat boxes, log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity.

11. Be supported by an air quality assessment to assess the effect the development may have on air pollutant concentrations to ensure there is no detrimental impact to users of the school and existing residents. The assessment methodology, model verification and datasets used in the air

quality assessment must first be agreed with the Environmental Monitoring Team.

Design Quality and Placemaking Principles

Development proposals will:

12. Ensure that the scale, form and character of the secondary school and its facilities respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement. This will require the preparation of a detailed Historic Environment Assessment and a Landscape and Visual Impact Assessment, assessing and evaluating any impacts on designated heritage assets and non-designated heritage assets and their settings, including Grey House, Manor Farmhouse and Staunton Manor Farmhouse on Staunton Lane, designing in mitigation where required to minimise harm to the assets.
13. Retain a significant green gap of at least 100 metres between the northern boundary of the development and the southern boundary of Stockwood Bristol, for use as open green space or for nature recovery, ensuring the connection of the strong green infrastructure corridors within Bristol which join the site from the north, and the Stockwood Vale landscape to the east.
14. Ensure that development along Stockwood Lane relates positively to Stockwood Lane, and retains its rural green character, either through hedgerow retention, or creation of a tree-lined avenue.
15. Provide a Green Infrastructure corridor of at least 20m in width along the southern boundary of the site, linking to the Priest Path within the East Whitchurch Village site allocation. Development will relate positively to this GI corridor.
16. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation, where readily recognisable physical features do not currently exist, to establish a robust, readily recognisable and defensible Green Belt boundary.
17. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required. There is a potential bronze age barrow within the site close to Stockwood Lane, and its incorporation within a Public Open Space should be explored.

Delivery and implementation

18. All development sites at Whitchurch Village and Hicks Gate will be required to contribute proportionately to the delivery of the secondary school at North Whitchurch Village. Development at Hicks Gate, East Whitchurch Village, and South-West Whitchurch Village will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

East Whitchurch Village

3.183 East Whitchurch Village is located to the east and south-east of Whitchurch Village, comprising two main parcels of land, namely a parcel located directly east of the A37 between the A37 and Queen Charlton Road, and land adjoining the village to the east, currently occupied by Horseworld.

3.184 A number of important heritage assets are located in and around Whitchurch Village, including Maes Knoll and Wansdyke Ancient Monuments located to the south-west, and Queen Charlton Conservation Area to the east. This allocation is located within the setting of these assets.

3.185 The site will deliver a new community comprising around 1,040 homes, a Local Centre, including primary school, village shop, healthcare facility through early engagement with the ICB, a community hall and small-scale local employment floorspace.

3.186 Access to the development site will require the provision of a new road from the A37. In addition to serving the development, it is envisaged that the road will help reduce traffic movements through the centre of the village, delivering wider benefits to the local community. This could facilitate the closure of Sleep Lane to through traffic and its designation as a Quiet Lane, thereby enhancing opportunities for walking, cycling and recreational use.

3.187 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. The site allocation boundary is larger than the land which is proposed for release from the Green Belt and allocated for development. This provides for significant areas of public open space and green infrastructure that is compatible with Green Belt policy, delivering net benefits for residents and the environment to the east of the allocation.

