

Weston Villages
Supplementary Planning Document

Executive Committee Draft, July 2011

North Somerset Council



DRAFT

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Chapter 1 - Introduction

- 1.1 Weston Villages is the principal new strategic development area within North Somerset as set out in the emerging Core Strategy. This comprises two proposed new communities located generally to the south east of Weston-super-Mare; **Winterstoke Village** located on the former Weston Airfield and **Parklands Village** on the former RAF Locking and adjacent land. Together they will form sustainable communities comprising around 5,000 to 6,000 dwellings, provided in step with supporting facilities, services and infrastructure and as part of an employment-led approach where sufficient employment opportunities are provided to ensure a sustainable and balanced development.
- 1.2 The Core Strategy (Policy CS30) sets out the broad policy context and identifies the general extent of the development area. This Supplementary Planning Document (SPD) provides more detailed guidance to support masterplanning and delivery.

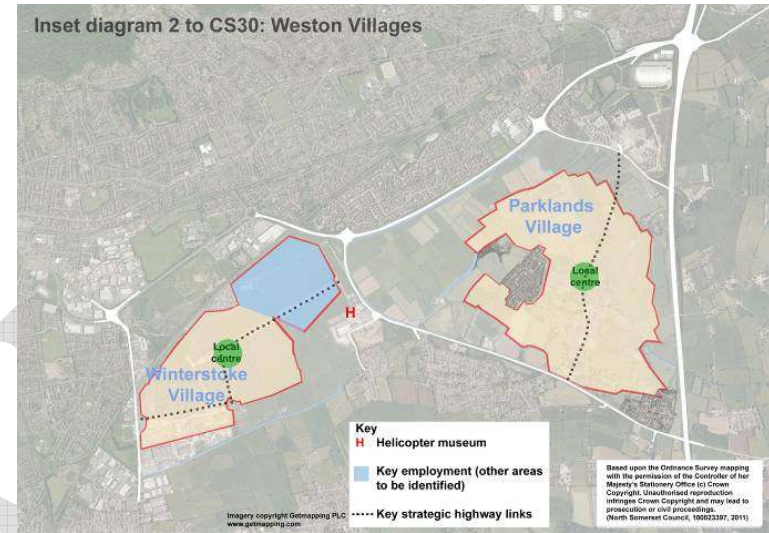
Purpose of the SPD

The SPD sets out the vision and key requirements for the planning and delivery of Weston Villages. **Winterstoke Village** and **Parklands Village** will be planned and delivered as a series of distinct neighbourhoods focussed around mixed use local centres providing a range of facilities and services necessary to support a sustainable community.

It also sets out a **masterplan framework** for the overall development. This identifies the key principles and development requirements which developers must respect when preparing their more detailed character area plans. This will help to ensure that development takes place in a comprehensive and co-ordinated manner which reflects overall sustainable development objectives, whilst at the same time providing flexibility for developers to bring forward innovative design solutions, and to support viable development proposals.



Weston Villages location in North Somerset



Weston Villages Strategic Allocation in Core Strategy

Site context

1.3 The development potential of the area to the south-east of Weston-super-Mare has been recognised since the 1990s. The development site includes both areas of previously developed land at the former airfield and RAF Locking and Greenfield sites to the south of the A370. Other than the higher land in the vicinity of the former RAF Locking this land is generally flat and characterised by a network of man-made drainage ditches known as rhyes.

1.4 **Winterstoke Village** - This development centres on the disused Weston Airfield which is a large open, flat landscape bounded by the Cross Rhyne to the south that forms part of an extensive network of rhyes connecting through to Uphill and the Bristol Channel. There are existing industrial areas, the largest of which is off Winterstoke Road, a variety of former airfield buildings, and the Helicopter Museum adjacent to the A371 Locking Moor Road. The Helicopter Museum forms an important tourist attraction in the town.

1.5 **Parklands Village** - This includes Locking Parklands which is the former RAF Locking site which was in operation until 1998 as an RAF training facility and has now been cleared although some former features remain including the grid structure to the road network, the parade ground and former chapel. Within this area are Flowerdown Park and Locking Grove which are areas of former service housing which are now predominantly in private ownership. The remainder of Parklands Village is primarily low lying agricultural land and is characterised by a series of geometric rhynes, the most important of which is the Grumblepill Rhyne, an important wildlife corridor.

1.6 The Core Strategy diagram sets out the broad extent of the proposed development.

- The Weston Villages will exhibit a distinct sense of place and support strong community development.
- They will be physically distinct from the surrounding Weston urban area, more so at the Parklands Village.
- Their form will reflect the historical character of existing settlements in the area such as Locking and Hutton.

- The setting of adjacent communities, particularly Locking and Hutton are recognised and protected.
- The Weston Villages will be framed by green infrastructure to reinforce their setting, support biodiversity, provide opportunities for leisure use and water attenuation.
- Helicopter noise and safety corridors will be protected.

1.7 The functional floodplain will be protected and comprehensive flood mitigation measures implemented to enable development and agreed with the Environment Agency.

Chapter 2 - Key principles

2 Two central principles underpin the development of the Weston Villages and provide the overall context for the production of the masterplan framework, the sub-area plans and associated delivery mechanisms. They are summarised below:

Place-making

2.1 The concept of place-making is used to describe the overall objective of creating places with a strong identity, making the new

development locally distinctive, and ensuring quality in how places are designed and function. The physical form of the place should be capable of supporting a range of functions and land use patterns that help build local community identity, cohesion and capacity.

2.2 Quality design is critical to this process, including the whole of the built and natural environment, but the concept is wider than this and will encompass all those elements which contribute to the character of an area, and give the place its specific identity.

Place making principles: Weston Villages

- Winterstoke and Parklands will each exhibit a distinct local image based on their character and heritage.
- Neighbourhoods within each village will have their own identity which reflects and complements the overall village vision as set out for each sub-area (through sub-area masterplanning) and reinforced through Design Coding.

- The development will demonstrate a commitment to low carbon and low energy principles.
- The mixed use local centres will be the focal points for facilities and services and be easily accessible from all parts of the new development by a range of transport modes.
- Office and industrial land uses will provide employment opportunities that are easily accessible to surrounding neighbourhoods and set in commercially attractive locations.
- Existing heritage, landscape and biodiversity features will be integrated into the new developments to create a distinctive and memorable character.
- A strong green infrastructure will be delivered, including an interconnected and multifunctional network of spaces and wildlife corridors throughout the developments.
- A range of residential densities will be provided, with higher densities closer to local centres and more accessible locations, and opportunities for lower density family housing.
- There will be a network of direct, attractive and safe pedestrian and cycle

routes linking open spaces, facilities and other destinations to key areas within the existing town.

- There will be a clear legible road hierarchy with the main routes through the villages also being the principal bus routes.
- Adequate parking will be provided.
- Naming of streets and places will reflect the local character such as local features or historical connections.
- Design of new buildings and spaces will reference the historic or landscape heritage of the area.
- Principal gateways into the developments will be of high quality design.

2.3 These principles will permeate through all elements of the new development such as the naming of places, streets and neighbourhoods, to the design and layout of buildings and spaces. This will contribute to a strong sense of place and help to support community integration.

2.4 The Parklands local centre currently has a planning application for a LeisureDome, a sub-regional leisure facility focussed around an

indoor ski slope. The masterplanning framework demonstrates how this could be accommodated within the development (if it is approved) and the opportunities associated with this development maximised.

Place making principles: Winterstoke Village

- Elements of the historic aviation character will be reflected in the layout, design and character of the development.
- Existing heritage features such as WW2 pill boxes and airfield buildings and features will be preserved.
- The strong east-west linear character provided by runway will be retained.
- A single centrally located local centre will be provided adjacent to the Cross Airfield Link.
- The local centre will accommodate an appropriate range of retail, community and other uses.
- Pedestrian and cycleway links will connect the residential areas with the local centre, other services and facilities, Parklands Village and the town centre.
- A green corridor will be provided running north-south through the development and connecting with Hutton Moor, Cross Rhyne and Hutton.

- A green buffer will be provided to protect the setting and separate identity of Hutton and Locking.
- The rhyes landscape character will be retained and enhanced – watercourses and hedgerows.

Place making principles: Parklands Village

- A strong green infrastructure setting will be created.
- The rhyes landscape character will be retained and enhanced – watercourses and hedgerows.
- Parkland setting of former RAF Locking and important trees to be protected.
- Historical features associated with former RAF Locking to be retained within the development.
- Heritage feature of motte & bailey site and its setting to be protected and interpreted.
- Pedestrian and cycleway links will connect the residential areas with the local centre, other services and facilities, Winterstoke Village and the town centre.
- Retention of green corridors throughout the village.
- Organic and informal village feel to design and layout.

- Local centre to be centrally located fronting onto parkland to act as the focus for the new community.
- Principal access roads across the site will connect from A371 to Churchland Way.
- Green buffer to protect setting and separate identity of Locking village.

Community building

2.5 The development of the Weston Villages is underpinned by an aspiration to foster a strong and self-sustaining community where people have a sense of pride in their local area. Central to this community ethos is the need to deliver efficient and sustainable services and facilities located within the development to support community interaction and to facilitate sustainable living.

2.6 These two concepts bring together the key themes and objectives and aspirations to test the successfulness of development. They should be uppermost in the minds of decision makers, developers and service providers at every step of the process. The emerging development will be subject to regular monitoring and review to ensure that place-making and community building are being effectively integrated and delivered.

In order to create a successful and sustainable development, it is vital to consider the community needs from the outset.

2.7 Central to this will be the **community engagement strategy** which will aim to involve local residents including new residents, their representatives and existing communities. Early engagement will help to foster a culture in which people expect to be involved in shaping their neighbourhood. Building communities where people expect to share their views and aspirations helps to develop strong, inclusive and adaptable communities for the future. Community engagement is a long term strategy and it will therefore be important to continue to learn from the experience and aspirations of new and existing residents throughout the life span of the development and beyond.

2.8 Strong and inclusive communities are characterised by strong social networks. Encouraging the growth of social networks within a community is supported by local residents feeling that the public spaces and facilities in their area are safe and welcoming places to use. Inclusive design and well managed open spaces reduces fear of crime

and promotes the use of open spaces enabling residents to interact and get to know others in the community. A range of stakeholders should be involved in the development of public spaces. Central to this are the mixed use local centres which will act as hubs for the emerging community and these are expected to include multi-use facilities including a range of services and facilities. These must be established early on in the development to encourage patterns of behaviour which focus in on the new development area, rather than relying on existing facilities elsewhere. Most important of all is the provision of a community space at the start of the development. This can act as an information point, a meeting place and the centre for organised activities and services. This can be provided in a variety of ways and may be a flexible or shared space with room to expand as demand increases.

2.9 The form and character of the local centres needs to be established early to provide a sense of place and local identity. They will contain an appropriate range of retail uses, but also community uses, employment and offices. It is important that these centres incorporate flexibility over the life of the development to enable sites or buildings to be found for new uses as the population grows and matures.

These centres must be at the heart of the pedestrian and cycle network and the focus for public transport. Density should generally increase as you get nearer the centres to maximise footfall and public transport access. Residential areas should be phased so generally sites which are most accessible to the local centres are developed first.

2.10 In order to create viable, strong communities from the outset, mechanisms must be explored to encourage and facilitate new residents getting involved in decisions which affect their emerging communities. This will include local residents having a direct voice in all aspects of the new development from commenting on planning applications to identifying community needs and priorities and identifying issues and concerns in relation to implementation of infrastructure, the street scene and green spaces.

2.11 The process of involving residents needs to have a framework so that it is clear how and when residents will be involved and which decisions they can influence. It is envisaged that a community group will be formed that will have an ongoing involvement in the development as it takes shape and developers are expected to participate in this.

Community building principles

- Adoption of a community engagement strategy.
- Provide opportunities for local residents to become involved in and influence local decision making, and to take ownership
- Development must be adaptable to adjust to future community needs and the impacts of climate change.
- Community space to be provided at each village from the outset – the form and function to evolve as the community grows and develops.
- Flexible approach to the development of local centres – provide opportunities for additional uses/buildings in the future and adaptability of use.
- Services and facilities to be accessible by a variety of means with an emphasis on walking and cycling.
- Engage with the new and existing communities at the earliest stage and throughout the design and build process.
- Support the involvement of new and existing residents through dedicated and skilled community engagement resources.

- Provide good information on what is happening at regular intervals and in a range of accessible formats.
- Subject to suitable phasing strategies, build the development incrementally so that lessons from each stage can be understood and improvements can be built in to the next stage.
- Build and develop strong partnerships between developers; public services and local residents to ensure that buildings and spaces are flexible and relevant.
- Maximise the use of local resources such as jobs, energy and local food production opportunities.

