KEYNSHAM TOWN COUNCIL

Minutes of the Planning & Development Committee meeting held on Monday 26th October 2026 at 7.00 pm in The Space, Market Walk, Keynsham.

PRESENT: A Beaumont, D Biddleston, D Brassington, D Cooper, C Davis, C Fricker and A Wait (late).

IN ATTENDANCE: Dawn Drury (Town Clerk)

68. APOLOGIES FOR ABSENCE

RESOLVED:
There were none.

69. DECLARATIONS OF INTEREST

RESOLVED:
To note there were none.

70. DISPENSATIONS

There were none.

71. CONFIRMATION OF MINUTES

The Minutes of the Planning & Development Committee meeting held on Monday 5th October 2026 (previously circulated) be confirmed as a true record and signed by the Chairman.

72. PUBLIC PARTICIPATION

There were none present.

73. QUESTIONS ON NOTICE BY MEMBERS

There were none.

74. SITE VISITS

There were none.

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75. CONSULTATION ON PLANNING APPLICATIONS

75.1 26/03551/FUL Land to Rear of 190 Bath Road

Erection of detached bungalow and integral garage.

RESOLVED:
To SUPPORT the application - There are no planning reasons to object to this application: - Keynsham Town Council consider that the proposal is in accordance with Bath and North East Somerset Council Policies D1 – D6 of Bath and North East Somerset adopted Placemaking Plan 2017 and Local Plan (Core Strategy) Partial Update Jan 2023.

75.2 26/03606/FUL 19 Derwent Grove

Replacement dormer bungalow and new dormer bungalow to create two dwellings with associated parking and gardens.

RESOLVED:
To SUPPORT the application - There are no planning reasons to object to this application: - Keynsham Town Council consider that the proposal is in accordance with Bath and North East Somerset Council Policies D1 – D6 of Bath and North East Somerset adopted Placemaking Plan 2017 and Local Plan (Core Strategy) Partial Update Jan 2023.

75.3 26/03906/FUL 45 Lockingwell Road

Demolition of existing garage, replaced with additional living accommodation.

RESOLVED:
To SUPPORT the application - There are no planning reasons to object to this application: - Keynsham Town Council consider that the proposal is in accordance with Bath and North East Somerset Council Policies D1 – D6 of Bath and North East Somerset adopted Placemaking Plan 2017 and Local Plan (Core Strategy) Partial Update Jan 2023.

75.4 26/03866/FUL 14 Mells Close

Removal of existing rear conservatory. Erection of new single storey rear extension. Erection of new single storey porch extension to front elevation.

RESOLVED:
To SUPPORT the application - There are no planning reasons to object to this application: - Keynsham Town Council consider that the proposal is in accordance with Bath and North East Somerset Council Policies D1 – D6 of Bath and North East Somerset adopted Placemaking Plan 2017 and Local Plan (Core Strategy) Partial Update Jan 2023.

75.5 26/01249/FUL Latchets Kennels, Redlynch Lane, Chewton Keynsham

Erection of 7 no dwellings and associated works following demolition of kennels and associated infrastructure.

RESOLVED:
Keynsham Town Council strongly OBJECTS to the principle of the proposed development on the grounds that the site is in an unsustainable location, with inadequate pedestrian, cycle and public transport connectivity to Keynsham and its local facilities. The proposed development would conflict with the objectives of Policies ST1 and ST7 of the Bath & North East Somerset Local Plan Partial Update and the relevant provisions of the National Planning Policy Framework (NPPF).

The Town Council is concerned that the proposed development would generate additional vehicle movements onto Redlynch Lane, which connects to Charlton Road, south of Keynsham. This is an area where the adequacy of pedestrian, cycle and public transport connections has already been identified as a significant concern in relation to proposed residential development.

The Town Council considers that the application must be assessed not only in terms of the individual access arrangements for Latchets Kennels, but also in the context of the cumulative impact of development in this area, including the proposed Poplars development for nine dwellings under planning application 26/03773/PIP.

