

# Weston Villages

## Supplementary Planning Document



Adopted 26 June 2012



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**Figure 1:**  
**Weston Villages**  
**location in North**  
**Somerset**

# Chapter 1: Introduction

## Purpose of the SPD

- 1.1 The role of a Supplementary Planning Document (SPD) is to provide further guidance for development on specific sites or particular issues. The Weston Villages SPD supplements Policy CS30 of the adopted North Somerset Core Strategy (April 2012) by providing more detailed guidance to support the delivery of sustainable development through a masterplan-led approach.
- 1.2 Using the Core Strategy as the starting point and the policy direction set out therein regarding the Weston Villages, the SPD illustrates the key principles and requirements to ensure that development takes place in a comprehensive and co-ordinated manner which reflects overall sustainability objectives, whilst at the same time providing flexibility for developers to bring forward innovative design solutions, and to support viable development proposals. The SPD does not set out to provide a detailed template for the development of the Weston Villages or to identify all of the potential issues or solutions - indeed many of these will not be evident until specific proposals are worked up in more detail. This will be a matter for sub-area masterplanning and the generation of detailed development proposals.
- 1.3 Weston Villages is the principal new strategic development area within North Somerset as set out in the Core Strategy. The Weston Villages comprises two proposed new communities located 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 about 5,800 dwellings, provided in step with supporting facilities, services and infrastructure. This will be delivered through an employment-led approach where sufficient employment opportunities are provided to ensure a sustainable and balanced development. The Core Strategy strategic diagram identifies the broad extent of the proposed development to be refined through this SPD.



**Figure 2:**  
**Weston Villages**  
**Strategic Allocation**

- 1.4 The use of the term 'villages' emphasises the importance of ensuring that the new developments exhibit a distinct sense of place and support opportunities for community development. The Weston Villages particularly Parklands Village will be physically distinct from the surrounding Weston urban area and their form reflective of the historical pattern of existing settlements in the area such as Locking and Hutton. They will have a strong identity founded on a clear relationship to the surrounding countryside and green space.
- 1.5 Each village will be planned and delivered as a series of distinct neighbourhoods focussed around the two identified mixed use local centres providing a range of facilities and services necessary to support a sustainable community. The centres will be designed to maximise accessibility by public transport, walking and cycling.

### Role of the SPD

- To implement Core Strategy Policy CS30: Weston Villages.
  - To identify the detailed development area and policy approach.
  - To set out the Masterplanning Framework to guide the overall development.
  - To articulate how the key policy objectives of place-making and community building will shape the new development.
  - To identify where more detailed sub-area masterplanning and design guidance is required.
- 1.6 The SPD has been developed through a process of consultation and engagement with a wide range of stakeholders, particularly service providers, landowners and local communities. A Consultation Draft was published in September 2011 and subjected to formal public consultation. All representations received through the consultation process were taken into account in the preparation of the final document. The Weston Villages SPD was adopted on 26 June 2012.

### Site context

- 1.7 The overall extent of the general area of search for what was previously referred to as the Weston urban extension covers some 590 hectares of land and is divided into two broad areas:
- The former Weston airfield and adjacent land bounded by Winterstoke Road to the west, the railway to the north-west, Cross Rhyne to the south opening out to open countryside surrounding the village of Hutton, and A371 to the east.
  - The former RAF Locking and adjacent land bounded by the A371 to the south, A370 to the north-west, M5 to the east and Churchland Way/Wolvershill Road to the north.

## Winterstoke Village

- 1.8 This area was the site of the former Weston Airfield and as such is a large open, level landscape with some remaining features of its past use. In particular the runway that runs in an east-west direction across the site and some former aviation related buildings on the periphery including the old control tower. The airfield was opened in the 1930s and became an important early centre for the civilian aviation industry, followed by a military role including aircraft manufacture during WW2 and later helicopter production. The Helicopter Museum occupies a purpose built hangar off Locking Moor road – this is an important tourist attraction for the town and still provides a facility for helicopter flights.
- 1.9 The development of the airfield resulted in substantial changes to the drainage of this low-lying area including the culverting of sections of the rhyne network. The Cross Rhyne to the south still forms part of an extensive network of rhynes which connects via the Uphill Great Rhyne to the Bristol Channel at Black Rock. The site is currently predominantly grassland with little existing tree cover and enjoys extensive views out to the surrounding hills to the south and west.
- 1.10 The site is characterised by strong physical boundaries on three sides – Winterstoke Road to the west, the railway to the north-west and the A370/A371 to the east. The main industrial area is located off Winterstoke Road where a range of businesses are located in predominantly old factories and former aircraft buildings. There is a further existing vehicular access into the site via the railway bridge at Hutton Moor Lane which serves existing dwellings and mobile homes on the airfield side of the railway. Other industrial premises are located adjacent to Hutton Moor Lane and to the south of the Helicopter Museum.