Chapter 3 – Key development drivers and constraints

Sustainable development principles

- 3 This section sets out the broad overriding principles which will shape the new developments and which will be articulated in more detail through the preparation of the sub-area masterplans.
- 3.1 **Movement and legibility:** Weston Villages should be designed and laid out to encourage sustainable transport choices from the outset

through the provision of safe, attractive and direct routes for walking and cycling linking residential areas and facilities, and connections with the town centre, other parts of Weston and the rural area. Bus routes should be clearly defined with well designed and convenient stops and shelters accessible from residential areas and facilities. There must be a clear road hierarchy within the development with principal roads designed in terms of their safety, capacity, character and alignment to reflect their function whilst taking account of the need to discourage rat running. Uses such as employment or retail which are likely to generate regular service movements (including heavy vehicles) will need good access to the principal road network and be designed to avoid any adverse impact on residential neighbourhoods. Local access roads serving smaller neighbourhoods will be designed to reflect their residential character such as through appropriate traffic calming measures.

- 3.2 **Green space:** A comprehensive multifunctional, inter-connected and adaptable green space network will be provided. This will deliver an integrated range of spaces for informal and formal leisure and children's play, support biodiversity through retaining, enhancing and connecting habitats, creating desirable routes

for walking and cycling to maximise accessibility and promote healthy lifestyles, and support the mitigation of and adaptation to climate change. It will significantly contribute to the place-making objective by providing the framework for the design and appearance of the new villages and their local neighbourhoods, and stimulate community engagement in how it might adapt to changing requirements over time.

- 3.3 **Mixed uses and tenures:** Each village should form a sustainable and well balanced development offering a range of opportunities for local recreation, employment, shopping and other uses. The local centres will form the primary locations for a range of mixed uses and are located to be accessible to surrounding neighbourhoods. A variety of residential types and tenures will be provided with a particular emphasis on family housing.
- 3.4 **Adaptability and resilience:** All development should demonstrate commitment to sustainable design and construction, including increasing energy efficiency through design so that schemes are sustainable both in terms of their environmental impact and in their ability to be flexible and adaptable to changing future requirements. This includes both climate change and to be responsive the changing

needs of communities and businesses over time. The development, for example, must incorporate sustainable water management measures such as rainwater recycling, water conservation and the management of run-off, drainage, and wider flooding issues. Development should also recognise the value of green space and maximise the opportunities for walking, cycling and public transport.

- 3.5 **Resources and efficiency:** The development should embody low carbon development principles and maximise the use of sustainable energy. Design and construction should use materials with a low embodied energy, maximise passive solar energy, natural ventilation and cooling so as to minimise the use of mechanical energy driven systems. High levels of insulation should also be utilised in order to reduce heat losses. There will be a site-wide approach to sustainable energy generation with renewable decentralised energy infrastructure provided where feasible and viable and measures included to ensure its long term management and development.
- 3.6 **Architecture and townscape:** The quality of the urban design, buildings and spaces is critical to the success of the developments with the principles set out in the masterplan framework

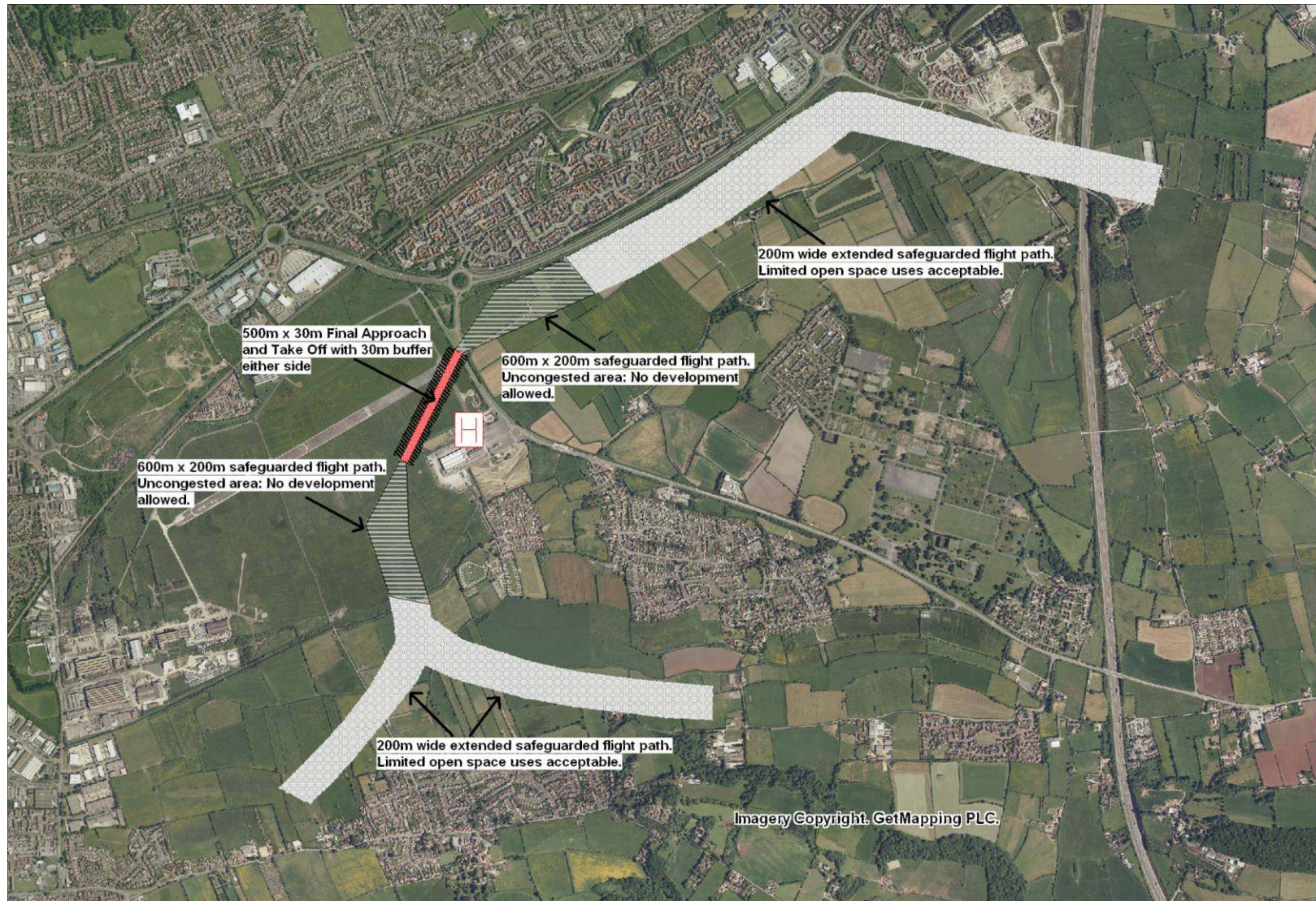
being interpreted through the sub-area plans and then applied with a consistently high standard, guided by design coding. In particular, care must be taken around the residential environments, the local centres and the gateways into the villages. The treatment of the main transport corridors, public open spaces and key buildings is of critical importance. Local neighbourhoods will have their own distinct character through different approaches to design and layout and use of materials and colours all of which responding to the specific local context e.g. the parklands setting or the more formal historic grid structure of the former RAF Locking.

Helicopter safeguarding

- 3.7 The Helicopter Museum is an existing facility and important tourist attraction to the town, and the requirements of helicopter movements, particularly in relation to safety and noise issues, need to be accommodated in the masterplanning of the Weston Villages. These relate to air experience flights, visiting helicopters, demonstration flight days and maintenance/air test flights.
- 3.8 The new development will mean that existing flight paths will need to be adjusted to enable development to take place and proposals assessed to ensure that safety issues are not

compromised and noise sensitive uses (particularly residential) are appropriately located in relation to flight paths and testing of equipment.

- 3.9 Winterstoke Village is currently adversely affected by the existing flight path which needs to be adjusted to enable take off and landing to and from the south rather than the west at present. To the east, the flight corridor will need to be realigned to minimise the impact on the proposed Parklands Village and to ensure a safe approach path to the Helicopter Museum from the countryside beyond the Weston urban area. The plan below shows the new safeguarded corridors.



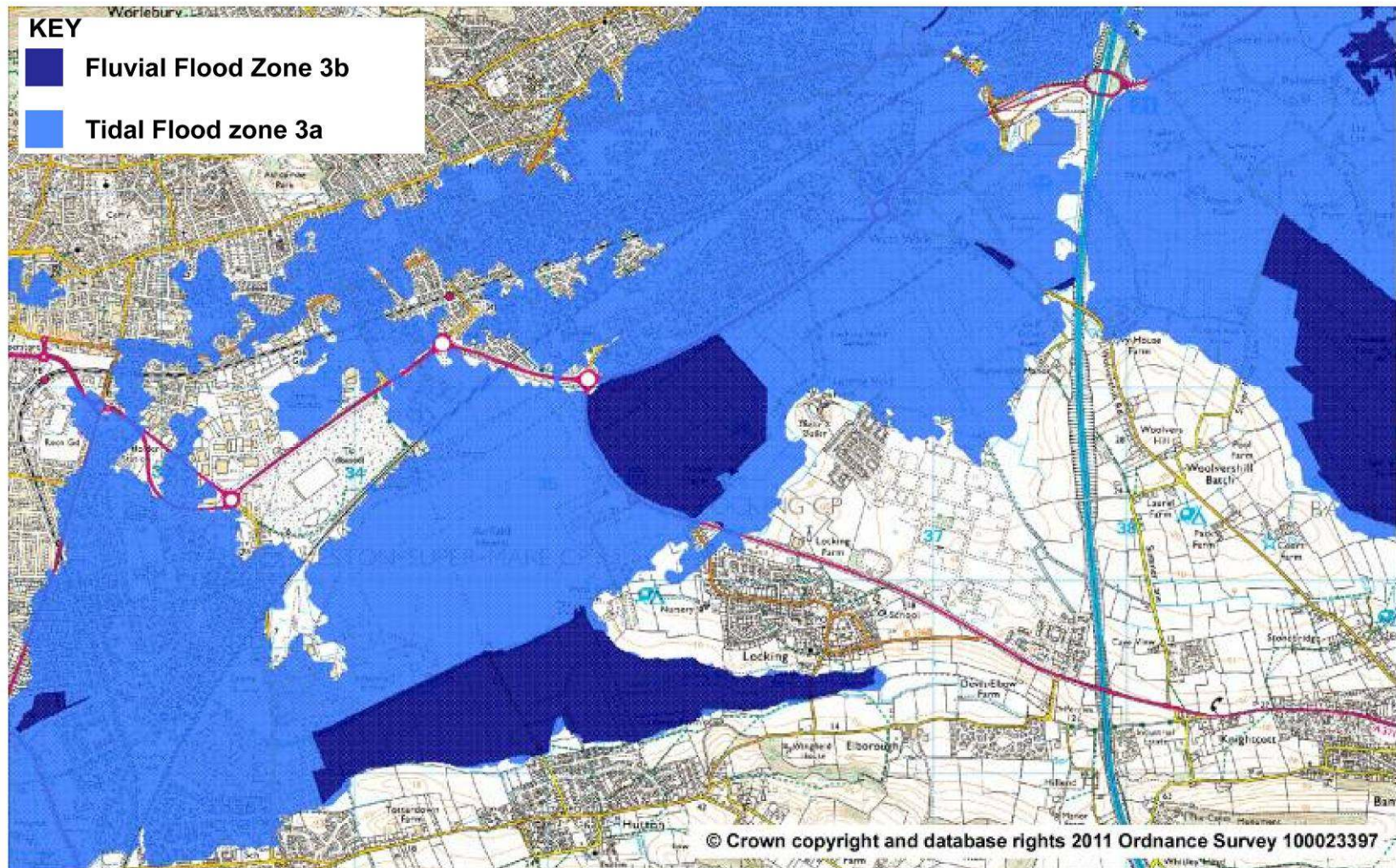
3.10 The key requirements relating to helicopter flights are:

- Safeguarding land on the north-western side of the helicopter museum for Final Approach and Take Off (FATO) of helicopters measuring 500m x 30m (although 300m in length would be acceptable). In addition, a buffer of approximately 50m is provided along either side of the FATO.
- Safeguarding 600m x 200m flight path corridors either side of the FATO within 20 degrees of the FATO orientation. These areas must not contain any form of development ('uncongested areas') although public foot paths and cycle ways can be incorporated. Beyond this the flight path corridors can be more flexible in their orientation, and some low intensity dispersed uses such as playing fields or allotments may be appropriate, but not substantial areas of buildings. The flight path corridors should provide a clear route from the Helicopter Museum to open countryside outside the Weston urban area.

- Uses least sensitive to helicopter noise, such as employment uses and open space, should be located around the FATO and along the first 300m of the flight path corridors to the east and south of the FATO.

Flood management and sustainable drainage

- 3.11 Areas of Weston Villages and surrounding land are subject to a risk of tidal and fluvial (river) flooding from the two watercourses in the area; the River Banwell and Uphill Great Rhyne each having a specific catchment area draining areas within the Weston Villages.