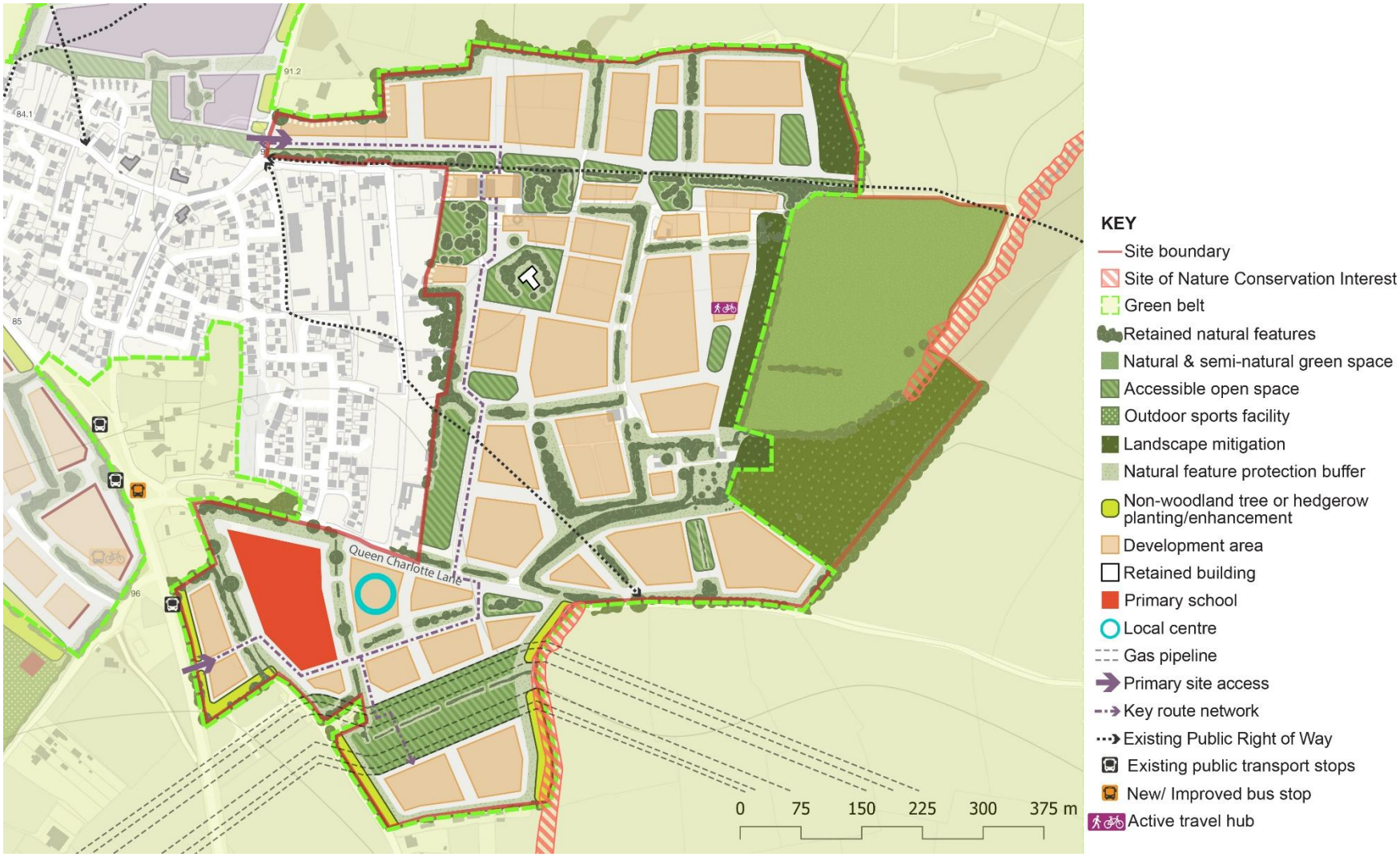

Figure 3.17: Concept Plan for East Whitchurch Village. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.13: East Whitchurch Village

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will:

1. Deliver residential development of around 1,040 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. Deliver 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Deliver a Local Centre providing:
    a) Convenience shop provision
    b) Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB)
    c) A multi-functional community space, with potential to be used for local youth provision, family hub, food hub, and support services.
    d) Small-scale, localised employment floorspace in Use Class E(g) offices, Research & Development, and Light Industrial that can function in a residential area
4. Deliver education facilities, including:
    a) A new two to three-form primary school
    b) Early years facilities, preferably integrated within the primary school site, or located within the Local Centre. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.
    c) Provision for Special Educational Needs and Disabilities (SEND), preferably within the primary school, or as a stand-alone facility. Where on-site provision is not feasible, financial contributions will be required to support off-site provision.
    d) Financial contributions towards the provision of a new secondary school located at North Whitchurch Village
5. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
    a) Deliver open space in accordance with the standards set out in appendix 2 of the Local Plan.
    b) Deliver a strategic area of public open space to the east of the site, comprising areas of new woodland for landscape mitigation, wood pasture and areas of meadow. These areas shall form an integrated

Neighbourhood Green Space network that provides recreational, ecological, landscape and heritage benefits, and connects with the wider green infrastructure network.

c) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.

d) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and

e) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.

6. Deliver a comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses. SuDS must have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.