## Parklands Village

- 1.11 This site is bounded by existing roads – Locking Moor Road (A371) to the south-west, A370 to the north-west, Churchland Way/Wolvershill Road to the north and the M5 to the east. The north and north-western parts of the site are flat and low-lying and characterised by a series of geometric rhynes and drainage channels providing structure to a patchwork of geometric field patterns. Important rhynes include the Grumblepill and Cross Rhyne, serving as important wildlife corridors of significant ecological value.
- 1.12 Higher land is generally located to the south and east where land rises to a distinct ridge along the A371 and along the M5 where it cuts through the western edge of Woolvers Hill.
- 1.13 The higher land includes the former RAF Locking which was in operation until 1998 as an RAF training facility. The RAF Locking site has largely 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, areas of former service housing, now predominantly in private ownership.
- 1.14 In contrast to Winterstoke, Parklands is characterised by an extensive network of trees and hedgerows including parkland trees (many of which are covered by tree preservation orders), bordering agricultural fields and shelter belts.

- 1.15 The site has some significant historic features focussed on Locking Head. This includes the remains of the mediaeval fortification of motte and bailey construction at Locking Castle, a Scheduled Monument, and the adjacent farm complex which contains a listed farmhouse and outbuilding.



## Chapter 2:

# Key principles and constraints

- 2.1 Two central principles underpin the sustainable 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 place-making and community building. These two concepts are central to the vision for the Weston Villages and should be uppermost in the minds of decision makers, developers and service providers at every step of the development process and subsequent functioning of the Weston Villages. Regular monitoring and review will ensure that these concepts are being effectively integrated and delivered.
- 2.2 Whilst these principles lie at the heart of the Masterplanning Framework, the SPD is structured around four interrelated masterplanning layers – community, residential and employment, movement and green infrastructure and heritage – all of which have implications for place-making and community-building. This overall structure is illustrated in the following diagram.

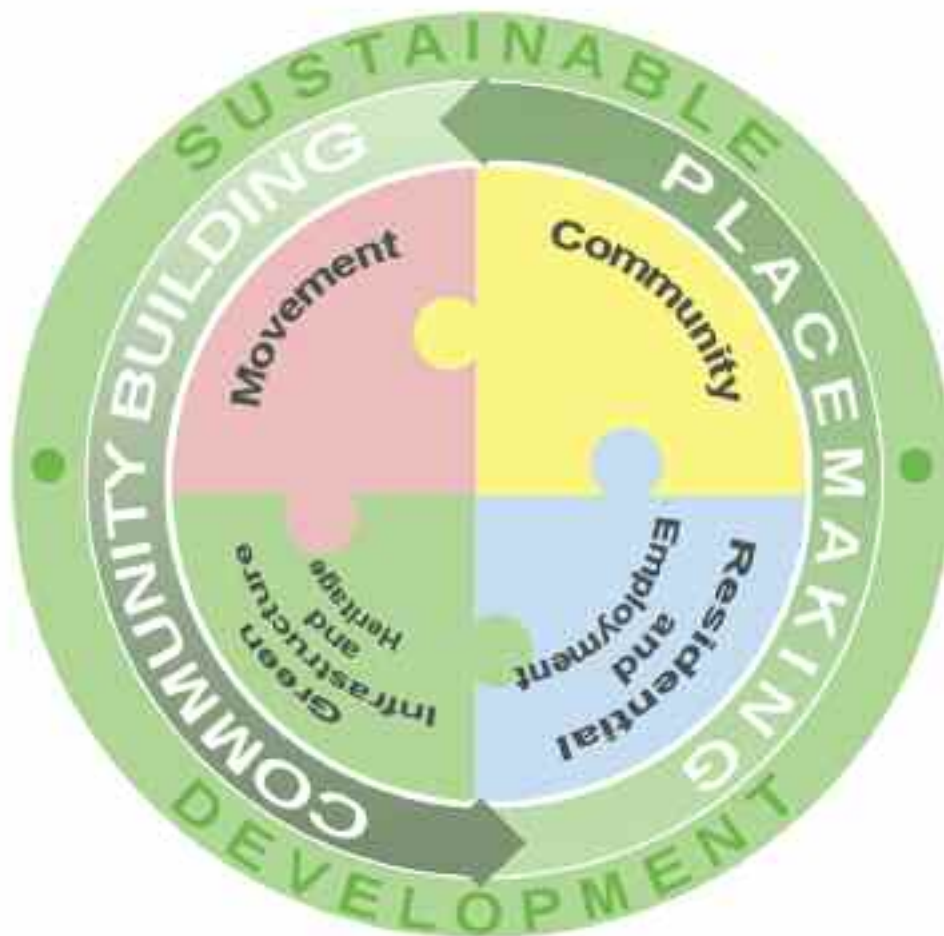


Figure 3: Weston Villages sustainable development wheel



## Place-making

- 2.3 The concept of place-making is used to describe the overall objective of creating places with a strong identity, ensuring new development is locally distinctive, and ensuring quality in how places are designed and function (including access to local job opportunities). The physical form of the place should be capable of supporting a range of functions and sustainable land use patterns that help build local community identity, cohesion and capacity.
- 2.4 Quality design is critical to this process, applied to 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.
- 2.5 The first list relates to place-making principles which should be applied across the whole development area. This is followed by specific principles relating to Winterstoke and Parklands respectively.