- 3.12 A considerable amount of work has been undertaken to understand the flood risk issues associated with developing this area, and through these studies a comprehensive flood management solution has been recommended to address flood mitigation in respect of the new development in addition to having a wider benefit to the town. The preferred strategic solution for each of the two catchments is:

A large lake and wetland area for the Uphill Great Rhyne located between the Weston Airfield and Hutton Village

- 3.13 This lake will be created by diverting flows from Cross Rhyne along a new channel running through an area of wetland and then into a lake which will provide online storage, recreational facilities and environmental/biodiversity enhancement. The lake would also be fed from the freshwater stream which flows into Hutton and Locking Rhyne to help to maintain water quality. The minimum size of lake required is 170,000m³ and the maximum is some 240,000m³. Detailed work will be commissioned to establish options for the configuration of the lake and wetland area. Vehicular access to the lake will be via the Weston Airfield area.

A compound channel for the River Banwell (with localised bank raising)

- 3.14 The solution at the River Banwell responds to the flood risk of the development and reduces the risk of flood at existing properties in the catchment area, in line with the requirements of PPS25. At the present level of development it is not felt that there are sufficient grounds in terms of potential flood risk to provide any formalised storage across the catchment. The compound channel will be constructed downstream of the M5 motorway with a lowered bank extending laterally for 50m on the right bank of the channel over a 1900m stretch of channel. This will provide additional storage at times of high flow with minimal disruption to the existing agricultural land use (grazing). At certain points along the left bank of this channel the defence is known to have low points which may require a small increase in elevation to the existing banks.
- 3.15 A strategic flood solution is required for the Weston Villages and developments will be expected to demonstrate how this is to be delivered. Provided that the overall approach is not compromised, in the early stages there may, subject to the Environment Agency agreement, be scope for interim on-site flood storage measures to take place in advance of the

provision of a comprehensive flood management solution. However, this should not compromise the strategic solution in terms of funding or delivery. Minimum floor levels will be required in lower lying parts of the development.

Sustainable Drainage

3.16 Sustainable drainage solutions applied to individual sites will also play a key role in reducing the surface water run-off volumes and peak flows from new development in order to simulate the natural drainage of the site. This should be as close to the source as possible, slow down the speed of discharge, and utilise features such as rainwater harvesting, permeable surfaces, swales and other features that ensure local rivers, watercourse and surrounding grounds are not inundated.

3.17 These should form integral parts of the development and link into the wider green infrastructure network and open land on the periphery of the developments. In particular opportunities should be sought to ensure that these form multi-functional areas to maximise for example their ecological and leisure potential, and contribute to the areas character and quality. Their future maintenance should also be a key design criteria and the

Environment Agency and Internal Drainage Boards should be consulted.

Chapter 4 - Masterplan framework

4.1 This section of the SPD sets out the masterplan framework that will guide the overall development. It is built up from a series of interrelated layers covering:

- Residential and employment
- Community (local centres, retail, education, leisure and community)
- Movement (pedestrian, cycle and vehicular)
- Green infrastructure and heritage

4.2 Given the scale of the developments and the complexity of providing strategic infrastructure it is essential that a comprehensive approach is adopted. Piecemeal development without an overall planning and delivery framework is unlikely to deliver the necessary social,

economic, environmental and physical infrastructure that is needed to create sustainable communities. Equally a masterplan approach is considered necessary to achieve the objectives of place-making and to deliver a quality of development as a cohesive new phase of sustainable development for the town.

4.3 The masterplan framework identifies the broad extent and key requirements to enable the sub-area plans to be prepared in more detail and development proposals to be brought forward in a coordinated way. Developers may apply their own parcelling and delivery of land (e.g. to support development viability) within these broad areas as required whilst ensuring other requirements of this SPD are met.

4.4 It is recognised that there is a need to retain an element of flexibility on detailed elements within the framework and that for a variety of reasons alternative options and solutions may be proposed in the future. This flexibility is essential if the plan is to be realistic and achievable provided that it does not compromise the key principles of the SPD.

Weston Villages Sub-Areas

4.5 The masterplan framework is sub-divided into a series of sub-areas broadly reflecting the different existing characteristics of the sites, and also reflecting the future distribution of neighbourhoods throughout the development. It is expected that these will broadly form the basis for detailed sub-area masterplanning and appropriate phasing of development across the villages (for further guidance see the Delivery section).

Winterstoke Village

- Area 1: Winterstoke West neighbourhood including Winterstoke local centre
- Area 2: Locking Moor neighbourhood
- Area 3: Weston Airfield Business Park
- Area 4: Winterstoke North neighbourhood

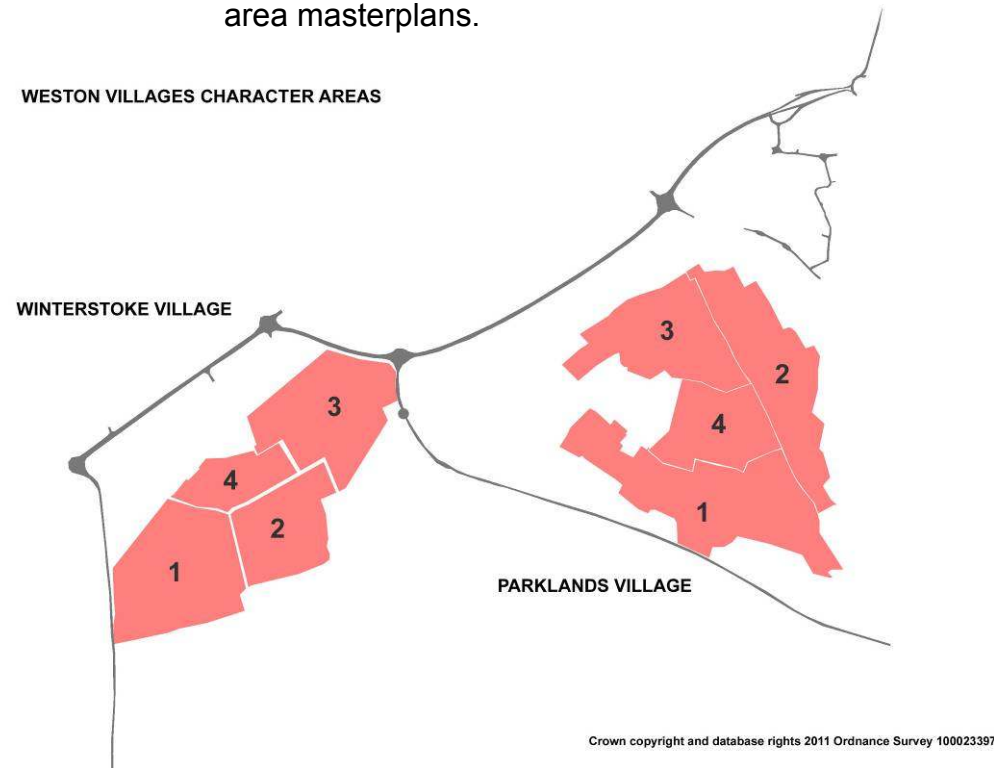
Parklands Village

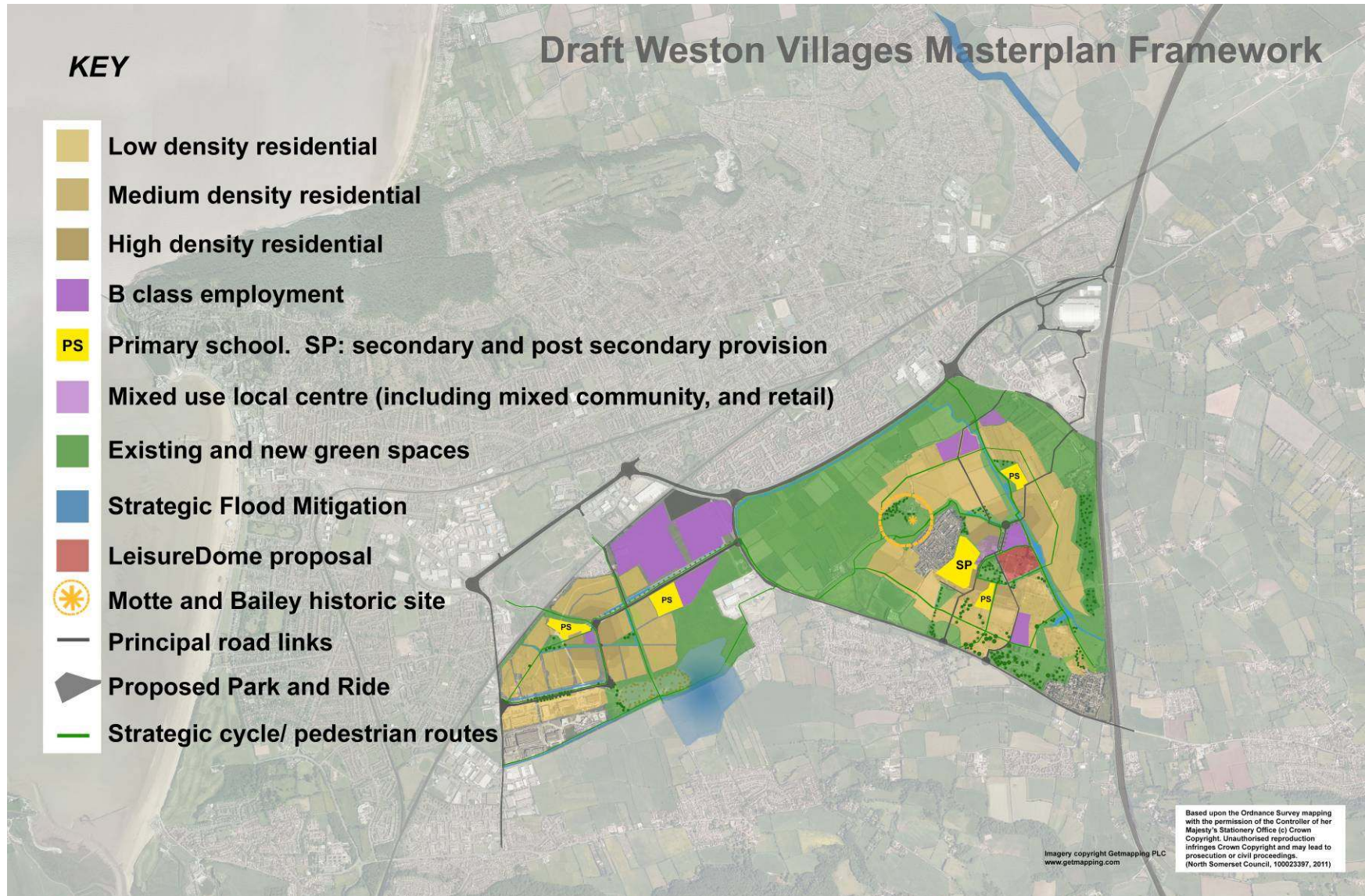
- Area 1: Locking Parklands neighbourhood
- Area 2: Grumplepill neighbourhood
- Area 3: Locking Head neighbourhood
- Area 4: Parklands local centre

4.7 These areas provide the context for developers to bring forward detailed proposals as part of planning applications. Already individual landowners are preparing baseline evidence and concept masterplans for these areas.

- 4.8 Developers will be expected to prepare detailed masterplans which demonstrate how the key constraints and principles set out in this SPD are to be delivered. In addition **Design Codes** will be required to support the detailed character area masterplans.

WESTON VILLAGES CHARACTER AREAS





Residential and Employment

Residential

- 4.9 The number of dwellings to be delivered at the Weston Villages is not the determining factor underpinning the development proposals. Of primary importance are the employment-led approach and the objectives of place-making and community building. It is this which will determine the residential capacity, not the requirement to deliver a specific figure in accordance with the Council's emerging spatial strategy.
- 4.10 The total estimated capacity of the Weston Villages at 40dph is around 5,500 dwellings made up as follows:
- Winterstoke Village: 2,400 dwellings
 - Parklands Village: 3,300 dwellings
- 4.11 It is possible that the overall capacity may be revised as a result of more detailed masterplanning through the sub-area plans, although this is not anticipated to produce significantly different figures. Changing residential capacities and their implications in terms of service and infrastructure delivery will be monitored and reviewed.
- 4.12 Densities at the villages will be expected to vary as a result of the delivery of a variety of housing types, designs and layouts. There is an expectation that provision will be made for family housing and some aspirational housing built to high specification and at low density. Following the principles of 'graded' densities, densities will be expected to be higher around key centres of activity and accessible locations, particularly around the local centres, including the formal park adjacent to the Parklands local centre.
- 4.13 A mix of house types and tenures will be sought. This will include:
- 50% of homes to be built to Lifetime Homes standards, rising to 100% from 2013 onwards.
 - Affordable housing will be sought at the rate of 30% of new dwellings with a tenure split of 82% social housing and 18% intermediate housing. Affordable housing should be seamlessly integrated and distributed throughout the development consisting only of small groups (with a maximum of six affordable units in one location on general needs housing schemes and a maximum of 12 affordable units in one location on supported housing schemes). As far

as possible, it should not be distinguishable from market housing in terms of appearance, build quality and materials. This should be considered at the very early stages of the design process.

- The sub-area plans will indicate the locations for family and aspirational housing.
- The provision of extra care facilities.

4.14 The sub-area plans will demonstrate how the principles of sustainable design and construction including the use of renewable energy are incorporated into the development at both the sub-area masterplan and detailed design stages.