7. Provide adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities' providers.

Access and Movement

Development proposals will:

8. Provide two safe and connected vehicular accesses, one from the A37 at the south of the site, and one from Staunton Lane at the north. A design solution must be provided at the Staunton Lane access to ensure that it does not prejudice development of the vehicular access to North Whitchurch Village (Policy 3.12).

9. Deliver the access route to accommodate development traffic and facilitate a reduction in through traffic through the centre of Whitchurch Village.

10. Deliver traffic management measures within Whitchurch Village to reduce through traffic movements through the village centre, including a modal filter on Sleep Lane.

11. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, with dedicated cycle facilities provided throughout the site, connecting to Stockwood Lane for onward travel to National Cycle Network Route 3.

12. Deliver an Active Travel Hub within the site
13. Retain existing public rights of way throughout the site.
14. Provide direct access to National Cycle Network (NCN) Route 3 from the site, to enable trips on foot and cycle to the Local Centre.
15. Provide the following financial contributions to public transport and active travel enhancements:
    a) A contribution towards a new travel hub in Whitchurch village on the A37, located at South-West Whitchurch Village.
    b) A contribution to improve National Cycle Network Route 3.
    c) A contribution for secure covered cycle parking in the centre of Whitchurch Village at the existing bus shelters and improvements to existing bus shelters.
    d) A contribution to widening the footway on the opposite side of Stockwood Lane with a new crossing on the pedestrian desire line from the development.
    e) A contribution to improved pavements leading to the village centre and public realm improvements in the centre of the village.
    f) A contribution to the creation of a network of quiet routes within the village linking key destinations with potential through traffic restrictions to enable people to walk and cycle away from traffic.

Climate and Nature

Development proposals will:

16. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.
    b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.
    c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

d) Ensure that where development adjoins hedgerows, woodland or associated buffer zones, adequate separation distances are provided between building elevations and the hedgerow or tree canopy edge. Layouts should be carefully designed to create well-proportioned, attractive and functional spaces for people, whilst safeguarding the ecological value of the hedgerow and woodland network and supporting wildlife movement, habitat connectivity and nature recovery.

e) Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations.

f) Retain existing bat roosts or provide appropriate replacement roosting habitat where necessary.

g) Deliver dark habitat corridors through and/or around the site to maintain and enhance bat activity and connectivity. Subject to detailed bat survey results, priority shall be given to safeguarding and strengthening the eastern boundary corridor, providing a north-south linkage between the grassland SNCI to the north, Charlton Bottom, and the Queen Charlton Watercourse.

h) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

i) Provide and enhance a semi-natural habitat buffer of at least 20m alongside Charlton Bottom and Queen Charlton Water Course SNCI, running along the eastern boundary of the site to the south of Queen Charlton Lane. Development must avoid encroachment of hard infrastructure within the buffer and the 10m riparian zone adjacent to the watercourse.

j) Protect, restore and enhance a minimum 10m riparian zone for the small watercourse located along the northern boundary of the site.

k) Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

17. Be supported by an air quality assessment to assess the effect the development may have on air pollutant concentrations to ensure there is no

detrimental impact to users of the school and existing residents. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design quality and placemaking principles

Development proposals will:

18. Deliver higher-density housing, typically around 50 dwellings per hectare, with higher densities concentrated around public transport hubs, local centres and key movement corridors, while ensuring that the scale, form and character of development respond positively to the site's context.
19. Ensure that development of the western parcel adjacent to the A37 provides a high-quality gateway and sense of arrival to the village.
20. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation, where readily recognisable physical features do not currently exist, to establish a robust, readily recognisable and defensible Green Belt boundary.
21. Respond positively to the high-pressure gas pipeline which bisects the site to the south. An appropriate buffer zone either side of the pipeline shall be provided in accordance with relevant safety standards, and incorporated as an integral part of the site's Green Infrastructure network.
22. Be informed by a comprehensive understanding of the site's sensitive heritage and landscape context. This will require the preparation of a detailed Historic Environment Assessment and a Landscape and Visual Impact Assessment. These assessments must include specific evaluation of the potential effects of development on Queen Charlton Conservation Area, the listed milestone on Queen Charlton Lane, and Maes Knoll Scheduled Monument, designing in mitigation where required to minimise harm to the assets. The findings should be used to guide the design of the site and to identify, evaluate, and implement appropriate mitigation measures. Landscape and heritage mitigation measures across the site will include:
    a) Retention and enhancement of the Priest's Path as a key landscape feature by providing a minimum 20m wide Green Infrastructure corridor along the path, aligned with the proposed Green Infrastructure corridor at North Whitchurch Village. Development should respond positively to this corridor, including the preservation of the two parish boundary stones located along the route.
    b) Ensure that built form responds positively to Queen Charlton Lane and Woollard Lane, retaining their rural green characters.
    c) Planting and landscaping along development boundaries to soften settlement edges and minimise visual impacts.
    d) Provide a 35m wide tree belt buffer along the eastern boundary of the site, located at the top of the slope, as shown on the concept plan. This

