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NORTH SOMERSET COUNCIL

LANDSCAPE SENSITIVITY ASSESSMENT ADDENDUM

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LSA Addendum

1 INTRODUCTION

1.1 Context of this Addendum

1.1.1 - Wardell Armstrong (WA) was commissioned by North Somerset Council (NSC) in 2017 to undertake a Landscape Sensitivity Assessment (LSA) of the areas surrounding selected settlements within North Somerset. The Landscape Sensitivity Assessment was published in March 2018.

1.1.2 - The aim of the LSA study was to provide a robust landscape evidence base for the Local Plan. It comprised a strategic assessment of the sensitivity of the landscape of North Somerset to housing development on the periphery of selected settlements. The study also provides a context for landscape capacity and impact assessments, undertaken for both previously identified sites and additional sites as they come forward.

1.1.3 - NSC have commissioned WA to undertake an additional sensitivity assessment of land adjacent to the boundary of the administrative area of NSC and Bristol City Council (BCC). This land is located to the west of Bristol and is located between Long Ashton and Dundry. The Study Area is shown on Map 1 and links to the Study Areas of Long Ashton and Dundry.

1.1.4 - The purpose of this LSA Addendum is to provide NSC with an assessment of the landscape sensitivity of the additional Study Area to residential development; business and general industrial development (B1 and B2 Class Use) and Park and Ride facilities within the line of the South Bristol Link at the Kiln roundabout; Park and Ride facilities adjacent to the roundabout; and also as an extension to the existing Park and Ride at Long Ashton.

1.1.5 - This Addendum should not be read as a standalone document and reference should be made to Chapters 1 to 5 of the LSA. This Addendum has been undertaken in accordance with the methodology and guidance presented within the LSA, within the context of the landscape character of North Somerset.

1.1.6 - This Addendum provides further detail in regard the landscape sensitivity. In addition to making recommendations regarding general landscape sensitivity, it also comments on which type of development could be accommodated. The development types include, Park and Ride facilities, residential development and employment development.

2 RESULTS OF ASSESSMENT

2.1 Introduction

2.1.1 - The following sets out the summary and recommendations for the Study Area. It provides a description and an analysis of the surrounding landscape and is followed by a conclusion summarising the different levels of sensitivity within the landscape. The levels of sensitivity are attributed to specific development types where relevant and it should be assumed that an area is of high sensitivity to a development type unless specifically stated otherwise.

2.1.2 - In addition, details of potential mitigation measures are provided, which could reduce the sensitivity of the landscape or improve an existing settlement edge or urban area.

2.1.3 - The results for this Study Area should be read in combination with the Map at Appendix 1 of this Addendum, which illustrate the findings of the assessment and the levels of sensitivity within each area of search. This map shows numbered land parcels which have been found to have medium sensitivity to different development types. The analysis below refers to these numbers for ease of reference.

2.2 The Study Area

2.2.1 - At its most northerly extent, the Study Area is located adjacent to the Long Ashton Park and Ride and extends south-westwards, to the south of the A370. As such it links to the Study Area for Long Ashton. The Study Area extends westwards to Ridings Wood, Barrow Big Wood and Barrow Common. The western boundary of the Study Area relates to where topography, vegetation and development limit inter-visibility with land further to the west.

2.2.2 - To the south, the Study Area extends beyond Highridge Road where it links to the Study Area for Dundry. The eastern boundary of the Study Area comprises the administrative boundary of NSC.

Description

2.2.3 - The topography of the Study Area is undulating. Land to the north is generally less undulating and is located at lower topography. Topography rises in the central and southern parts of the Study Area and is increasingly undulating.

2.2.4 - Development within the Study Area is generally limited to farms and small scale linear settlement located along roads. In addition, there are a number of strategic roads,

such as the South Bristol Linkway (SBL) (A4174) and the A38, that extend through the Study Area and a Park and Ride to the far north-west. At the eastern boundary of the Study Area the urban edge of Bristol predominates, including industrial development to north-west and residential development to the west and south-west.

- 2.2.5 - There are a number of Public Rights of Way that extend through the area, including Monarch's Way and the Community Forest Path, which are national long-distance footpaths.
- 2.2.6 - There are five Grade II Listed buildings located within the Study Area and a number of others located at the boundary. Located to the east of the Study Area boundary, there is the Grade II Listed Landscape at the former CEGB Headquarters and the Grade II Listed Former Central Electricity Generating Board HQ (The Pavilions). In addition, the Grade II* Listed Ashton Court Registered Park and Garden and Ashton Court SSSI are located to the north, beyond the B3128.
- 2.2.7 - There are three Local Wildlife Sites located within the Study Area, one is located to the north and is adjacent to the SBL. There is one located at the western boundary, associated with Barrow Big Wood and Ridings Wood. There is also one located to the south, adjacent to Valley View Farm.
- 2.2.8 - The whole of the Study Area is covered by a Green Belt designation.