4.15 Code Level 3 will be required on all residential schemes as a minimum, with Level 4 from 2013 and Code Level 6 from 2016 onwards. Proposals which deliver an enhanced level of sustainability will be supported.

Gypsy and Travellers

4.16 The Council will investigate the potential to deliver a gypsy and traveller residential site of not more than 10 pitches as part of the Weston Villages development. There may be scope

through negotiation to deliver this provision at appropriate off-site locations.

4.17 Opportunities will also be investigated for the provision of a transit site.

Employment

4.18 Weston Villages will provide a range of employment opportunities to improve self-containment, reduce the pressure for out-commuting, address underprovision in key sectors as well as to deliver more sustainable communities. The masterplanning framework identifies around 41.3 hectares of B class employment land to be delivered to provide a range of sites and employment opportunities. This will be provided in the form of specific allocations shown on the masterplanning framework. Further work will be required at the sub-area masterplanning stage to ascertain in more detail, the types of employment to be delivered consistent with the employment-led strategy. This is considered important to allow the SPD to be flexible and responsive to opportunities as they emerge,

Village	Sub-area	Ha	Use
Winterstoke	Weston Airfield Business Park	28.1	B1
Winterstoke	Weston Airfield Business Park (south of CAL)	3.8	B2/B8
Parklands	Grumblepill neighbourhood (east)	1.2	B1/2
Parklands	Grumblepill neighbourhood (west)	3.8	B1/2
Parklands	Parklands Local Centre	2.1	B1
Parklands	Locking Parklands neighbourhood	2.3	B1/2
Total		41.3	

4.19 The largest employment allocation will be at Weston Airfield Business Park. This is a prominent site accessed directly off the A371 via the Cross Airfield Link and which will deliver a high quality B1/B2 business park. Elsewhere at Winterstoke Village there will be smaller scale employment opportunities at the local centre in association with retail and community facilities.

4.20 At Parklands, B class employment development will be focused at four locations with the intention of providing a range of employment opportunities. In addition, the sub-area plans will set out the potential for residential/business mixed use areas. At Locking Parklands there will be an innovation centre and office park in an attractive landscape setting with easy access off the A371. At the local centre employment uses which would support or be compatible with retail and community uses will be encouraged to front onto the park to provide a mixed use area. North of the LeisureDome (if approved and built) will be a general employment area with good access to the principal distributor road and easy access to the local centre. A general employment site is identified to the north of Parklands where it will have good visibility to the A370 Somerset Avenue and easy accessibility.

4.21 **Employment-led** Residential delivery will be directly related to the provision of employment opportunities in the B use category. Sufficient B class job opportunities will therefore be required to be provided in step with the release of residential land. However, service jobs (such as retail, leisure and community uses) are also required and these uses should be accommodated in appropriate locations, particularly the local

centres. For non B class employment generating uses which are of more than local significance, the Council will make a decision as to how much, if any of the proposed employment potential will be credited towards the release of residential development.

Employment-led development- key principle

Residential development will be phased in tandem with the provision of jobs at the Weston Villages at the rate of 1.5 B use class jobs per dwelling. Residential development will be limited to tranches of not more than 250 dwellings in advance of adequate job creation.

Design

- 4.22 A high standard of design will be expected on all employment sites with landmark buildings at key locations. Where appropriate, watercourses and associated green areas will help to provide an attractive setting. These areas will be well located in terms of both being able to accommodate traffic movements generated and easily accessible by foot, cycle and public transport. Employment areas should be designed along similar principles to residential areas with attractive streetscapes and easy

access to facilities for workers such as retail, food and drink, open space and leisure.

- 4.23 Buildings will demonstrate a high level of sustainable design and construction. BREEAM 'Very Good' will be required for all commercial buildings over 500m² and 'Excellent' over 1000m².

01 Residential and Employment

Summary of requirements

Between 5,000-6,000 units

Graded densities averaging 40 dph with higher around main centres of activity and reduced towards the edges.

Mix of housing types and tenures including a large proportion of family housing

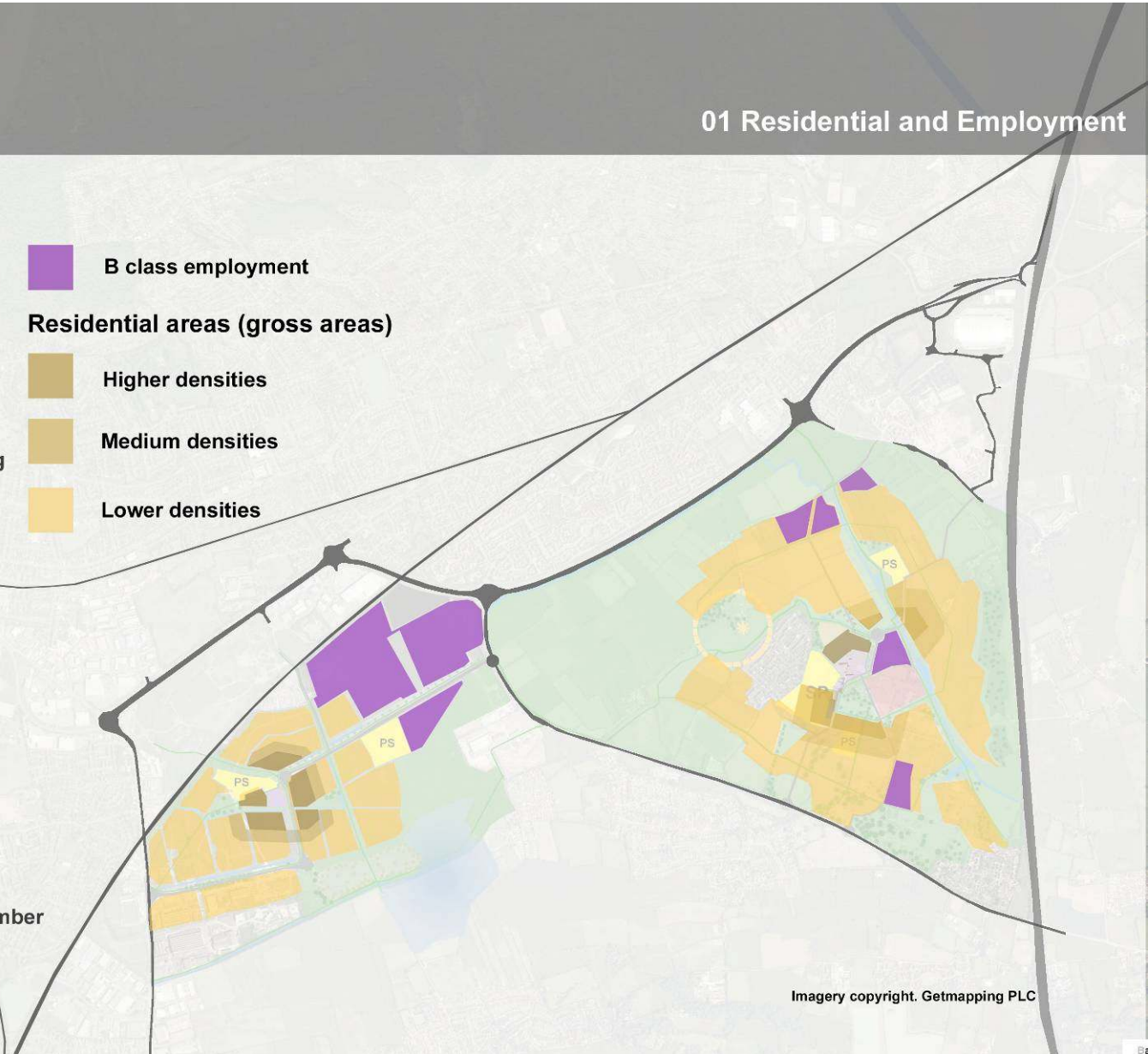
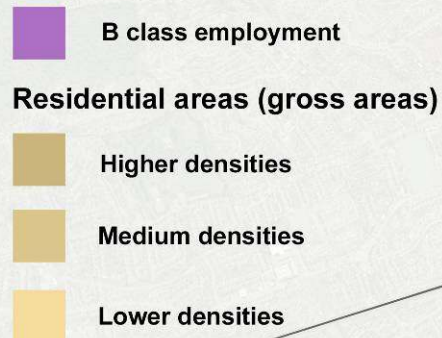
50% of dwellings to meet Lifetime Homes rising to 100% from 2013.

30% Affordable Housing integrated with open market

At least 37.7 hectares of B class employment land to meet the need for office and industry uses

Employment sites to reflect the character of the sub-area

Standard plot ratios and number of stories to be agreed through sub-area master-planning



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Community

Local centres

- 4.24 Two local centres will be provided to meet the needs of future residents and will act as the focal points for local services and facilities. To maximise accessibility they will be located centrally to the area they serve and well located in relation to both the principal roads through the sites, public transport routes and the strategic cycleway/pedestrian network.
- 4.25 These local centres will contain a mix of uses to encourage shared trips, vitality and viability, and encourage passive surveillance at different times of day. Uses will include retail, employment, community and potential for some residential use. In respect of the community-building objective it is important to allow space and opportunities at the local centres to enable new facilities or buildings to be developed over time as community needs develop and therefore appropriate phasing of these centres is critical. As a minimum, community space will be provided from the start of the development to support community development and to provide for community services. At Parklands Village the location of the proposed LeisureDome and park may provide opportunities in terms of both

commercial attractiveness and a visual focal point for the development.

Co-location and co-delivery

- 4.26 Infrastructure planning has identified the individual service requirements arising from the new development. It is envisaged that future services and community facilities can benefit from being co-located with multi-use buildings with co-ordinated or shared management arrangements. In setting out infrastructure requirements at the outset of a development, it is not always possible to be certain about the actual possibilities for the co-location of facilities that might arise throughout the implementation of the development.
- 4.27 Proposals to share buildings, parts of buildings or sites across a range of services and facilities will be supported. This can provide advantages in terms of convenience to residents and bring efficiencies in the way services are delivered. The uses which could effectively co-locate and where early discussions have taken place include schools, library facilities, health facilities, police, leisure, community uses and worship centres. There may also be opportunities to work with private sector uses.

- 4.28 The funding, delivery and management arrangements for such facilities including the potential for co-delivery between uses within, is recognised as essential to achieving a successful outcome.
- 4.29 The local centres will make a significant contribution to the overall character of the development. This will be achieved through careful design of buildings and spaces to create a sense of place, an attractive 'anchor' point, which benefits from clear visibility and accessibility from main transport routes, cyclists and pedestrians. This will help to support the commercial viability and attractiveness of the centre whilst ensuring it is as accessible as possible to surrounding residents. Use of landmark buildings, quality materials, scale and massing will all support these objectives and should be explored through the sub-area masterplanning and design coding.
- 4.30 Higher residential density development will be encouraged around these centres in order to support viability by increasing the user catchment, footfall and convenience associated with the centres. At the Parklands Village, the formal park will be a key feature which will complement the setting and functioning of the local centre and will provide a focus for

enclosure and the provision of an active frontage onto the north-western edge of the park.

- 4.31 The local centres will provide adequate parking which supports their commercial attractiveness but doesn't detract from the quality of the overall design and functioning of the centre. This could include shared parking for facilities within the centre. Off-street parking will be provided to meet the anticipated and potential future needs of the centre.

Winterstoke Local Centre

- 4.32 The local centre will front onto the Cross Airfield Link (CAL) at the junction with the Airfield Bridge Link (ABL) and be delivered during the initial phases of development. It will be located on the strategic cycle and pedestrian routes and provide access for passing trade by car.
- 4.33 The centre will comprise a 1000m² foodstore, with opportunities for other small retail units and a shared use community building. This may include primary school(s) and a range of other community facilities, potentially including:
- Community hall(s) or meeting space(s)
 - Other leisure facilities

- Healthcare facilities
- Library facilities
- Police facilities
- Outdoor playing pitches and equipment
- Place of worship

- Community hall(s) or meeting space(s)
- Other leisure facilities
- Healthcare facilities
- Library facilities
- Police facilities
- Outdoor playing pitches and equipment
- Place of worship

Parklands Local Centre

4.34 Development, including retail, community buildings, leisure uses, secondary and post secondary provision and primary school will front onto the formal park at the focus of the highway, pedestrian and cycleway network. The parklands local centre will form a cluster of uses at the northern edge focussed around a small square and main bus connection. The formal park will provide a distinct setting for the centre, and also provide an attractive recreational area as well as an opportunity to host community and other local events.

4.36 The retail figures for both local centres assume self-containment and are based on demand generated solely from the new development. If a larger scale of retailing is sought, an assessment should be made of the impacts on other retail centres in the town.