1. Highway Safety and Access
The proposed development would introduce seven additional dwellings, with associated vehicle movements using the access onto Redlynch Lane and the connecting route to Charlton Road.

The Town Council is concerned about the suitability and capacity of this local road network to accommodate additional traffic safely, particularly given the characteristics of the existing roads and the lack of suitable infrastructure for pedestrians and cyclists.

The connection between Redlynch Lane and Charlton Road is particularly relevant because it serves as the route linking this location with Keynsham, Whitchurch and further on to Bristol. The Town Council considers that B&NES should be satisfied that the access arrangements, road geometry, visibility and available highway infrastructure are adequate to accommodate the additional traffic generated by the development without creating unacceptable highway safety risks.

The application should therefore be supported by a robust assessment of the proposed access and the likely effects of the access on to Redlynch Lane, the additional traffic on Redlynch Lane, its junction with Charlton Road and the wider local highway network.

2. Sustainable Transport and Pedestrian Accessibility
The Town Council is concerned that the site is poorly connected to Keynsham by sustainable transport modes.
There is no segregated pedestrian or cycle provision or street lighting along this section of Charlton Road to provide a safe and attractive route into the built-up area. There are also concerns about the availability of accessible local bus services and the practical opportunities for residents to use public transport for everyday journeys.

These deficiencies would make walking, cycling and public transport less attractive or impractical for many prospective residents, increasing reliance on private vehicles for access to shops, employment, schools, healthcare and other essential services.

The Town Council considers that the application should demonstrate how residents would be able to access Keynsham safely and conveniently without depending predominantly on private car use.

In the absence of satisfactory and deliverable measures to address these deficiencies, the development would conflict with the sustainable transport objectives of Policies ST1 and ST7 of the Bath & North East Somerset Local Plan Partial Update.

3. Cumulative Impact of Development
The Town Council is particularly concerned about the cumulative highway implications of the Latchets Kennels proposal when considered alongside the proposed Poplars development for nine dwellings under application 26/03773/PIP.

The two proposals are situated in the same general area south of Keynsham, with access to the wider highway network involving Redlynch Lane and Charlton Road.

Consequently, the additional traffic generated by both developments has the potential to place further pressure on the same local roads and their connections to Keynsham. The Town Council considers that the highway implications of these proposals should not be assessed in isolation. B&NES should consider the cumulative effect of the additional vehicle movements, the suitability of the connecting roads and junctions, and the implications for highway safety and the movement of pedestrians and cyclists.

These cumulative impact concerns are further heightened by the development proposals for Keynsham South and along the Charlton Road that are within the proposed B&NES Draft Local Plan.

The Town Council is concerned that approving further residential development in this area without a satisfactory assessment of the combined effects could exacerbate existing accessibility and highway safety deficiencies.

The assessment should therefore establish whether the surrounding highway network can safely and satisfactorily accommodate the additional traffic arising from both proposals, alongside existing traffic and any other relevant committed or proposed development.

4. Impact on the Local Highway Network
The Town Council considers that the capacity of Redlynch Lane and its connection to Charlton Road must be properly assessed in relation to the additional traffic generated by the proposed seven dwellings.

In particular, B&NES should be satisfied that:

- *The proposed access arrangements provide appropriate visibility and safe entry and exit from the highway.*
- *Redlynch Lane and its junction with Charlton Road can safely accommodate the anticipated increase in vehicle movements.*
- *The development would not give rise to unacceptable highway safety risks for existing road users.*
- *The cumulative traffic implications of the Latchets Kennels and Poplars proposals have been properly assessed.*
- *Appropriate and safe opportunities for pedestrian and cycle movement are available, including connections to Keynsham.*
- *The development would not result in an unacceptable increase in dependence on private cars because of inadequate sustainable transport alternatives.*
  These matters are particularly important given the existing concerns regarding the lack of suitable pedestrian and cycle infrastructure along Charlton Road.

5. Planning Policy Considerations
The Town Council considers that the proposal must be assessed against the development plan as a whole, with particular regard to the following policies and principles:

Policy ST1 – Promoting Sustainable Travel
The absence of safe, convenient and attractive walking and cycling connections, together with concerns regarding public transport accessibility, raises significant questions about whether the development would support sustainable travel choices.