will be provided as advanced planting and a long-term management plan will be secured, to include funding and management arrangements for this landscape mitigation.

e) Provide of a strong tree belt buffer between development at the northern edge of the site and the existing sport pitches to the north, ensuring the connection of the strong Green Infrastructure corridor running along Whitchurch Railway Path, through the North Whitchurch Village site allocation and through into Stockwood Vale to the east.

f) Provide an extension to the woodland located at the bottom of the slopes to the east of the site, expanding it across to Further Mead Farm, to provide a strategic green infrastructure connection to the north of Queen Charlton Lane.

g) Provide a landscape buffer between development and the north-eastern boundary of Whitchurch Village Cemetery.

h) Deliver comprehensive advance planting of key landscape mitigation prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage.

i) Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

Delivery and implementation

23. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation.

24. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.

25. All sites at Whitchurch Village and Hicks Gate will be required to contribute proportionately to the delivery of a secondary school at North Whitchurch Village. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

26. All sites at Whitchurch Village will be required to contribute proportionately to the delivery of a primary school and health facilities at this site. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.

South-West Whitchurch Village

3.188 South-west Whitchurch Village is made up of parcels of land located between the A37 in Whitchurch Village, and the south eastern edge of Whitchurch Bristol.

3.189 The site is accessed from the A37, with no vehicular access possible directly into Whitchurch Bristol. However, there may be scope to provide a bus-only access into Whitchurch Bristol, via Stoneberry Road, subject to agreement with Bristol City Council.

3.190 Part of the site is currently in use as sport pitches and facilities associated with Bristol Barbarians RFC. The rest of the site is made up of agriculturally improved grassland fields.

3.191 The site is located within the setting of a number of important heritage assets located in and around Whitchurch Village, including Maes Knoll and Wansdyke Scheduled Monuments located to the south west, Lyons Court Farm directly adjoining the site to the north, and the historic settlement of Whitchurch Village with Grade II* church to the north.

3.192 The route of the former Bristol and North East Somerset Railway runs through the centre of the allocation, with a stone railway bridge located on its boundary with the A37.

3.193 The eastern part of the site is crossed by an existing 11kV overhead electricity distribution line.

3.194 The site will deliver around 700 homes, accessed from the A37. The existing sport pitches and facilities will be relocated and re-provided to an equivalent quality and accessibility further south within the site boundary. The route of the historic railway line and the existing overhead electricity transmission line will be planned positively into any future development. Provision of significant Green Infrastructure throughout the site will provide mitigation of the impact of development on heritage assets, and will also play an important role in retaining separation between the village and the city of Bristol. Open land to the South West of the allocation will be provided as a new Country Park, made up of semi-formal parkland with parkland trees. This, together with the former

railway line corridor, shall form an integrated Wider Neighbourhood Green Space network that provides recreational, ecological, landscape and heritage benefits, connects with the wider green infrastructure network.

3.195 The Council's education service has confirmed that education needs arising from growth at Whitchurch Village are best met through the provision of shared facilities serving the wider area, rather than separate schools within each allocation. Accordingly, a new primary school is proposed at East Whitchurch Village and a new secondary school at North Whitchurch Village, which together will serve development across the Whitchurch allocations, including South West Whitchurch Village. Development at South West Whitchurch Village will therefore be expected to contribute towards these education facilities through appropriate developer contributions.