### Place-making principles

- Winterstoke and Parklands will each exhibit a distinct sense of place based on a thorough understanding of their context and opportunities each site presents, with the design of new buildings and spaces referencing the historic or landscape features of the area. Underlying this approach is a view that quality design can generate financial, social and environmental value and support wider objectives such as the employment-led strategy. Critical to the success of the Weston Villages will be the attention to detail and this will be carefully managed through the development process.
- Neighbourhoods within each village will demonstrate distinct characters and 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.
- Development will demonstrate a commitment to low carbon and low energy demand principles, conforming to the 'energy hierarchy',
- 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, including walking, cycling, public transport and private car. They will demonstrate quality and compact design to support vitality and viability,
- Office and industrial land uses will provide local employment opportunities that are easily accessible to surrounding neighbourhoods and set in commercially attractive locations. These will complement wider employment generating uses within the Weston Villages.
- Existing heritage, landscape and ecological features will be integrated into the new developments and contribute to a distinctive and memorable sense of place.
- A strong green infrastructure will be planned for and delivered, including an interconnected and multifunctional network of spaces and wildlife corridors surrounding and throughout the developments, and linking through to the wider countryside.

- A range of residential densities will be provided, with higher densities closer to local centres and public transport routes, and opportunities for lower density family housing at the edges of the settlements.
- There will be a network of direct, attractive and safe pedestrian and cycle routes linking residential areas to open spaces, facilities (particularly the local centres), and other key destinations within the existing town and the wider countryside.
- There will be a clear legible road hierarchy with the primary routes through the villages also being the principal bus routes.
- Adequate safe and attractive parking (both in the local centres and wider development areas) will be provided and should ensure local roads are not constrained by inappropriate parking.
- Naming of streets and places will reflect the local character such as local features or historical connections.
- Principal gateways into the developments will be of high quality design.
- Important views out of the Weston Villages (prospect) including to the Mendip Hills Area of Outstanding Natural Beauty (AONB) and views in (aspect) should be considered and reflected in the layout and form of development.

### Place-making principles: Winterstoke

Opportunities should be explored to reflect elements of the historic aviation character within the layout, design and character of the development.

Where appropriate, existing heritage features such as WW2 pill boxes, the control tower and adjacent pilots' block and other airfield buildings and features will be suitably preserved and opportunities sought for their restoration.

The strong east-west linear character provided by the existing runway will be retained as a key component of the new development.

A single centrally located local centre will be provided adjacent to the Cross Airfield Link.

Green corridors will be provided running north-south through the development connecting with Hutton Moor, and east west along the Cross Rhyne. A further corridor will run east-west through the development connecting to the new Runway Park.

A Strategic Gap will be provided to protect the setting and separate identity of Hutton and Locking.

The new community park will form a key feature within the new development providing opportunities for recreation and leisure.



**Place-making principles: Parklands**

A strong green infrastructure setting will be created including the retention and framing of green corridors. It is expected that much surrounding land will remain in agricultural use.

The existing landscape character will be retained and enhanced including watercourses, hedgerows and field structures.

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, and further commemorative features explored.

Heritage feature of motte & bailey site and its setting to be protected and enhanced.

Organic and informal approach to the design and layout, reflecting village precedents.

Local centre to be centrally located fronting onto the new Community Park to act as the focus for the new community.

Principal access roads across the site connecting from A371 to Churchland Way will form key 'address' streets supporting effective legibility through Parklands Village.

A strategic gap will protect the setting and separate identity of Parklands and surrounding villages.