4.35 The local centre will comprise a 1500m² retail foodstore with opportunities for other small retail units including eating/drinking premises, and a co-located community building similar in nature to the Campus or Healthy Living Centre. This may include secondary and/or primary educational provision and a range of other community facilities, potentially including:

Skills and life-long learning

Schools

4.37 Secondary provision to include the opportunity for post- secondary provision to accommodate a minimum of 900 pupils is required to serve the needs of the Weston Villages. This will be located centrally at Parklands Village where it can front onto the Park, support co-located facilities at the local centre, will be well located in relation to pedestrian and cycle routes such as the Grumplepill Rhyne green corridor, and

cycleway links to Winterstoke Village. The leisure facilities and playing fields could be used by the community. The secondary site will be 9ha in size and this includes playing fields, parking and other associated uses, and allowing for future expansion from 900 to 1200 pupils in the future. The playing fields will be located to provide a buffer to the existing development at Locking Grove. Opportunities will be taken to promote facilities for lifelong learning in association with Weston College and other potential providers.

- 4.38 In total four 420 place **primary schools** are required, two at Winterstoke and two in Parklands Village. These schools must be well located to serve their catchment populations. In both locations one of the schools could be provided in association with the local centre to provide opportunities for co-location and shared use. At Parkland the primary school buildings could front onto the Park, with the school grounds to the rear. The size of a 420 place primary school will be 2.2 hectares. These figures include the school playing fields and the provision of a pre-school facility for each school.
- 4.39 Because of their role in the community some of the primary schools will be ideally placed to include a community hall and sports pitches.

Where this is appropriate two junior and one mini pitch will be provided as part of the primary school and this will require an additional one hectare of land per school.

- 4.40 There will be a requirement for a children's centre to serve the whole urban extension and this is best located adjacent to one of the primary schools or health facility. A children's centre will host a variety of services that help support children and families such as a nursery, child psychiatrists and health visitors.

Leisure

- 4.41 A hierarchy of formal playing fields and play areas will be provided throughout the new villages. These will be in addition to the green corridors which will be designed for more informal activities such as cycling and walking. Indoor and outdoor facilities could be located at a single sports centre/sports hub, potentially co-located with the secondary school, but also in the form of separate facilities. Provision must have regard for both delivery and future management and maintenance. Formal and informal leisure facilities could be located on the edges of the development and where they would provide a wider green infrastructure role

and enhance the setting and contribute to the place making objective.

Children's play areas

- 4.42 These will be distributed throughout both Weston Villages to maximise accessibility and in locations which benefit from natural surveillance and activity. Each play area will consist of a fenced dog proof area and also a grass runabout within a fenced enclosure. Any areas should be flat, well drained and suitable for all year round use. Play areas must be overlooked for housing but sited to protect the amenities of nearby residents. The preference is that these should be centrally located rather than on the edge of the development but in all cases be well linked to the strategic pedestrian/cycleway route.

Playing fields

- 4.43 The requirements for playing fields are:
- At the secondary school: 3 x adult pitches, plus a synthetic pitch.
 - At the primary schools: 2 x junior pitches plus a Multi Use Games Area at each (2.2ha for a 420 place school is big enough to accommodate this).
 - Additional pitches for community use (ideally located with schools): 3 - 4 adult

pitches + a further full-sized pitch marked out as 3 x mini pitches.

- Cricket: 1 x 'co-location' with one of the adult pitches; 2 x artificial wickets.

- 4.44 Pitches of all types must have accompanying changing rooms.

Indoor sports facilities

- 4.45 It is anticipated that the identified indoor facilities will be co-located as part of the secondary school. These comprise a swimming pool, sports hall, fitness gym, squash courts, indoor tennis court and an indoor bowling rink.

LeisureDome proposal

- 4.46 The proposed leisure facility proposed by LeisureDome (for which there is a current planning application being considered by NSC) is identified adjacent to the Parklands local centre in recognition of a current planning application on this site. However, alternative locations may be explored through further masterplanning of the Weston Villages notwithstanding the current planning application. This facility is intended to provide indoor winter sports and other leisure facilities as well as food and drink. The potential for this as a regional attraction in the town is recognised and may support the vitality and viability of the local

centre. The detailed impact of this proposal on the wider masterplan is to be considered prior to the adoption of this SPD and in consultation with the affected landowners.

- 4.47 The proposal will be subject to the normal planning application procedures which will inform the consideration of the principle of a proposed regional facility, as part of the wider Locking Parklands development, ahead of formal adoption of the SPD.

Outdoor sports facilities

- 4.48 These comprise 8 tennis courts, a bowling green and a skate park. These could be co-located with the secondary school or provided separately. The existing athletics track should be replaced, preferably with a new facility at Hutton Moor.

- 4.49 The provision of play areas, playing fields and built leisure facilities must be phased and delivered in step with development to meet the needs of the population.

Other community facilities

- 4.50 Up to nine separate community halls are proposed to serve the new neighbourhoods. These will be co-located wherever possible primarily with schools. At Parklands local centre

the park will provide opportunities for community uses such as using the open space for activities. The existing chapel located on the former RAF Locking site should be retained and its use for community purposes explored, and the opportunity for a cemetery for Locking Parish Council investigated.

Emergency services

- 4.51 A police office should be provided in each local centre. This is likely to be provided in co-location with other community facilities.

- 4.52 Avon and Somerset Fire Service have expressed an interest for a new 7 bay fire station to include training facility with an initial preference to be provided at Winterstoke Village with good access to the principal road network.

- 4.53 However a confirmed site has not been shown on the masterplan framework due to the early stages of site identification. Further exploration is encouraged between Avon and Somerset Fire Service and the landowners at Weston Villages through the sub-area masterplanning.

02 Community

Summary of requirements

Two local centres to provide local scale retail, community employment and other uses.

Local centres to serve as 'anchor' points to the new settlements providing a range of services and facilities.

Secondary and post secondary provision to be provided at the Parklands.

Four primary schools located in accessible positions.

Sufficient leisure provision.



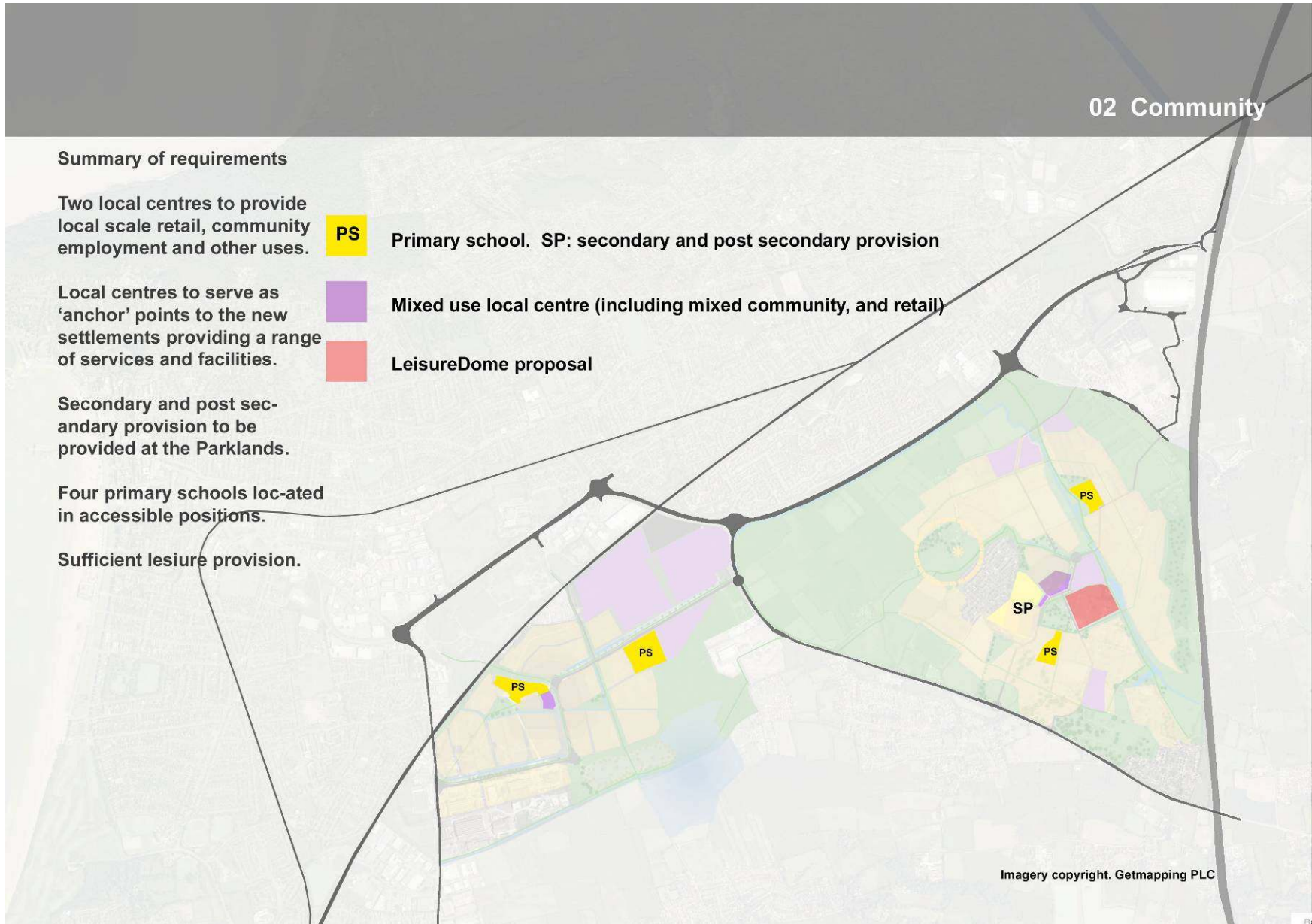
PS Primary school. **SP**: secondary and post secondary provision



Mixed use local centre (including mixed community, and retail)



LeisureDome proposal



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Movement

- 4.54 A sustainable movement strategy is essential if the Weston Villages are going to function efficiently and not contribute to existing problems of congestion. This will include a clear road hierarchy which enables users to navigate easily within the new development, the provision of adequate parking, and a design approach that positively encourages the use public transport, cycling and walking.

Road hierarchy

- 4.55 There will be a clear hierarchy of roads (from principal roads to home zones) based on a network which links key centres of activity. The principal roads in each Village are identified on the masterplan framework. These will provide the connections to the wider network, form the main access routes through the developments, provide direct access to the local centres and provide access to the neighbourhood areas. The principal roads will also form the basis on which local roads will connect to provide orbital access through the villages for essential services, such as bus services, waste collection and emergency service. The principal roads will be designed in terms of their width, restricted accesses and landscaping (including street trees) to clearly reflect their function. The road

hierarchy must also accommodate access to and from the Leisuredome (both initially and in the future) whilst ensuring that it will not create unacceptable impacts on future residents and businesses.

Winterstoke Village: Principal roads

- 4.56 As the Cross Airfield Link will both serve the new community and act as a distributor for employment and other traffic from Winterstoke Road, it will be designed as a 7.3m road with land reserved to convert to a dual carriageway if required in the future. A roundabout will be required at both the A371 and Winterstoke Road junctions.

Parklands Village: Principal roads

- 4.57 There will be four principal roads radiating out from the local centre. Two of these will connect via roundabouts or other suitable junctions to the A371. Roundabouts are unlikely to be required for the two northern links, although the north-east access will be designed as a staggered junction to permit safe access onto the new road past the Lidl warehouse to the motorway.

Public transport

- 4.58 The principal roads will form the spine of the bus network and should be treated with bus priority measures where appropriate, including on the approaches to key junctions. These roads together with local roads (yet to be determined) will provide for orbital routing through the villages. Residential areas will be designed with the objective of all housing being within 200m (and no more than 400m) of a bus stop. The key focal points of activity such as employment areas, community facilities, schools, shops and leisure facilities will be easily accessible by bus and there should be a main bus interchange located at the local centre in conjunction with high quality public space.
- 4.59 Principal bus routes will be provided linking directly with the town centre, Worle station, Queensway district shopping centre and Weston Hospital. The expectation is that these principal bus routes will operate an every 15 minutes service frequency from the early morning to early evening, six days a week, with a reduced level of service in the evenings and on Sundays. Improvements will also be made to nearby existing bus services on the A370 and A371 corridors. Bus stops will be compliant with the necessary disability legislation with raised kerbs, shelters, and real-time information. Implementation of the development must

support early delivery of public transport routes to provide services at both peak and off-peak times.

Cycleways

- 4.60 There will be an attractive, direct and safe network of strategic cycleways linking the local centres and key facilities, the two new communities and the wider area. These will be suitably surfaced, lit, segregated, and landscaped and designed to link areas of open space to provide attractive corridors that are overlooked by development to provide safety through passive surveillance.
- 4.61 Strategic cycle routes will be intuitive to follow and stop / starts will be avoided where possible. Signage of cycle routes will be consistent with the existing cycle network. Safe crossings will be provided at road junctions. The principal roads will be built with adjacent cycleways. Secure cycle parking will be provided at the main centres of activity. More detailed routes extending into neighbourhood areas are expected to be designed as part of more detailed masterplanning through the sub-area plans.

Winterstoke Village: Strategic cycleways

- Winterstoke Road to A371 via local centre.
- Hutton to Hutton Moor Lane
- Local centre to A370 via new Airfield Bridge Link.