3.196 The site is currently located in the Green Belt. Exceptional circumstances exist to justify the release of the site from the Green Belt, as set out in supporting evidence. The site allocation boundary is larger than that which is proposed for release from the Green Belt and allocated for development. This provides for significant areas of public open space and green infrastructure that is compatible with Green Belt policy, delivering net benefits for residents and the environment.

3.197 The allocation comprises land in multiple ownerships and is anticipated to come forward in a number of phases over the plan period. A comprehensive masterplan will therefore be required for the whole allocation area to provide a coordinated approach to the delivery of development, infrastructure and open space. This will ensure that development proposals for individual phases are planned and implemented in a manner which supports, and does not prejudice, the comprehensive development of the allocation as a whole.

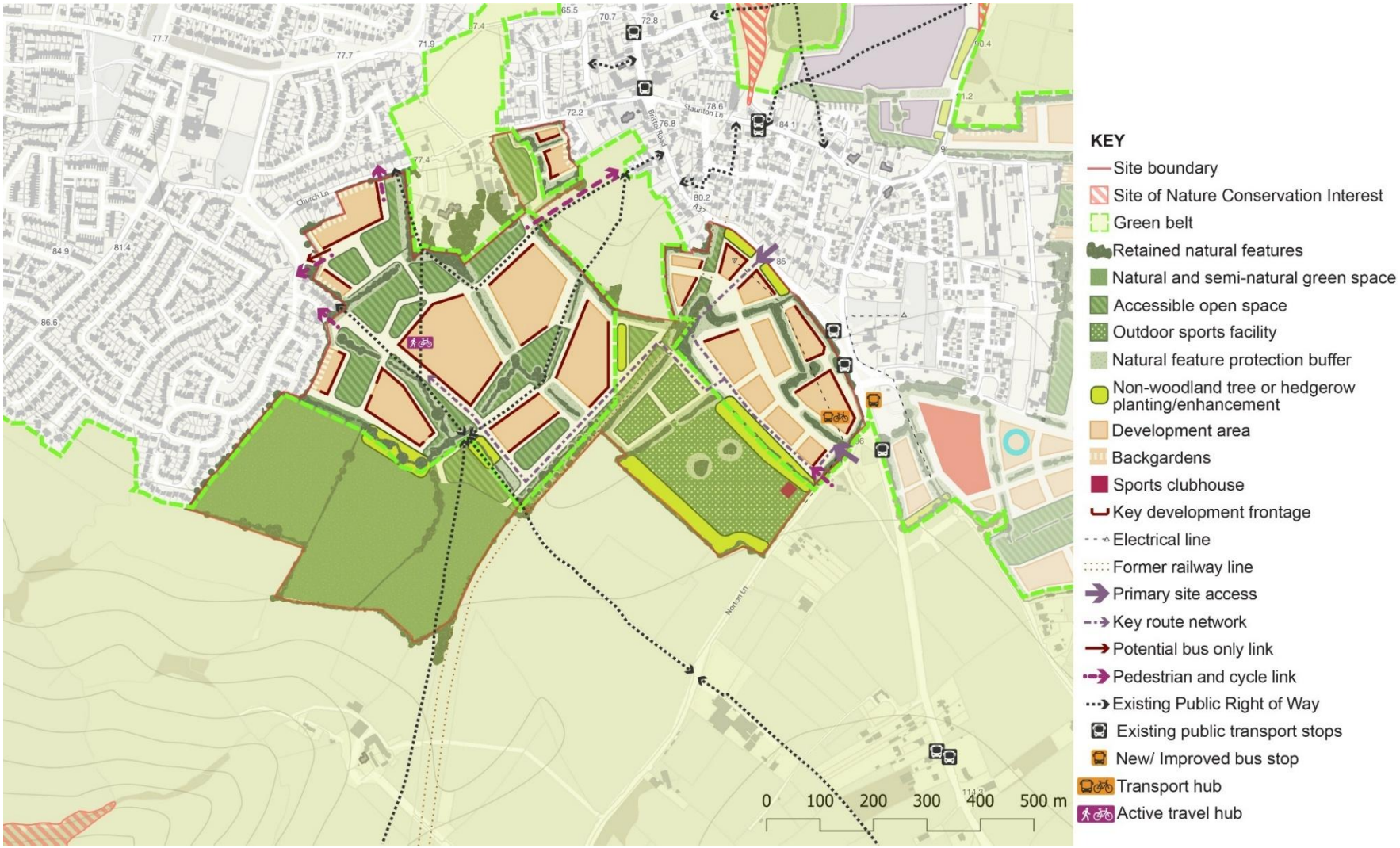

Figure 3.18: Concept Plan for South West Whitchurch Village. This diagram is illustrative. It supports the site allocation policy text, illustrating how site requirements could be achieved.