## Community building

- 2.6 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 and belonging in their local area.
- 2.7 In order to create a successful and sustainable development, it is vital to consider community needs from the outset. Central to this will be a community engagement strategy which will aim to involve local residents including new residents, their representatives and existing communities.
- 2.8 Community engagement is a long term process and will require an ongoing commitment from all parties involved. The community engagement strategy for the Weston Villages will operate at variety of levels:

	In other words...	What it means
<b>Forming</b>	Helping people to get to know one another	Providing opportunities to meet, socialise and form networks
<b>Informing</b>	Telling people something	Information is made available to the whole community, or part of it, in an accessible way
<b>Consulting</b>	Asking people what they think	Measuring public opinion on an issue or proposal
<b>Involving</b>	Bringing people together to talk about and influence issues and ideas	Members of the community come together to share experiences and work collectively to identify potential solutions. Decisions on what actions to take are influenced but remain the responsibility of decision-makers
<b>Participating</b>	Mobilising people to help decide what to do	People are supported and enabled to represent their community, evaluate services, highlight specific issues and develop solutions in partnership with decision-makers
<b>Empowering</b>	Helping communities to take responsibility for doing or running something themselves	A group or community has achieved autonomous, independent or arms-length control over planning, commissioning, management, delivery and evaluation of projects and service; public service providers may have a monitoring or supervisory role

- 2.9 Developers bringing forward sub-area masterplans and planning applications should demonstrate how they are working with North Somerset Council, partner organisations and communities to successfully deliver community engagement. This is likely to involve:
- 2.10 **Forming:** Strong and inclusive communities are characterised by strong social networks. Development proposals should encourage the growth of social networks by providing opportunities and spaces for new and existing residents of the communities to contact and get to know one another. Most important of all in this will be the provision of a community space at the start of the development, for example, a community hall, meeting rooms or community café. 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. Other opportunities include resident website forums, community events and the use of social media.
- 2.11 **Informing:** Existing and emerging communities should be kept informed of development proposals and delivery and provided with information about the local area. Welcome packs should be provided to new residents including information about local facilities and services as well as about the development itself. Developers or their agents should provide monthly 'surgeries' for communities to enable residents to raise any questions or concerns and for actions to be taken to address those concerns. Where possible, websites should be established to provide updates to residents on how the development is moving forward and when and where new facilities will be provided.
- 2.12 **Consulting:** all developers must comply with community consultation requirements for major planning applications. Consultation should be ongoing throughout the development period, including consultation with parish councils and resident forums. Developers should demonstrate that they have taken consultees responses into account in developing and delivering their proposals. North Somerset Council and partners will work with developers to find out more about the new communities to enable future facilities and services to best respond to their needs.
- 2.13 **Involving:** 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. Developers will be expected to work with North Somerset Council and partners to help establish well-governed and representative community forums and networks which enable people to be involved in the development of their community and to respond to local issues. Initially this could take the form of a developer / council / resident steering group to share information and views and resolve problems relating to the development as it comes forward. It will be important to learn from the ongoing experience and aspirations of new and existing residents throughout the life span of the development and beyond, for example through community-led reviews of progress at the end of each phase of development.
- 2.14 **Participating:** as communities emerge, opportunities to collaborate and secure their involvement in the delivery of the new communities should be maximised. Developers will be expected to work in partnership with communities to jointly agree and deliver appropriate aspects of the developments, for example, the design of parks and open spaces, community halls and other public facilities.

- 2.15 **Empowering:** in the medium to long-term, options for the creation of new Parish Councils will be explored to enable communities to lead and shape the future of the Villages. In addition, where possible, community facilities should be designed and communities supported to take over the ownership and management of appropriate local facilities such as community halls, sports facilities and open spaces. Such facilities should be created in a manner that allows future flexibility of use for a variety of purposes, for example through flexible internal layouts.
- 2.16 These activities and initiatives are necessary to secure the sustainable development of the Weston Villages and developers will be expected to make appropriate financial contributions to support their operation. This funding could be used for a variety of purposes, for example to support community networks and events or to assist with the community management of facilities. Options for the management and use of such funding will be explored and agreed in conjunction with developers and the emerging communities. Subject to the outcomes of government consultations, this could be matched or substituted by any proportion of the Community Infrastructure Levy (CIL) that the Council is required to pass to local communities.
- 2.17 The location, design and phasing of the local centres at the Weston Villages will be critical to encourage patterns of behaviour which focus in on the new development area and support the development of strong communities, rather than relying on existing facilities and networks elsewhere. As a minimum, a community meeting hall or other suitable space should be provided from the start of the development. The local centres should be delivered as early as possible in the developments, in a location that is central and accessible to all, at the heart of transport networks. The local centres will act as hubs for the emerging communities and are expected to include a range of services and facilities. Co-location, shared use and community management of facilities is encouraged where possible. Space should be safeguarded to allow future community facilities to be developed where required. The quality and safety of the public realm will be important and communities and other stakeholders should be pro-actively involved in the design and development of the public realm and community facilities.
- 2.18 Throughout the developments, design proposals must facilitate the creation of strong communities and mitigate against any factors that could deter community engagement. In particular, this should ensure that community facilities are easily accessible for all and that the environment created is safe and welcoming. Inclusive design and well-managed open spaces reduce fear of crime and promote usage, enabling residents to interact and get to know others in the community.