Parklands Village: Strategic cycleways

- Annington Oaks to local centre to Locking Castle District Centre alongside Grumblepill Rhyne.
- Local centre south to A371.
- Local centre south-west to A371 at farm access and connection to cycleway along A371 to Winterstoke Village.
- Local centre north-west to A371 via Locking Head Farm.
- Locking Head Drove to A371.

4.62 Other cycle routes will also be required to provide safe local connections which, where appropriate, can follow calmed residential streets. A direct footpath/cycle connection will be required across the open land between Winterstoke and Parklands Villages as shown on the masterplan. There is also the opportunity to investigate the introduction of a leisure route across the open land between the eastern end of the Cross Airfield Link and Parklands Village. Such a route would need to take account of the

future land management of this area, its wildlife value and flood constraints.

Walking

4.63 The new developments will encourage walking by providing attractive, safe and convenient routes to both facilities, and also for general recreation. In many cases these will share the strategic cycle routes. The routes should be legible to help navigation with the use of landmark buildings, landscaping and easily identifiable features and they should respond to natural 'desire lines' through the development. Key facilities such as schools will need to be directly accessible from the residential areas they serve, that is, rear access gates should be provided where appropriate.

4.64 The new neighbourhoods will have access to a range of facilities broadly within 10 minutes walking distance (approx 800 metres), including schools, retail facilities and other services supporting healthy lifestyles and reducing car dependency.

Parking

4.65 Adequate parking will be provided to avoid indiscriminate parking which can affect access for larger vehicles such as buses, and also have a significant adverse impact on the street scene.

In residential areas parking should be provided on curtilage, with on-street provision designed as part of the layout. The number of spaces and the size of spaces and garages should be provided in accordance with the Council's guidance on parking standards. Shared use of parking areas at for example, local centres will be encouraged where the use of spaces can be demonstrated to be complimentary.

Park and Ride

- 4.66 The Weston Villages development will make provision for a park and ride facility. This will help to relieve congestion on routes to the town centre and also help alleviate parking problems. The provision of a park and ride site is very much dependant on feasibility studies which will need to examine the potential for bus lanes and the parking regime in the town centre, however a site near the Airport Roundabout on the edge of Winterstoke Village is preferred as it would intercept traffic from both the A370 and A371 radial routes. The site should be visible from the A370 Somerset Avenue and the A371. The preferred site is capable of accommodating over 500 spaces and vehicle entry to the site will be provided from the A370 with the exit being made onto the A371.

Strategic Road Network

- 4.67 The Council has made a major scheme bid to central government for a package of improvement measures for the wider Weston area. This is known as the Weston Package and comprises:

- Worle Station improvements to include a new car park on the south side and bus priority measures both sides of the Station, along Elmham Way and through to Queens Way.
- Junction 21 improvements to inbound capacity.
- Gateway area improvements on the A370 at Marchfields Way/Winterstoke Road
- Bus priority improvements at Queensway North Worle

- 4.68 A new direct road link across the railway between Winterstoke Village and the A370 originally formed part of the Weston Package. This was known as the Airfield Bridge Link and while it would have provided significant traffic management benefits, it was expensive, and was subsequently dropped from the major scheme bid. The route will however be safeguarded as part of the Winterstoke Village development to enable delivery in future, and in

the interim a pedestrian/cycle bridge provided on the line of the route.

Junction 21 of the M5

- 4.69 The development of the Weston Villages will increase pressure on Junction 21 (J21) of the M5. At peak commuting times of the day Junction 21 struggles to cope with the current volume of traffic, this causes extended queuing and journey times on both Somerset Avenue and Bristol Road which backs up to Queensway junction. Clearly the proposed Weston Villages would add to this problem, therefore the transport network will need to be upgraded to avoid having a negative impact on the existing residents and businesses of Weston.

- 4.70 The Council's previous approach to the problem was to seek funding from central Government for J21 by-pass. The Governments fiscal constraints mean that funding for the by-pass is no longer available in the short to medium term. The Council has therefore explored the feasibility of alternative options for enhancing the capacity of the existing junction. The performance of these options have been tested through transport modelling and a preferred short / medium term option has been identified. The preferred short / medium term option will accommodate the additional traffic arising from

the Weston Villages, and provide a similar level of performance in terms of queue lengths compared with 2010 queue lengths. For the long term there is an option to either enhance the capacity of the existing junction further or pursue some form of junction by-pass.

03 Movement

Summary of requirements

Cross Airfield Link at Winterstoke Village connecting the A371 to Winterstoke Road.

A371 to Churchland Way link.






A network of cycleways and pedestrian routes connecting neighbourhoods to centres of activity and to the existing town.

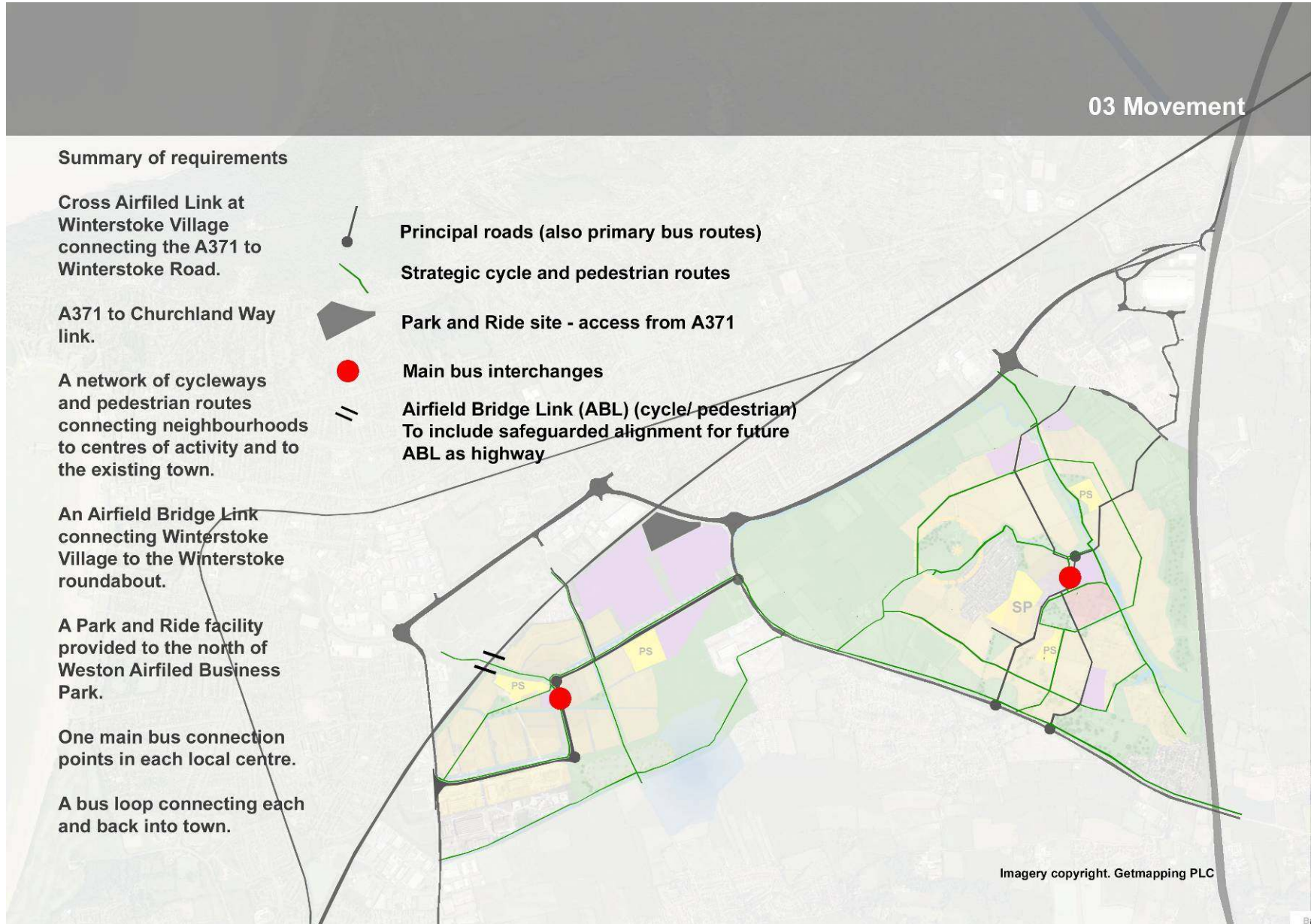
An Airfield Bridge Link connecting Winterstoke Village to the Winterstoke roundabout.

A Park and Ride facility provided to the north of Weston Airfield Business Park.

One main bus connection points in each local centre.

A bus loop connecting each and back into town.

-  Principal roads (also primary bus routes)
-  Strategic cycle and pedestrian routes
-  Park and Ride site - access from A371
-  Main bus interchanges
-  Airfield Bridge Link (ABL) (cycle/ pedestrian)
To include safeguarded alignment for future ABL as highway



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Green infrastructure and Heritage

- 4.71 The new development needs to be based on a green spaces strategy which provides the overall context for a multifunctional, inter-connected network of spaces. These will comprise parks, open spaces, rhynes, trees, countryside and green corridors within and around the Weston Villages. These areas will provide a variety of benefits in respect of, for example, biodiversity, wildlife corridors, sustainable drainage, climate adaptation, place-making, opportunities for formal and informal recreation, and the quality of the overall design, appearance and setting of the development.
- 4.72 Green infrastructure will form an integral part of the structure of the Weston Villages and must be carefully designed to maximise its opportunities and benefits. Green infrastructure will be provided across the range of typologies (excluding formal parks and gardens), and brought forward through the sub-area plans. Some elements of the green infrastructure will be appropriately located outside the built up areas of the villages.

North Somerset Green Infrastructure Typologies

Formal parks and gardens: *Formal settings, visitors drawn from within and outside the area.*

Community parks: *Accessible informal green spaces offering opportunities for recreation and biodiversity used by local people from, and beyond, the immediate neighbourhood.*

Neighbourhood open space: *Informal green spaces used by residents of the local neighbourhood.*

Woodland: *Provides space for recreational activities, contributes to landscape quality and acts as an area for wildlife conservation.*

Conservation site: *Areas and habitats where wildlife conservation, biodiversity, environmental education and awareness are important.*

Green corridor: *Linear strips of land connecting open spaces allowing for the movement of people and wildlife.*

Allotments: *Land available to the public to be used for personal food production.*

- Open space**
- 4.73 At Parklands a substantial new park will be created at the local centre. This will be framed by built development – retail, community, employment, higher density housing and the Leisuredome. The park itself will be multi-

functional with opportunities for informal and formal open space, children's play, footpaths and cycleways and even other uses such as allotments.

- 4.74 There is also the opportunity to develop a community park at Parklands, perhaps in association with the motte and bailey scheduled monument site. Most of the provision within the developments will be in the form of accessible, well designed useable neighbourhood open space. This can take a variety of forms but should be attractive and adaptable, and form part of the network of green corridors and cycle/pedestrian routes. Other local parks will be provided within the residential areas as part of the sub-area masterplans.

Woodland and conservation sites

- 4.75 Provision which has an emphasis on habitats and wildlife will be provided both outside and on the periphery of the Villages, and within the development to reinforce the identified wildlife corridors.

Green Corridors

- 4.76 A network of connected green corridors is proposed which will create a network of routes linking various habitats as well as performing a recreational function and being part of the

strategic cycleway/footpath network. The green corridors are not only important links but help to provide a setting for important features within the landscape and new community neighbourhoods. Green corridors also help to provide adequate foraging areas for bats, and must be carefully designed to support this role.

Key green corridors are:

Winterstoke Village

Hutton Moor Lane: Provision of a north-south green corridor through the centre of the site.

Cross Rhyne: Provision of a green corridor along the southern boundary of the site.

Parklands Village

Provision alongside A370 and Churchlands Way/Wolvershill Road to the north and north-east of Parklands Village.

Provision alongside A371 to the south-west of Parklands Village.

Grumplepill Rhyne.

Grumblepill to Motte and Bailey

Tree coverage

- 4.77 Trees should be sited extensively throughout the development and have a key role including

adaptation to climate change, visual quality, shading and screening and habitat creation. Existing trees subject to Tree Preservation Orders and the memorial trees will be protected and incorporated into the landscaping framework. In particular the existing mature treescape at the Parklands Village should be protected and enhanced as a central feature of the new development.

Allotments

4.78 Allotments will need to be provided to encourage sustainable local food production and will need to be provided in both Villages to maximise accessibility. A minimum of two 2ha allotment sites will be needed to serve the future population – one each at Winterstoke Village and Parklands Village. Indicative locations are shown on the masterplan framework, but these may change through sub-area planning.

Biodiversity

4.79 The development area contains a designated Wildlife Site (Grumplepill Rhyne) and is also within the five km protection zone around the North Somerset and Mendip Bats Special Area of Conservation. There are also species of principal importance in England under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 within the area

(e.g. house sparrow, skylark, song thrush, herring gull and starling.).