Policy 3.14: South-west Whitchurch Village

Development Requirements and Design Principles

Land Use and Infrastructure

Development proposals will deliver:

1. Residential development of around 700 homes, including a mix of dwelling types and sizes in line with requirements in the Local Housing Needs Assessment.
2. 40% affordable housing on-site, in accordance with the provisions and tenure split specified in Policy 6.14.
3. Reprovision of sport pitches and facilities within the site boundary, of equivalent or better quality, quantity, accessibility and management arrangements.
4. Education facilities, including:
    a) Financial contributions towards the provision of a new secondary school located at North Whitchurch Village.
    b) Financial contributions towards the provision of a new primary school located at East Whitchurch Village.
    c) Financial contributions towards the provision of early years facilities, located at East Whitchurch Village.
    d) Financial contribution towards provision of Special Educational Needs and Disabilities (SEND) facilities.
    e) Exploration and carrying out or funding of any on and off-site highway improvements to provide safe and non-hazardous walking and cycling route access to existing and future primary and secondary schools.
5. A small convenience store located to the western side of the allocation.
6. Healthcare facilities specified through early engagement with the Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (ICB), either on-site, or by making a financial contribution to provision of off-site healthcare facilities.
7. A travel hub, close to the A37. The detailed specification, scale and mix of facilities will be determined through the site masterplanning and/or development management process, informed by a detailed assessment of local context, transport needs and opportunities. The travel hubs should be located close to the A37, enabling efficient public transport operation and convenient interchange between modes. It should function as a multi-modal interchange that enables and encourages transfer between walking, wheeling, cycling, micromobility, public transport and shared transport

services, supported by facilities appropriate to the location and scale of demand, with an expectation that it will not exceed 100 car parking spaces.

8. An Active Travel Hub located towards the west of the site.
9. Be supported by the submission of a Green Infrastructure Plan demonstrating how the proposal will:
    a) Deliver open space in accordance with the standards set out in appendix 2 of the Local Plan.
    b) Deliver a strategic area of public open space and Country Park to the South West of the site, comprising semi-formal parkland with parkland trees.
    c) Retain, enhance, create and restore wildlife rich habitats, having regard to the priorities of the West of England Local Nature Recovery Strategy.
    d) Integrate Green Infrastructure provision with other relevant policy requirements, including the delivery of Biodiversity Net Gain; and
    e) Set out a stewardship strategy for all Green Infrastructure, detailing how it will be managed, maintained, funded and monitored in perpetuity, and how local communities will be engaged in its ongoing management and use.
10. A comprehensive, nature-based sustainable drainage strategy (SuDS) to manage surface water through natural processes. The strategy should prioritise features such as rain gardens and the use of private gardens, seeking to return water to the environment as close as possible to where it falls, and enabling its reuse for non-potable purposes. SuDS must be integrated with the site's green infrastructure network and include robust measures for soil management and the control of surface water runoff during construction, in order to prevent sedimentation and pollution of on-site or adjacent watercourses. SuDS will have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
11. Provide adequate utilities infrastructure to support the scale and phasing of development, through liaison with all relevant utilities providers.

Access and Movement

Development proposals will:

12. Provide safe vehicular access directly from the A37, with a secondary access from Norton Lane. A design solution must be provided to ensure that accesses do not prejudice the provision of the southern vehicular access to the East Whitchurch Village site allocation.
13. Explore the opportunity for a bus-only access onto Stoneberry Road.