### Community building principles

- Adoption of a community engagement strategy.
- Facilitate the creation of social networks between existing and new residents and other local communities. Community space to be provided at each village from the outset – the form and function to evolve as the community grows and develops.
- Provide welcome packs and regular updates on what is happening in a range of accessible formats, including through developer surgeries and websites.

- Work with partners to understand the new communities and their needs and aspirations.
- Consult residents on development proposals and provide opportunities for local residents to become involved in and influence decision-making.
- Work in partnership with communities to jointly agree and deliver suitable aspects of the developments such as parks and community halls.
- Developer / council / resident steering groups to share information and views and resolve problems relating to the development as it comes forward.
- Community-led reviews of progress at the end of each phase of development, allow lessons to be learnt for future phases.
- Establish and support well-governed and representative community groups and forums.
- In the medium – long-term, explore options for the creation of new Parish Councils for each of the Villages.
- Development and community facilities to be adaptable to adjust to future community needs and designed to enable future community management.
- Communities to be supported to take ownership and manage appropriate local facilities.
- 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.
- Community engagement fund to be established through development contributions and / or Community Infrastructure Levy.

## Development themes

- 2.11 This section sets out a series of broad overriding themes that should influence the planning and development of the Weston Villages. These themes are all factors that will contribute to a sustainable development and should be articulated in more detail through the preparation of the sub-area masterplans.
- 2.12 **Employment-led:** Residential development must be provided in step with the creation of jobs. Developments will provide a range of employment opportunities and initiatives to ensure that in the future Weston secures a better jobs-to-homes ratio and pressure for out-commuting is reduced. Delivery mechanisms will ensure that there is an explicit link between homes and jobs.
- 2.13 **Mixed and balanced communities:** Each village should form a sustainable and well balanced development offering housing choice, a range of opportunities for local recreation, sufficient and varied employment opportunities, 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, and also catering for a wide range of housing needs from young families to the elderly. This should seek to support independent living through for example the application of Lifetime Homes.

- 2.14 **Movement and legibility:** Movement and the pattern of routes throughout the development will be central to influencing the experience of the place. 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, 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.
- 2.15 **Landscape and green spaces:** A comprehensive multifunctional, inter-connected and adaptable green space network will be provided that responds to the existing landscape character. 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 setting 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.
- 2.16 **Adaptability and resilience:** New development at the Weston Villages will need to be adaptable to changing requirements over time across a range of issues including climate change but also others such as changing demands placed on infrastructure and other resources. This covers issues such as climate change but also more generally to the changing needs of communities and businesses over time. Development, for example, must be based on sustainable water management principles, consideration given to local food production, and energy security. Development should also reduce reliance on car usage (and fuel) by maximising the opportunities for walking, cycling and public transport, and ensuring that day-to-day needs can be met within the locality.
- 2.17 **Energy efficiency and sustainable design:** As part of a wider strategy to mitigate and adapt to climate change impacts, development should embody low carbon development principles, be designed to be energy efficient and maximise the use of renewable and low carbon energy. Design and construction should use materials with a low embodied energy, and carefully consider the sourcing of materials. The use of passive design techniques should be maximised taking into consideration orientation, natural ventilation and lighting so as to minimise as far as possible the energy demand from development. High levels of insulation should also be utilised in order to reduce heat losses. A site-wide approach to sustainable energy generation should be explored using renewable decentralised energy infrastructure where feasible and viable and measures included to ensure its long term management and development.



- 2.18 **Architecture and townscape:** The quality of the urban design, buildings and public realm is critical to the success of the developments with the principles set out in this SPD 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. Development edges will be sensitive to the existing character of the area such as the existing pattern of fields and hedgerows. The treatment of the main transport corridors, public open spaces and key buildings is of critical importance and ongoing maintenance costs associated with specific construction methods and finishes should be considered. Local neighbourhoods will have their own distinct character through different approaches to design, layout, use of materials and colours all of which responding to the specific local context such as the parklands setting, the more formal historic grid structure of the former RAF Locking, or the wider design features within the town.
- 2.19 **Enhancing infrastructure capacity:** The Weston Villages will create the need for infrastructure investment to support new communities. In addition local utilities eg: sewage and communications will need to be upgraded by the relevant service providers to accommodate development. This will require detail collaboration between service providers, developers and North Somerset Council.
- 2.20 **Sustainable services and facilities:** The Weston Villages should provide a range of supporting facilities necessary to service the new communities. The delivery of these has to take into account their accessibility to surrounding communities, commercial viability, and ongoing operating costs and viability. Existing effective models in addition to innovative solutions should be explored for these to support their long-term use.

### **Key constraints: helicopter safeguarding and flood management**

- 2.21 There are two key constraints that have significant implications for the form of development proposed at Weston Villages. These are flood risk and management and the need for helicopter safeguarding associated with the flight activities of the helicopter museum.