Analysis

- 2.2.9 - Generally, land to the west of the SBL has rolling topography and tree cover is provided by small areas of woodland, copses and trees at the boundary of fields. This land is rural in character and is separated from the urban edge of Bristol, Long Ashton and Dundry. The SBL currently forms a strong physical boundary to development, separating this land from the urbanising influence of Bristol. Owing to this, land to the west of the SBL is generally of high sensitivity to any form of development.
- 2.2.10 To the north of the Study Area, from some areas there is visual coalescence between Long Ashton and Bristol. However, trees, large fields and strategic highways provide physical separation between the two settlements. The field located to the west of the Long Ashton Park and Ride (Land Parcel 01) is well contained by trees and Ashton Brook and is of medium sensitivity to Park and Ride development.
- 2.2.11 The three fields to the south of the Park and Ride (to the north-west of the Study Area) are open and there is inter-visibility between this land and land at a higher topography to the north and south of the Study Area. Owing to this, this land is of high sensitivity.

However, if it was considered necessary to develop this land in future, a suitable landscape framework should be implemented and allowed to mature prior to development to reduce the inter-visibility of this land with land to the north and south of the Study Area.

2.2.12 Land adjacent to the SBL and north of the A38 (Land Parcel 02) is open but well contained by a hedgerow and trees on a ridge of topography to the north. This land is of medium sensitivity to small scale development such as a Park and Ride. Land to the north of this land is steeper and there is greater inter-visibility between it and land at a higher topography to the north. Moreover, this land is located within close proximity to a Local Wildlife Site. Therefore, this land is of high sensitivity.

2.2.13 Land located to the east of the SBL and south of the A38 (Land Parcels 03 and 04) is sloping but is generally well contained by trees and hedgerows, although land to the south is less well contained due to rising topography. In addition, the SBL is a strong physical barrier which would form a logical limit to development in this location. Owing to the above, this land is of medium sensitivity to residential, employment and Park and Ride development, rising to high sensitivity on higher topography to the south.

2.2.14 Land south of the A38 and west of the SBL (Land Parcel 05) is partially contained by trees and hedgerows and gently sloping. Owing to this, this land is of medium sensitivity to Park and Ride development. The topography of land beyond to the west and south is steeper, and has more inter-visibility with land to the south. This land to the west and south is of high sensitivity.

Conclusion

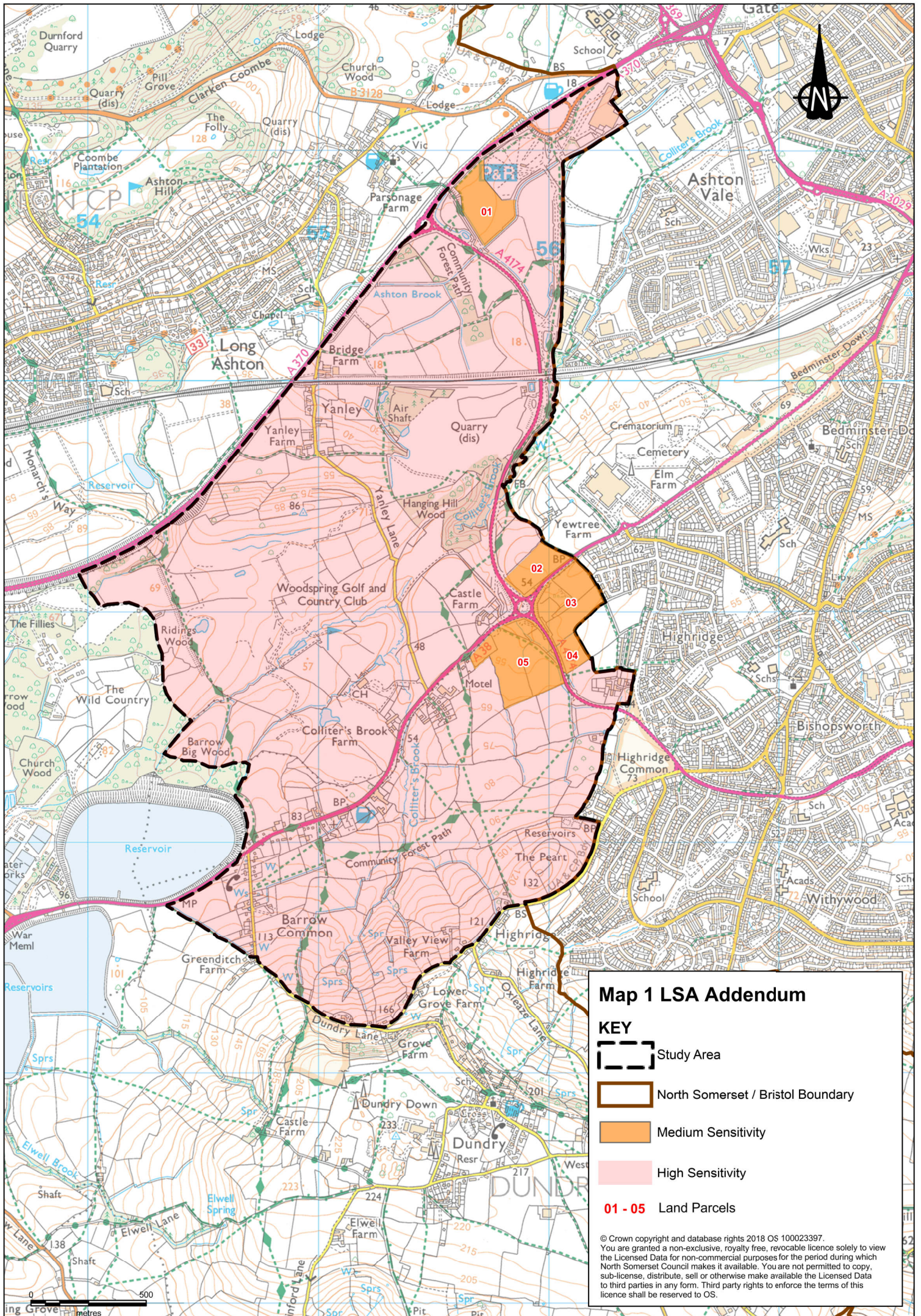
2.2.15 Land to the north of the Study Area, adjacent and west of Long Ashton Park and Ride (Land Parcel 01) is of medium sensitivity to Park and Ride development, but of high sensitivity to residential and employment uses.