4.80 Because of the North Somerset and Mendip Bats Special Area of Conservation a Habitats Regulations Assessment will normally be required for each planning application. While the implementation of certain planning conditions and careful design and layout may avoid a likely significant effect on the North Somerset and Mendip Bats Special Area of Conservation and avoid the need for an Appropriate Assessment. The masterplanning framework indicates the key bat foraging corridors which will need to be a minimum of 20m wide and sensitively designed to minimise light intrusion.

4.81 Development within the Weston Villages should enhance the ecological value of the area through favourable management and the provision of a network of dark vegetated ecological corridors. These will provide high quality habitats for certain species, particularly bats and can also fulfil a recreational function. In addition the area contains a number of existing hedgerows and rhyne particularly within the Grumplepill Rhyne area and these should be retained and used to influence development proposals.

- Strategic gaps**
- 4.82 The Core Strategy proposes the identification of strategic gaps to help retain the separate identity, character and/or landscape setting of settlements (See Policy CS19 *Strategic Gaps*). The masterplanning framework identifies the areas to be protected between Winterstoke and Hutton, and between Parklands and Locking. These areas will be kept predominantly open.
- Heritage and Archaeology**
- 4.83 Historical features should be assessed and where appropriate retained and incorporated into the overall design and development framework. Such features include both natural features such as the rhynes, trees (including the memorial trees) and field patterns, and built features such as WW2 structures such as pill boxes and historical structures from the airfield (such as the control tower) and RAF Locking. It is important that the heritage of these areas is not lost but is incorporated into the design process to help shape the sense of place.
- 4.84 The most imposing feature in the area is the **Locking motte and bailey castle** scheduled monument. The setting of this ancient earthwork should be preserved and enhanced by the provision of open space and the retention of Lockinghead Farm.
- 4.85 The **Lockinghead Farm** listed buildings at the foot of the Motte and Bailey comprise the farmhouse and an outbuilding (separately listed both Grade II). These buildings must be retained and where necessary alternative uses investigated to secure their long-term protection.
- 4.86 Low lying wetland sites have not traditionally benefited from archaeological survey. This has altered recently, with development work around St Georges which has shown large areas of late prehistoric and Roman salt making (on a nationally important scale) around St Georges, Roman settlement and fields in a wide swathe from St George's to Banwell, intensive medieval (10th-13th century) settlement at West Wick, and similar archaeological sites may be expected in the Weston Villages.
- 4.87 The general structure of the Northmarsh (the inclusive terms for all the moors in North Somerset) is a succession of layers of peats and alluvial clays laid down since the end of the last Ice Age.
- 4.88 The landscape is of more than average importance for the survival of archaeology, since

its' waterlogged nature preserves organic materials that do not survive on dry land sites. This also preserves palaeoenvironmental material (evidence of past climates and environments, essential for the calibration and understanding of long-term climate shift).

4.89 Each masterplan/application needs to be accompanied by an **Archaeological Survey** undertaken in three stages with all the assessment work undertaken prior to the submission of planning applications.

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04 Green Infrastructure and Heritage

Summary of requirements

Significant green setting to the Villages proving a network of green infrastructure throughout development and linking through to the countryside.

Strategic gaps provided to the villages south of the development area.

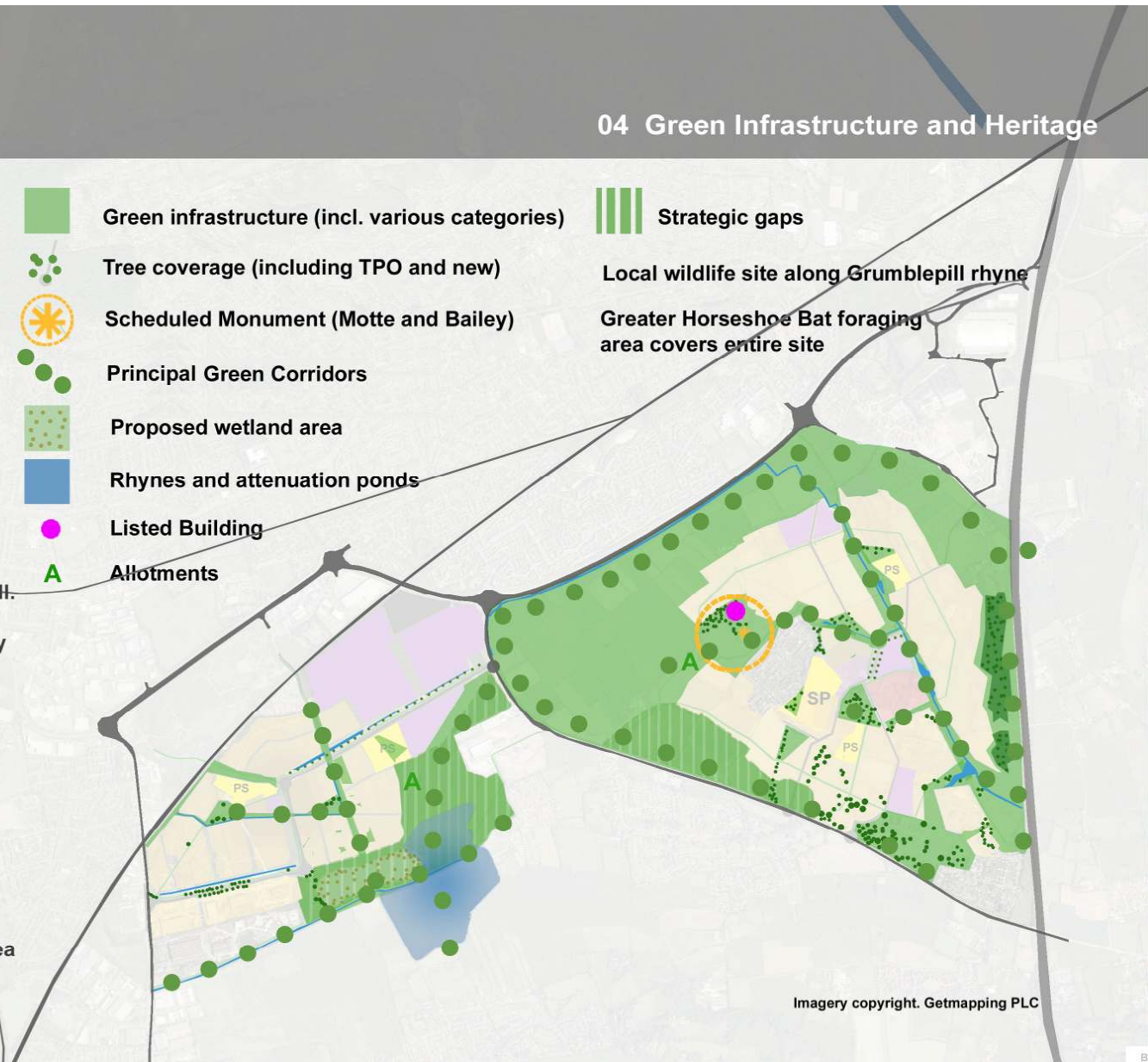
A strategic flood solution including a balancing pond to the south and compound channel to the River Bamwell.

A protected Motte and Bailey historic site including the setting.

Extensive tree coverage including memeroial trees and trees subject to Tree Preservation Orders. Also new tree planting adjacent the M5.

Not all green spaces are shown on this plan. Sub-area masterplanning will identify spaces more comprehensively.

- Green infrastructure (incl. various categories)
- Tree coverage (including TPO and new)
- Scheduled Monument (Motte and Bailey)
- Principal Green Corridors
- Proposed wetland area
- Rhynes and attenuation ponds
- Listed Building
- A Allotments
- Strategic gaps
- Local wildlife site along Grumblepill rhyne
- Greater Horseshoe Bat foraging area covers entire site



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Chapter 5: Delivery

5 The Masterplan Framework sets out the overall context for bringing forward detailed proposals. It will provide the certainty needed for the market to bring forward proposals and provide confidence for decision makers that the development as a whole will be co-ordinated and planned in order to meet community aspirations.

5.1 A number of delivery issues relating to the Weston Villages have already been addressed in this document. This section seeks to elaborate on these issues and the proposed solutions.

Policy requirements

Masterplan-led approach

5.2 The delivery of the Weston Villages will be guided by a masterplan-led approach to help achieve high quality development. Particular benefits of this approach include:

- Provide certainty to communities, developers and other stakeholders

as to what development is going to take place, when and where,

- Can raise land values and improve viability,
- Can ensure coordinated development,
- Can help to raise design quality,
- Can help to secure consensus on the approach to the development of an area,
- Provide a visual expression of policy.

5.3 The SPD does not provide a detailed masterplan, which is the role of more detailed planning to bring forward development. This will entail more detailed planning of areas through sub-area masterplans based on the successful processes followed at other recent developments in North Somerset, such as Portishead. These should:

- Include more detailed development layouts, including blocks, movement layouts (including highway alignments, cycle ways etc),

- Include a fundamental concept or rationale for the areas development linking to adjoining development areas,
 - Set out phasing strategies, including infrastructure within the development, and the employment-led demonstrating the creation of employment (both B class and non B class) in relation to housing sites,
 - Provide a context for Design Codes,
 - Include items such as landmark building opportunities, key gateways,
 - Identify alongside supporting documentation an energy strategy and how this has influenced the masterplan.
 - Identify different character areas based on characterisation work.
- 5.4 This SPD broadly provides a context for the creation of eight sub-area masterplans reflecting key development areas within the masterplan. However it does not preclude the creation of sub-area plans covering a wider area in terms of a collaborative approach to the site planning, a larger sub-area plan is encouraged perhaps covering the entire development area. Each village will require at the least a minimum of one sub-area plan.
- 5.5 Sub-area masterplans will be prepared by developers in consultation with North Somerset Council, its partners, and local communities. Collaboration with other developers will also be required, in particular in relation to the inter-connectivity of landownership. Plans should be informed by public engagement, e.g. Enquiry by Design, consultation exercises, etc.
- 5.6 The sub-area masterplans should precede or form a key part of initial planning applications and will become binding through S106 to any planning approval. They should be in broad conformity with this Weston Villages Masterplan SPD and any deviation should be discussed with NSC at the earliest opportunity.
- Employment-led strategy**
- 5.7 The Publication Core Strategy requires a linked mechanism between housing and employment which was supported through

the Inquiry into the Replacement Local Plan due to the serious imbalance between jobs and homes exacerbated by recent housing growth in the town, and the failure of the market to maintain a balance of uses. The mechanism seeks to apply a standard ratio of 1.5 B class employment opportunities per home.

5.8 As set out in section 4, development at the Weston Villages will be employment-led. The primary responsibility for the delivery of employment will fall to developers and investors.

5.9 The approach taken to the phasing of employment and housing will be as follows:

- The area for monitoring the delivery of jobs and homes will be restricted to the Weston Villages development area specified in this document, e.g. jobs in Weston Town Centre will not act as credits against housing in the Weston Villages. This may be varied at the discretion of North Somerset Council in exceptional circumstances, for example, if a developer is able to show that they are directly

bringing forward jobs on other land that they own.

- The jobs that will be monitored and credited towards the release of housing will be those jobs which fall within B-use classes. In certain circumstances, other jobs may be also accepted as a credit, but this will be at the discretion of North Somerset Council, based on an assessment of their importance and wider impact on the North Somerset economy.
- 'Credits' towards housing may be gained by providing jobs through commercial only schemes or through employment opportunities within a mixed use application. Such credits will 'belong' to the interest that delivered the employment. This may be an individual developer / landowner, or may be part of a wider landowner consortium. This should be considered as part of any collaboration agreement relating to the Weston Villages.
- The provision of employment will be required to fulfil the normal planning objectives in terms of land use distribution, e.g. non-B class uses will not generally be

allowed onto identified B class allocations and retail would not generally be permissible on land identified for leisure, for example. In all cases, the overall planning policy framework will provide the guide for the distribution of land uses, in particular this Weston Villages Masterplan SPD.

- Section 106 Agreements will set out phasing, thresholds and quantum relating to the link between employment and residential as part of any resolution to approve.

5.10 It is acknowledged that the delivery of employment is challenging and that delivery will require sustained partnership working if it is to be achieved. Partnership actions to secure delivery will include:

- Close working with developers, partner agencies and communities to find innovative solutions to delivery.
- Alignment of partnership services and resources. For example, North Somerset Council has developed a 'Local Economic Development Protocol', providing a 'start-

to-finish' coordinated support service for employment proposals. A dedicated Economic Development Team works to increase inward investment in North Somerset and to support existing businesses.

- Coordinated marketing and promotion of Weston as a destination for commercial investment, including work to identify the particular strengths of each site and its unique selling points.
- Projects and programmes to support skills, training and enterprise, e.g. Weston Works, North Somerset Enterprise Agency.
- Leadership on and / or active support for funding bids in support of economic development.
- Consideration of mechanisms to forward-fund upfront investment costs, such as infrastructure to access sites. This may include loans through a Revolving Infrastructure Fund and / or borrowing against future income from grants or development contributions.
- If possible and appropriate, consideration of incentives for employment-led development, for example, discounts on business rates.

5.11 The West of England Local Enterprise Partnership (LEP) has designated the Weston Villages as an Enterprise Area. Representatives of North Somerset will work closely and pro-actively with the LEP to better understand the implications of this designation and to maximise the benefits in delivering employment.