### **Helicopter safeguarding**

- 2.22 The Helicopter Museum is an existing facility and important tourist attraction for 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.
- 2.23 The new development will mean that existing flight paths will need to be adjusted to enable development to take place. Proposals will be 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.

2.24 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 as 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 presented below illustrates the safeguarded corridors. This provides the context for more detailed mapping as part of sub-area masterplanning and planning applications that clearly defines the boundaries based on parameters agreed by North Somerset Council, and other interested parties.

2.25 The key parameters relating to helicopter flights are:

- Safeguarding land on the north-western side of the helicopter museum measuring 500m x 24m, for Final Approach and Take Off (FATO) of helicopters. A Safety Area is required on either side of the FATO of 3m width. In addition, side slope protection from any development is required. This side slope protection will be measured from the edge of the Safety Area extending outwards at a gradient of 1:1. This slope should not be penetrated by any fixed or temporary obstacle. Based on this the following dimensions are appropriate:

FATO = 24m  
 Safety Area =  $2 \times 3\text{m} = 6\text{m}$   
 Fence Distance =  $2 \times 2\text{m} = 4\text{m}$

**Total = 34m**

- Safeguarding 600m x 200m flight path corridors at both ends of the FATO within 20 degrees of the FATO orientation. These 'uncongested areas' must not contain any form of development although informal recreation, 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

- 2.26 Areas of Weston Villages and surrounding land in the town are subject to a risk of tidal and fluvial (river) flooding from the sea and two main watercourses in the area; the River Banwell and Uphill Great Rhyne each having a specific catchment area draining areas within the Weston Villages. Generally the only land not subject to flood risk is centred on the former RAF Locking due to the topography of the site. However, surface water run-off from development in this area into adjoining flood catchment areas is an important issue, as the rate of water run-off increases with development, the effects of which are not confined to the individual site boundaries.
- 2.27 North Somerset Council have worked very closely with the Environment Agency, specialist consultants and developers in the area to understand and form a solution to enable development of the area whilst improving the flood risk in areas currently under considerable risk.



- 2.28 A significant amount of work has been undertaken and through these studies a comprehensive flood management solution (the Strategic Flood Solution (SFS)) has been recommended to address flood mitigation in respect of the new development in addition to having a wider benefit to the town. This is required in addition to other measures such as raising ground levels on lower lying land. The preferred strategic solution (the SFS) for each of the two catchments is:

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

- 2.29 The flood storage area will be created either side of the Cross Rhyne forming areas of wetland and open water/lake. This will provide flood storage, recreational facilities and environmental/biodiversity enhancement. It 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 is estimated to be 170,000m<sup>3</sup> and the maximum is some 240,000m<sup>3</sup>. Vehicular access to the lake will be required and consideration given to the possible need for parking.
- 2.30 Care should be taken when planning the layout of development at Winterstoke Village adjacent to the proposed SFS including the wetland area to ensure the scheme is not jeopardised and that necessary space is left between. Detailed masterplanning of the land should await the final detailed design of the SFS.

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

- 2.31 The solution at the River Banwell seeks to mitigate and alleviate the effects of potential flood events by providing additional flood storage capacity and reduces the risk of flood at existing properties in the catchment area. The compound channel will be constructed downstream of the M5 motorway with a lowered bank extending laterally for some 50m on the right bank of the channel over an estimated 1900m stretch of channel. This will provide additional storage at times of high flow. 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.
- 2.32 The SFS 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 must not compromise the SFS in terms of funding or delivery. In addition, minimum floor levels will be required in lower lying parts of the development including at Winterstoke Village.
- 2.33 Detailed work is underway to produce a detailed design for the configuration of the Strategic Flood Solution that will feed into the production of a planning application in the summer of 2012.

## Sustainable Drainage

- 2.34 Sustainable drainage solutions applied to individual sites/development parcels 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 (pre-development) 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, streams and other features that ensure local rivers, watercourse and surrounding grounds are not inundated.
- 2.35 These should form integral parts of the development sensitively integrated into each of the sub-areas and linked 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 criterion and North Somerset Council, the Environment Agency and Internal Drainage Boards should be consulted.
- 2.36 North Somerset Council is in the process of preparing additional guidance on the application of SuDS schemes within North Somerset that should be available later in 2012. This will coincide with North Somerset Council becoming a SuDS Approval Body under the Flood and Water Management Act 2012.
- 2.37 Developers should demonstrate how the SFS scheme in addition to site specific SuDS schemes will be delivered and applied through a Flood Risk Assessment.



## Chapter 3:

# Masterplan framework

3.1 This section of the SPD sets out the Masterplan Framework that will guide development and associated decision making at the Weston Villages. It is built up from four interrelated layers covering:

- Community
- Residential and employment
- Movement
- Green infrastructure and heritage



3.2 Given the scale of development 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. A masterplanning 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 Weston-super-Mare.