Policy ST7 – Transport Requirements for Managing Development
The proposed development must demonstrate that its access arrangements and effects on the surrounding highway network are acceptable and that the transport implications of additional development can be accommodated safely.

National Planning Policy Framework
The relevant provisions of the NPPF seek to ensure that development provides safe and suitable access for all users, promotes sustainable transport opportunities and prevents unacceptable highway safety impacts. The cumulative impact of development and the opportunities for walking, cycling and public transport should be considered when determining the application.

The Town Council considers that these matters require proper assessment before planning permission is granted.

75.7 26/03773/PIP Poplars Cottage, Redlynch Lane, Chewton Keynsham

Permission in Principle for the erection of up to 9 dwellings.

RESOLVED:
Keynsham Town Council strongly OBJECTS to the principle of the proposed development on the grounds that the site is in an unsustainable location, with inadequate pedestrian,

cycle and public transport connectivity to Keynsham and its local facilities. The proposed development would conflict with the objectives of Policies ST1 and ST7 of the Bath & North East Somerset Local Plan Partial Update and the relevant provisions of the National Planning Policy Framework (NPPF).

1. Location and Sustainability
The application site lies outside the adopted Housing Development Boundary. Its suitability for residential development must therefore be considered carefully against the relevant development plan policies, including Policies ST1 and ST7, which seek to promote sustainable transport, accessibility and genuine travel choice.

The site is situated to the south of Keynsham and is not adequately connected to the existing built-up area by safe and convenient routes for pedestrians and cyclists. In particular, there is no segregated pedestrian or cycle provision or street lighting along Charlton Road to provide a suitable connection to Keynsham's residential areas and facilities. Furthermore, there are no local bus stops readily available to serve prospective residents.

These deficiencies would make walking, cycling and public transport unattractive or impractical for many journeys, resulting in a significant reliance on private cars. This would undermine the objectives of sustainable development and would not provide future residents with a genuine choice of travel modes.

The Town Council considers that the location is unsuitable for residential development in the absence of satisfactory and deliverable measures to address these fundamental accessibility deficiencies.

2. Proposed Residential Land Use
The proposed residential use must be considered in the context of the site's location and its relationship with existing services, facilities and employment opportunities.

Given the inadequate provision for pedestrians and cyclists, the lack of readily accessible public transport and the resulting dependence on private vehicles, the Town Council considers that the site is not an appropriate location for the proposed residential development.

The development would introduce additional households in a location where residents would have limited opportunities to undertake everyday journeys by sustainable modes of transport. This would conflict with the objectives of Policies ST1 and ST7 and the NPPF's emphasis on sustainable patterns of development and reducing reliance on the private car.

3. Amount of Development
The application seeks permission in principle for nine detached dwellings. Although the scope of this application is limited to the location, land use and amount of development, the number of dwellings proposed must be considered in the context of the site's accessibility and the capacity of the surrounding highway network.

The Town Council is concerned that the proposed scale of development is inappropriate for this location, given the lack of sustainable transport connections and the potential for additional vehicle movements along the existing access route.

The submitted information also raises concerns regarding the feasibility of providing satisfactory access arrangements, including the necessary visibility splays at the access junction. The Transport Development Management team's assessment indicates that the required visibility splays may not be achievable from the position currently indicated.

Although detailed access arrangements may be considered at a subsequent stage, the Town Council considers that any fundamental constraints affecting the safe and practical development of the site should be properly understood before permission in principle is granted.

4. Highway Safety and Connectivity
The Town Council notes the concerns raised by B&NES Transport Development Management team regarding the principle of development at this location, particularly the absence of suitable connections to facilities that residents would reasonably expect to access on a daily basis.

The lack of safe pedestrian and cycle infrastructure along Charlton Road, combined with the absence of readily accessible public transport, presents a significant barrier to sustainable travel. These deficiencies are particularly concerning for residents who may not have access to a private vehicle, including older people, young people and those with mobility limitations.