5.12 It is recognised that achieving the employment-led strategy relies on the timely delivery of infrastructure to 'unlock' employment potential; the enhancing of the image of the town through recognising and building upon the characteristics and qualities that underpin the town; delivering high quality building and urban design and addressing skills and training.

Infrastructure delivery

5.13 The Core Strategy Infrastructure Delivery Plan sets out the principles of delivery for infrastructure across North Somerset. These are:

- Comprehensive and coordinated development: infrastructure is to be delivered to agreed timescales and locations, in compliance with

masterplans, area action plans, SPDs and other planning documents. Where the delivery of infrastructure is phased, this must be agreed in advance, demonstrating how each element of infrastructure fits into overall frameworks for development, and how any interim arrangements will be managed.

- Co-location and community hubs: where possible, and particularly within new developments, community facilities should be co-located or shared to enhance accessibility, community use and viability.

- Quality design and local distinctiveness: the design of infrastructure must be of the highest possible quality. This should include taking into account distinctive local characteristics and heritage. Where possible, public art and landscaping should be incorporated into infrastructure provision to add character and assist place-making.

- Accessibility: services and facilities should be easily accessible by foot, bicycle and public transport to encourage sustainable travel choices. Parking at facilities must be adequate to avoid overspill into local streets.
 - Sustainable design: infrastructure will need to be energy efficient and designed maximising its sustainable credentials, making optimum use of renewable resources and built of durable materials.
 - Crime and safety: It is critical that layouts and the design of infrastructure are designed with a view to minimising crime and improving community safety.
 - Long-term viability: It is recognised that infrastructure provision requires revenue support as well as initial capital engagement. In planning infrastructure, consideration must be given to its long-term management and funding. Options for self-sustaining community management are particularly encouraged.
- Community engagement: a proactive approach to community engagement is central to the creation of sustainable communities. A partnership approach is required, including:
 - Early sharing of information.
 - An early community role in the consideration of preferred options for infrastructure provision, design and delivery.
 - Where possible, delivery and management led by or in partnership with local communities. This will include community ownership of facilities, where appropriate.
- 5.14 Further to the Core Strategy Infrastructure Delivery Plan, a more detailed delivery schedule for infrastructure at the Weston Villages will set out:
- Detailed infrastructure requirements to support the developments, including options for co-located facilities.

- Phasing of infrastructure.
- Costs and funding sources (public, private and other).
- Land ownership issues and how they will be addressed.
- Delivery arrangements, including lead organisations and collaboration agreements.
- Proposed future management arrangements.

5.15 The objective of this document is to secure coordinated delivery of quality infrastructure at the time when it is needed by communities.

5.16 The infrastructure required at the Weston Villages is extensive. Every reasonable effort will be made to reduce the costs of this infrastructure to ensure the viability of development, provided that this does not compromise the delivery of sustainable communities. Actions that will be taken include:

- Co-location and shared uses: co-location and sharing of community facilities is encouraged. This provides advantages both in

reducing costs and in providing a 'one-stop' option for service users. It assists cooperation between services such as health and social services, where good communication is key. Services that would be considered for co-location include education (schools); local health care; sports and leisure facilities; libraries and information services; and social services.

Works in kind: in some cases, savings may be possible through the provision of infrastructure on development sites by the developer. All infrastructure provided in this manner must be delivered to agreed standards and timescales. Care must be taken with regard to procurement and state aid regulations.

- Phasing: The delivery of infrastructure may be assisted through a phased approach, which ensures that facilities are provided at the time that they are needed but which also takes account of cashflow issues for public and private providers. This can

improve viability by reducing the need and costs of early borrowing. Where infrastructure is funded through development contributions, market recovery mechanisms may also be acceptable. As a minimum, however, safeguarding of land will be required to ensure that infrastructure can be provided at a later stage as and when funds become available, without compromising other facilities or the overall masterplan for the development.

- Management and maintenance: Consideration will be given to private sector or community management and maintenance of facilities, which may bring about a reduction in the ongoing costs of infrastructure. Such arrangements will not be decided on the basis of financial costs alone, but in the context of wider considerations such as security of provision and opportunities to enhance community capacity. The final approach will be that which is felt

to provide the best overall outcome for the local community.

- Reduced requirements: If all of the above have failed to deliver a viable scheme, the council and partners will consider whether reduced infrastructure requirements can be agreed. This would be a last resort and is unlikely to be acceptable other than in the most exceptional circumstances.

5.17 North Somerset Council and partners will work together to secure and make best use of public, private and third sector resources to deliver and sustain infrastructure. The key body in facilitating this will be the North Somerset Partnership, which brings together partners to plan, deliver and manage local services. Resources to be considered will include the New Homes Bonus, business rate retention, tax increment financing, the Regional Growth Fund, service specific grants, development contributions and the Community Infrastructure Levy. Careful consideration will also be given to the use of public sector assets to secure delivery of key objectives.

5.18 In several cases, the delivery of infrastructure will require the use of land from one or more private landowners, for example, to deliver the strategic flood solution or strategic road infrastructure. Wherever possible, a collaborative approach between landowners and partners is encouraged to secure delivery of these items. This will be promoted through efforts to secure formal collaboration / delivery agreements between landowners and partners (see “collaboration” below). However, in the event that the delivery of a key piece of infrastructure is unacceptable delayed and collaboration is not forthcoming, the council and partners will give consideration to legal action to secure delivery, for example, Compulsory Purchase Orders. These actions will be considered only as a last resort.

Development contributions

5.19 Development proposals will be expected to provide or contribute towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected towards:

- Initial costs, e.g. design and development work and ‘pump-priming’ of projects or programmes.
- Capital costs.
- Ongoing revenue such as the management and maintenance of services and facilities.
- Any other infrastructure related costs permitted by law and identified as a local need.

5.20 Contributions will be collected through Section 106 agreements and/or through a Community Infrastructure Levy once a Charging Schedule is in place.

5.21 In the event that planning applications at the Weston Villages come forward ahead of the introduction of the CIL, applicants must demonstrate that their proposals facilitate and do not undermine the delivery of strategic infrastructure. This strategic infrastructure includes but is not limited to the strategic flood solution, educational provision and transport. Considerations include the location of infrastructure, phasing of development,

and financial implications, including the pooling of S106 contributions where applicable. Where the delivery of infrastructure is dependent on collaboration from other individuals or organisations, applicants may be required to provide formal evidence that this collaboration has been agreed, for example, through a memorandum of understanding, collaboration agreement or similar. Applications may be refused where this evidence is not provided

5.22 Once the Charging Schedule is in place, S106 Agreements will continue to be used for site specific costs and affordable housing.

5.23 Community Infrastructure Levy regulations require that contributions are set at a viable level. Specialist advice will be taken on this point.

Collaboration

5.24 Successful delivery of the Weston Villages will require concerted engagement and coordination between different landowners. To this end, landowners / developers are strongly encouraged to

develop a formal collaboration agreement (or equivalent). This should:

- Agree a phased approach to development bringing forward sites in a sustainable way.
- Agree the commonalities and distinctions of different sites and developments, for example, in the offer to commercial investors and in the character of neighbourhoods.
- Address issues relating to access and landownership, for example, where delivery of development or infrastructure is reliant on more than one landowner.
- Seek efficiencies of delivery, for example, in infrastructure provision and sustainable energy.

5.25 Where possible, the collaboration agreement should seek opportunities to equalise costs and benefits between landowners, to the benefit of the development as a whole. For example, landowners could agree to share the costs of infrastructure for a single strategic employment site, on the understanding that the subsequent 'release' of housing could be shared across several

landownerships. Similarly, a landowner could agree to locate shared community facilities on their land (for example, schools), on the basis that other landowners will make a financial contribution, or provide an equivalent piece of infrastructure on their own development. Some form of land pooling arrangement may also provide greater benefits to individual landowners in terms of more efficient land assembly to bring forward sites. Possible benefits of a land pooling/ collaborative arrangement include:

- Each landowner acquires a more developable area of land,
- An enhancement in the value of land generally,
- An overall share in the profit achieved by the development.

5.26 Further, the application of some form of Collaborative Agreement may serve to equalise values across the development providing an equitable approach to delivery. In this way, it is expected that a sustainability-led solution can be better achieved rather than landowners seeking

to maximise return from individual areas that may not lead to the most sustainable or effective form of development.

5.27 North Somerset Council will actively seek to facilitate this collaboration as the most effective mechanism for securing coordinated delivery of development and infrastructure across the Villages.

5.28 In the event that a collaboration agreement cannot be secured, developers bringing forward applications will be expected to demonstrate how their proposals deliver and promote sustainable, coordinated development in line with the SPD and in particular, in line with the principles of employment-led growth, infrastructure delivery, place-making and community building. Applications that do not demonstrate this may be refused.

5.29 As above, if collaboration required to secure delivery of key infrastructure cannot be achieved, then as a last resort North Somerset Council and its partners will give consideration to alternative legal actions to bring about delivery.

Phasing

5.30 Within the Weston Villages area, developers may come forward with proposals for development at any time, provided that they comply with the policy and delivery requirements set out in this SPD and associated documents, in particular the requirement for sub-area masterplans. In bringing forward applications, consideration should be given to:

- Provision of an adequate supply of housing,
- Development economics,
- Sustainability in particular the need to ensure supporting services and facilities are in place to support communities,
- The employment-led approach,
- The funding and delivery of infrastructure

5.31 Individual landowners are encouraged to collaborate to agree an effective phasing strategy rather than piecemeal and incremental growth that may not provide the most sustainable or effective delivery strategy.

Planning documentation Application supporting

5.32 In order to progress detailed elements of the development, further information is required to demonstrate how these principles and requirements are interpreted and delivered. This will be provided through the following three key documents:

Place making statement – demonstrating for each character area in detail how the proposal will meet the place making objectives by respecting and enhancing existing character and developing a distinct local identity, whilst reflecting the wider development framework and proposals.

Community building statement – demonstrating for each character area in detail the mechanisms through which the new community as it develops will be encouraged to feel proud of their new environment, and empowered to contribute to its physical and social development. This will include a **community engagement strategy**.

Character area masterplans and design codes

– providing the detailed design guidance for the sub-areas, including infrastructure delivery and phasing, future management and phasing. Individual phases will not be permitted in advance of an agreed character area masterplan. The **design and access statement** will demonstrate how the detailed proposal fits with the character area masterplan.

5.33 Planning applications will also require to be accompanied by a range of supporting information. Depending on the nature of the proposal these will include the following:

Affordable housing statement – to include number, type, mix and tenure and lifetime homes. Detailed guidance is contained in Affordable Housing SPD.

Ecological survey and report - the wildlife interest of the site and adjacent land, possible impacts and proposed mitigation measures.

Economic/regeneration statement – setting out how the proposed development will contribute to the employment-led strategy including number and type of jobs, floorspace and phasing in

relation to residential development.. The delivery of housing must be employment-led. Each application involving the delivery of residential units must demonstrate how this will be related to the delivery of 1.5 B jobs per dwelling at the Weston Villages. Tranches of a maximum of 250 dwellings within each sub-area will be permitted in advance of job provision.

Energy statement – to set out the approach to meeting the sustainable energy requirements of the new development in terms of using on-site renewable energy sources and Code Levels for Sustainable Homes, and the management and future maintenance of energy infrastructure.

Environmental impact statement/Environmental statement – to assess the effects of the development on the environment.

Flood risk assessment – including flood risk sequential and exception test evidence – to identify the flood mitigation and sustainable drainage requirements, how they will be delivered, phased and maintained, and to assess the impact on people and property.

Foul sewerage and utilities assessment – details of how services will be delivered.

Health impact assessment – to assess how the development will contribute to improving the health and well-being of the local population.

Heritage statement – to assess the impact on heritage assets including listed buildings, scheduled monuments, local heritage features and archaeology.

Lighting assessment – where schemes involve, for example, external lighting or floodlighting of sports pitches.

Noise impact assessment – to assess the impact of noise, particularly from helicopters.

Open space assessment – to identify the proposed location, type and function of open space, leisure and green infrastructure, its delivery and future maintenance.

Planning obligations/draft heads of terms - Applicants will be expected to provide necessary on and off-site infrastructure directly related to the proposed development either as part of the proposals, through the use of conditions attached to planning permissions or through planning obligations (section 106 agreements). Detailed requirements will be set out in the Development

Contributions SPD and eventually through a Community Infrastructure Levy.

Site waste management plan – to identify details of proposed demolition/excavation and future waste management.

Summaries of planning applications – an overview of the proposal and a clear description of the key impacts.

Town centre uses – evidence – to assess the impact of retail and other town centre uses.

Transport assessment – to set out the transport impacts for all modes of travel, including walking, cycling and public transport, and the delivery of infrastructure.

Travel plan – to demonstrate how the transport implications of the development will be managed.

Tree survey/arboricultural statement – specific reference to existing trees, particularly protected trees covered by Tree Preservation Orders.

Ventilation and extraction statement – needed where there are proposals for extraction equipment or air conditioning.