3.3 The Masterplan Framework provides the form and key requirements to enable the more detailed sub-area masterplans and development proposals to be brought forward in a coordinated way. In this way a degree of flexibility is retained for developers to apply innovative design and development solutions provided that the overall objectives and requirements as set out in this SPD are achieved. This will ensure that the SPD remains responsive and fit for purpose over the life of the development.

### Development Area

3.4 The Masterplan Framework defines the extent of the development area at Weston Villages within which new built development is allocated. The extension of the Weston Villages development outside this area will not be permitted unless where otherwise indicated, such as for the location of recreation or other predominantly open space areas. It should also be noted that the Strategic Flood Solution required to facilitate the development is located outside of the development area. The extent of the development area is defined on the following plan.

## WESTON VILLAGES DEVELOPMENT AREA



### Sub-area masterplans

- 3.5 Within the development area the Weston Villages are sub-divided into eight sub-areas (four on each village as shown on the plan below) broadly reflecting the different existing characteristics of the sites, and also the future distribution of neighbourhoods throughout the development. The sub-areas are:

Weston Villages sub-areas	
Winterstoke Village	Parklands Village
Winterstoke West	Locking Parklands
Locking Moor	Grumblepill
Weston Airfield Business Park	Locking Head
Winterstoke North	Parklands Centre

- 3.6 Sub-area masterplans will be prepared by developers for each of these areas in advance of bringing forward detailed development proposals. This will ensure that the sub-areas reflect the requirements as set out in the SPD and to enable the co-ordination of individual proposals and issues that affect adjacent sub-areas.
- 3.7 A summary of the key requirements to be addressed in each of these sub-areas is set out later in this SPD.

## Key design locations

- 3.8 Design guidance and coding will be an important element of the sub-area masterplans. This will contribute to the place-making objective and help to deliver distinctive neighbourhoods. While good design is an objective across the whole development, six critical areas have been identified where a detailed, comprehensive approach is essential. These areas are defined as key design locations. Developers will be expected to bring forward proposals for these areas as part of their sub-area masterplans supported by detailed design coding.



- 3.9 These key design locations comprise both the main gateways into the developments and the local centres. They are critical focal points where a more comprehensive assessment is required across a range of issues including design, access and function. Further guidance on the treatment of these areas is provided within the relevant sub-area detailed later in Chapter 3.

### Key design locations

Winterstoke Village	Parklands Village
1: Gateway – Winterstoke Road	4: Gateway – Churchland Way
2: Gateway – Locking Moor Road	5: Gateway – A371
3: Local Centre – Winterstoke	6: Local Centre – Parklands



- 3.10 The gateways are important because these will be the main entrances into the developments where the creation of a distinct, high quality sense of place will make a significant contribution to the overall character and impression of the development. Similarly the local centres will be the focus of community life where distinctive urban design, quality spaces and provision of a range of facilities will play a significant role in the delivery of a successful and sustainable development.

## Masterplan Layers

### 1. Community

#### Local centres

- 3.11 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 be well connected to both the principal road network through the sites, public transport routes and the strategic cycleway/pedestrian network. Facilities and services should be located ideally within a 5 minute walking distance (400m) and a maximum of 10 minutes (800m).
- 3.12 These local centres will contain a mix of uses to encourage shared trips, vitality and viability, and passive surveillance at different times of day (different uses should be planned to be active throughout the day to support a vibrant centre). Uses will include appropriately scaled retail, employment, community and potential for some residential use in addition to quality public space. 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 and flexibility 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. As an interim measure, this could be temporary accommodation that could revert to an alternative use as the community grows and a more permanent facility is provided.
- 3.13 The local centres will make a significant contribution to the overall character of the development and are highlighted as key design locations where detailed assessment is required as part of the sub-area masterplans. This will be secured through careful design of buildings and spaces to create a sense of place and accessibility from main transport routes for 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.
- 3.14 Higher density residential development will be encouraged around these centres in order to support viability by increasing the user catchment, footfall and convenience associated with the centres. Public transport can also be supported by increased patronage.

- 3.15 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. Parking associated with the retail should be designed for maximum utilisation and should serve all of the uses within the centre and not just the retail store in order to support shared trips, and reduce the requirement for separate areas of parking. Off-street parking will be provided to meet the anticipated and potential future needs of the centre.
- 3.16 The local centres need to be established early to provide a sense of place and to establish use patterns. They will contain an appropriate range of uses, including retail, office and community uses. 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 will be at the heart of the pedestrian and cycle network and the focus for public transport. Cycle parking will be provided at the local centres to facilitate their use and reduce reliance on the car.
- 3.17 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.