14. Deliver a development layout for each land parcel designed to establish clear, direct, and multi-modal permeability through the entire site, including provision of access to the A37 from land parcels adjacent to Whitchurch Bristol.
15. Deliver a connected network of walking, cycling and wheeling routes throughout the site, and integrating into the surrounding area, including:
    a) Multiple accesses onto the A37
    b) Direct access to the A37 via Blackacre, providing access to the existing village centre
    c) Retention of all existing Public Rights of Way located across the site
    d) Multiple routes into Whitchurch Bristol providing access to facilities and amenities in the area
    e) Access onto Norton Lane, providing access to the new local centre and primary school located at East Whitchurch Village
16. Ensure connectivity for active travel between each of the land parcels, allowing for future permeability where delivery of parcels is phased.
17. Provide the following financial contributions to public transport and active travel enhancements:
    a) A contribution to a new toucan crossing over the A37 from the site, to connect to Sleep Lane, and onwards to NCN 3.
    b) A contribution to improve National Cycle Network (NCN) Route 3.
    c) A contribution for secure covered cycle parking in the centre of Whitchurch Village at the existing bus shelters.
    d) A contribution towards a new travel hub in Whitchurch village on the A37.
    e) A contribution towards a new bus service to Keynsham.
    f) A contribution to the creation of a network of quiet routes within the village linking key destinations with potential through traffic restrictions, to enable people to walk and cycle away from traffic.
    g) A contribution to improved wider footways along the A37 connecting into Sleep Lane and the village centre.

Climate and Nature

Development proposals will:

18. Be informed by a comprehensive understanding of the site's ecological context. This will require the preparation of a detailed Ecological Impact Assessment. Mitigation measures across the site will include:
    a) Deliver a minimum 20% biodiversity net gain, secured either on-site or through appropriately located off-site measures. Proposals must

demonstrate that the mitigation hierarchy, as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has been applied.

b) Retain, restore and enhance key existing internal and boundary hedgerows as shown on the concept plan. A minimum 10m habitat buffer shall be provided to all retained hedgerows, measured from the hedge centre line or 5m from the outer edge of the root protection zone or canopy edge of any hedgerow trees, whichever is greater. The location of utilities within the site should take account of buffers to trees and hedgerows.

c) Achieve minimal breaks through retained hedgerows, including for access and embedding habitat connectivity into the design.

d) Ensure that where development adjoins hedgerows, woodland or associated buffer zones, adequate separation distances are provided between building elevations and the hedgerow or tree canopy edge. Layouts should be carefully designed to create well-proportioned, attractive and functional spaces for people, whilst safeguarding the ecological value of the hedgerow and woodland network and supporting wildlife movement, habitat connectivity and nature recovery.

e) Respond to the site's location within the SAC bat consultation zones (Greater Horseshoe Bat Consultation Zone C and Lesser Horseshoe Bat Consultation Zone B), including the retention, protection and enhancement of key commuting and foraging habitats for SAC bat populations

f) Achieve dark corridors through the site.

g) Retain and protect existing field trees within the site, with buffers extending 5m from the outer edge of the root protection zone or canopy edge, whichever is greater.

h) Protect, restore and enhance a minimum 10m riparian zone for small watercourses and drainage ditches within and bounding the site, including Brislington Brook to the north.

i) Incorporate biodiversity enhancement features, including the provision of a minimum of one integrated nest or roosting feature per residential unit. This should be delivered through built-in bird and bat boxes (such as swift bricks and bat bricks) within new buildings and, where appropriate, supplemented by standalone features within the public realm (including swift towers and bat walls). Development must also provide a range of additional habitat features, such as log piles, insect hotels, bee bricks, green and brown roofs or walls, and measures to support hedgehog connectivity. Garden boundaries should be designed to be permeable to hedgehogs.

19. Be supported by an air quality assessment to assess the effect the development may have on air pollutant concentrations to ensure there is no

detrimental impact to users of the school and existing residents. The assessment methodology, model verification and datasets used in the air quality assessment must first be agreed with the Environmental Monitoring Team.