2.2.16 The three fields to the south of the Park and Ride are of high sensitivity. However, if it was considered necessary to develop this land in future, a suitable landscape framework would be required to reduce the inter-visibility of this land with land to the north and south of the Study Area.

2.2.17 Land located to the east of and adjacent to the SBL and the A38 (Land Parcel 02), is of medium sensitivity to small scale development such as a Park and Ride, but of high sensitivity to residential and employment uses.





- 2.2.18 Land located to the east of the SBL and south of the A38 (Land Parcels 03 and 04) is of medium sensitivity to residential, small-scale employment and Park and Ride development, rising to high sensitivity on higher topography to the south.
- 2.2.19 The land south of the A38 and west of the SBL (Land Parcel 05) is of medium sensitivity to Park and Ride development, but of high sensitivity to residential and employment uses.
- 2.2.20 All remaining land within the Study Area is generally of high sensitivity to residential, employment and Park and Ride development.

DRAWINGS



Map 1 LSA Addendum

KEY

-  Study Area
-  North Somerset / Bristol Boundary
-  Medium Sensitivity
-  High Sensitivity
- 01 - 05** Land Parcels

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STOKE-ON-TRENT
Sir Henry Doulton House
Forge Lane
Etruria
Stoke-on-Trent
ST1 5BD
Tel: +44 (0)178 227 6700

BIRMINGHAM
Two Devon Way
Longbridge Technology Park
Longbridge
Birmingham
B31 2TS
Tel: +44 (0)121 580 0909

CARDIFF
22 Windsor Place
Cardiff
CF10 3BY
Tel: +44 (0)292 072 9191

CARLISLE
Marconi Road
Burgh Road Industrial Estate
Carlisle
Cumbria
CA2 7NA
Tel: +44 (0)122 855 0575

EDINBURGH
Great Michael House
14 Links Place
Edinburgh
EH6 7EZ
Tel: +44 (0)131 555 3311

GLASGOW
2 West Regent Street
Glasgow
G2 1RW
Tel: +44 (0)141 433 7210

LONDON
46 Chancery Lane
London
WC2A 1JE
Tel: +44 (0)207 242 3243

MANCHESTER (City Centre)
76 King Street
Manchester
M2 4NH
Tel: +44 (0)161 817 5038

MANCHESTER (Greater)
41-50 Futura Park
Aspinall Way
Middlebrook
Bolton
BL6 6SU
Tel: +44 (0)194 226 0101

NEWCASTLE UPON TYNE
City Quadrant
11 Waterloo Square
Newcastle Upon Tyne
NE1 4DP
Tel: +44 (0)191 232 0943

SHEFFIELD
Unit 5
Newton Business Centre
Newton Chambers Road
Thornccliffe Park
Chapelton
Sheffield
S35 2PH
Tel: +44 (0)114 245 6244

TRURO
Baldhu House
Wheal Jane Earth Science Park
Baldhu
Truro
TR3 6EH
Tel: +44 (0)187 256 0738

International offices:
ALMATY
29/6 Satpaev Avenue
Regency Hotel Office Tower
Almaty Kazakhstan
050040
Tel: +7(727) 334 1310

MOSCOW
21/5 Kuznetskiy Most St.
Moscow
Russia
Tel: +7(495) 626 07 67