The Town Council considers that the proposed development would risk creating an isolated residential location in which private car use would be the principal practical means of accessing services, employment and other facilities.

5. Cumulative Impact of Development

The Town Council is particularly concerned about the cumulative highway implications of the Poplars proposal when considered alongside the proposed Latchets development for nine dwellings under application 26/01249/FUL.

The two proposals are situated in the same general area south of Keynsham, with access to the wider highway network involving Redlynch Lane and Charlton Road.

Consequently, the additional traffic generated by both developments has the potential to place further pressure on the same local roads and their connections to Keynsham. The Town Council considers that the highway implications of these proposals should not be assessed in isolation. B&NES should consider the cumulative effect of the additional vehicle movements, the suitability of the connecting roads and junctions, and the implications for highway safety and the movement of pedestrians and cyclists.

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These cumulative impact concerns are further heightened by the development proposals for Keynsham South and along the Charlton Road that are within the proposed B&NES Local Plan.

6. Planning Policy Considerations
The proposal should be assessed against the development plan as a whole, with particular regard to the following:

- *Policy ST1 – Promoting Sustainable Travel: The site's poor connectivity and lack of safe, attractive alternatives to private car use would undermine the policy's sustainable transport objectives.*
- *Policy ST7 – Transport Requirements for Managing Development: The development raises concerns regarding accessibility, sustainable travel opportunities and the ability of the site to accommodate additional development without unacceptable transport consequences.*
- *National Planning Policy Framework: The proposal raises concerns regarding sustainable patterns of development, accessibility, opportunities for walking and cycling, and the need to reduce dependence on private vehicles.*

The Town Council considers that these matters are fundamental to the acceptability of the proposed development and cannot simply be treated as detailed design issues for a later stage.

For the reasons above, the Town Council considers that the proposal fails to demonstrate that the site is an appropriate and sustainable location for residential development. It would conflict with the objectives of Policies ST1 and ST7 of the Bath & North East Somerset Local Plan Partial Update and the relevant provisions of the NPPF.

Keynsham Town Council therefore requests that B&NES refuse permission in principle for Planning Application 26/03773/PIP.

TREEWORKS

75.8 26/03908/TPO Second Floor Wessex House, Pixash Lane

Horse Chestnut T4 - fell.

RESOLVED:
Noted with comments – Keynsham Town Council will be guided by Bath and North East Somerset Council's Arboricultural Officer's decision.

76. PLANNING APPLICATIONS DETERMINED BY B&NES COUNCIL

RESOLVED:
That the planning applications determined by B&NES Council be received and noted.

77. ITEMS FOR DECISION

77.1 26/9/0686/OU2 Bristol Airport, Northside Road, Felton, Wrington

RESOLVED:
To receive and note the information.

77.2 TRO Preliminary Consultation 26-058A

RESOLVED:
That the Town Council has no further comments regarding the TRO.

77.3 TRO Preliminary Consultation 26-058B

RESOLVED:
That the Town Council has no further comments regarding the TRO.

77.4 TRO Preliminary Consultation 26-058C

RESOLVED:
That the Town Council has no further comments regarding the TRO.

77.5 TRO Preliminary Consultation 26-067A

RESOLVED:
That the TRO information is received and noted.

77.6 TRO Preliminary Consultation 26-067B

RESOLVED:
That the TRO information is received and noted.

77.7 TRO Preliminary Consultation 26-067C (attached)

RESOLVED:
That the TRO information is received and noted.

78. 26/02517/FUL 1 Broadlands Avenue & 26/02516/FUL 26 Lulworth Road

RESOLVED:
To receive and note the information.

79. LIST OF OUTSTANDING PLANNING APPLICATIONS

RESOLVED:
That the information be received and noted.

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80. DATE OF NEXT MEETING

RESOLVED:
That the next scheduled meeting of this Committee will be held in ***The Space, Market Walk, Keynsham on Monday 16th November 2026 at 7.00 p.m.***

The meeting finished at 7.45 p.m.

Signed: (CHAIR) …… Date: ……

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