Design quality and placemaking principles

Development proposals will:

20. Optimise density across the site, while ensuring that the scale, form and character of development respond positively to the site's context, including heritage assets, landscape character, and the form of the existing settlement. Lower densities will be provided to the southern part of the site, with a graduation to higher densities further north.
21. Ensure that built form responds positively to:
    a) The A37
    b) Norton Lane
    c) The relocated sport pitches
    d) The route of the former Bristol and North East Somerset Railway
    e) Any key vehicular and active travel routes throughout the site.
    f) Any accessible open space within the site.
22. Provide accessible open space along the route of the former Bristol and North East Somerset Railway
23. Provide substantial structural planting, landscaping and multifunctional green infrastructure along the outer edge of the allocation, where readily recognisable physical features do not currently exist, to establish a robust, readily recognisable and defensible Green Belt boundary.
24. Be informed by a comprehensive understanding of the site's sensitive heritage and landscape context. This will require the preparation of a detailed Historic Environment Assessment and a Landscape and Visual Impact Assessment. These assessments must include specific evaluation of the potential effects of development on Maes Knoll and the Wansdyke Scheduled Monuments, Whitewood Farmhouse, Lyons Court Farmhouse, and the Church of St Nicholas. The findings should be used to guide the design of the site and to identify, evaluate, and implement appropriate mitigation measures. Mitigation measures across the site will include:
    a) Development of exemplary design standards to ensure a strong fit with the receiving historic landscape, particularly with regards to the western half of the allocation and its relationship with Lyon's Court Farmhouse.
    b) Drawing back development and keeping open space within the immediate surroundings of Lyon's Court Farmhouse.

c) Ensuring development within the field adjacent to St Nicholas' Church is designed at a lower height (9m or less) to avoid competing for prominence with the church tower.

d) Delivery of a robust site-wide green infrastructure network, including large-canopy tree species, structural landscaping and nature-based solutions, to enhance biodiversity and break up the visual massing of development.

e) Delivery of substantial areas of open space to maintain openness, safeguard key views, and conserve the significance and setting of heritage assets.

f) Planting and landscaping along development boundaries to soften settlement edges and minimise visual impacts.

g) Provision of a tree buffer between the relocated sport pitches and the open land to the south-west.

h) Provision of a tree buffer between the relocated sport pitches and the development parcels to the north-east.

i) Deliver comprehensive advance planting of key landscape mitigation prior to any development phases commencing to ensure delivery of effective mitigation function at the earliest possible stage.

j) Maintaining historic rights of way as part of the landscape design scheme.

k) Retaining, wherever possible, historic landscape structure throughout the site.

25. Ensure that the design of any facilities associated with the relocated sport pitches are informed by the results of the Historic Environment Assessment, including consideration of siting and design of a clubhouse, parking and pitch lighting.

26. Evaluate the potential for archaeological remains across the development site and ensure appropriate mitigation where required.

27. Ensure that the 11kV overhead electricity line running through the site is incorporated positively into the site layout, in consultation with the relevant electricity infrastructure provider, to ensure compliance with safety, access and operational requirements. The line should be integrated into the design through provision of landscaping, public open space, green infrastructure and active travel routes, to minimise visual and amenity impacts. Diversion or undergrounding will be supported where feasible, viable and agreed with the network operator. Where this is not achieved, development should be designed on the basis that the line will remain in situ.

Delivery and Implementation

28. Development proposals shall demonstrate how they have been planned and prepared collaboratively with the landowners, developers and

promoters of adjoining land parcels within the allocation area. Proposals shall demonstrate how they integrate with adjoining parcels in relation to access, movement networks, Green Infrastructure, and education, health and community infrastructure, to ensure the coordinated and comprehensive delivery of the allocation. Development proposals shall also demonstrate how they integrate effectively with the existing village of Whitchurch, the suburbs of Bristol and the allocation at East Whitchurch Village.

29. Given the site's sensitive heritage and landscape context, its prominent position along a key transport corridor, and the requirement to integrate parcels in multiple ownerships, development proposals shall be subject to independent design review prior to submission.
30. All sites at Whitchurch Village and Hicks Gate will be required to contribute proportionately to the delivery of a secondary school at North Whitchurch Village. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
31. All sites at Whitchurch Village will be required to contribute proportionately to the delivery of a primary school, health facilities at East Whitchurch Village. Development will not be permitted unless equalisation mechanisms are in place to ensure fair apportionment of costs.
32. The comprehensive development of the site allocation shall include the delivery of, or proportionate financial contributions towards, the transport hub on the A37. Development proposals will be required to demonstrate that appropriate equalisation mechanisms are in place to ensure the fair distribution of infrastructure costs across all land parcels within the allocation.