### **Winterstoke Local Centre**

- 3.18 The local centre will front onto the Cross Airfield Link (CAL) at the junction with the Airfield Bridge Link (ABL) and be commenced during the initial phases of development. A primary school will be delivered adjacent to the local centre, the design of which will be important in terms of its relationship to the local centre uses, and adjacent residential development. It will be located on the strategic cycle and pedestrian routes and provide access for passing trade by car. Particular care should be taken to deliver a high quality and safe pedestrian environment around the local centre, particularly where it meets the CAL.
- 3.19 The centre will comprise a 1000m<sup>2</sup> foodstore, with opportunities for other small retail units and a shared use community building.

### **Parklands Local Centre**

- 3.20 Development, including retail, and other community facilities, 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 south-western edge of the park. This will provide opportunities for businesses to be located along the principal 'address street' as well as the creation of a pedestrian orientated environment. The formal park will provide a distinct setting for the centre with surrounding buildings providing enclosure to the space. The park will also provide an attractive recreational area as well as an opportunity to host community and other local events.
- 3.21 The local centre will comprise a 1500m<sup>2</sup> retail food store with opportunities for other small retail units including eating/drinking premises, and potential for a co-located community building. This may include primary educational provision and a range of other community facilities.

- 3.22 Provision will be required to accommodate a primary school close by or adjacent to the local centre. Significant care should be taken to design these land uses to ensure they function well and provide a high quality centre to the Parklands Village, not least with regard to transport and parking issues.

### **Provision of facilities within the centres**

- 3.23 Both centres will be expected to consider the need for the following community facilities. It may not be necessary to deliver all in each centre and will largely depend on the individual service requirements and their asset management strategies. Ongoing close working between North Somerset Council, the various service providers and developers is critical to understanding these requirements and the associated spatial/ land use requirements. Sufficient provision should be identified through the sub-area masterplanning process.

- Community hall(s) or meeting space(s)
- Other leisure facilities
- Healthcare facilities
- Library facilities
- Police facilities
- Place of worship
- Public space i.e. small public square well integrated with local centre uses ensuring active frontages onto the space.

- 3.24 It is envisaged that some of these services and community facilities could benefit from being co-located within multi-use buildings with co-ordinated or shared management arrangements. 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 so a flexible approach is recommended. Notwithstanding this, the SPD supports the co-location of services and facilities in principle at the identified local centres.

- 3.25 Therefore proposals to share buildings, parts of buildings or sites across a range of services and facilities will be actively encouraged in consultation with the various services. Whilst being a matter outside of the scope of this SPD and therefore not predetermined by it, it is possible that the ownership of the facility could be in the form of a social enterprise or Community Interest Company (CIC) but this will be a matter for further exploration.

- 3.26 Co-location can provide advantages in terms of convenience to residents and bring efficiencies in the way services are delivered. Community engagement can be supported. 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.

- 3.27 The funding, delivery and management arrangements for such facilities including the potential for co-delivery of uses is recognised as essential to achieving a successful outcome. At the sub-area masterplanning stage, developers should consider the need for this type of facility and in discussion with NSC and other relevant parties, plan for it accordingly as part of the mixed use local centres.
- 3.28 Certain uses will be likely to be less viable to deliver during the early stages of the development as there will be insufficient population to support them. It is therefore important to consider the effective phasing of the local centres and consider ways in which facilities can be provided in a timely way to support communities and sustainable patterns of growth. Examples of support for facilities in the early years could include cross-funding from more profitable development, low rental premises, and maximising synergies from the delivery of different land uses.
- 3.29 Sites and/or floor space will need to be reserved for the delivery of longer term uses and flexible and adaptable spaces provided where uses can change over time. This should help to ensure opportunities are not missed to deliver services and facilities as and when they become necessary to serve the new communities.

## Skills and life-long learning

### Secondary provision and University Technical College (UTC)

- 3.30 At present funding is being sought for a 14-19 University Technical College (UTC) and a site is identified at the Weston Villages. If this facility is forthcoming, there will be a requirement for increased infrastructure at other educational establishments in and around Weston-super-Mare together with requirements for Special Educational Needs. If the UTC is not forthcoming the identified site will be retained to address the increase in demand for secondary school age provision. The size, type and nature of the educational provision to serve the secondary school sector will be determined at an appropriate time with regard to prevailing local and national teaching and learning policies and practices. The facility will be located on the southern edge of the Parklands Village as part of a new 'gateway' area adjacent to the new main access. It will be well located in relation to pedestrian and cycle routes such as the cycleway links to Winterstoke Village and north to Locking Castle and beyond. If funding is secured for the University Technical College, students aged 14 to 19 years will need to access the college from all over the district, and furthermore students aged 11 to 14 residing in the new villages will need to access secondary provision in Worle and Weston. This will potentially create significant amount of cross village movement to access secondary and college provision. It will therefore be necessary to ensure transport infrastructure can accommodate these movements and that sufficient public transport provision is provided.
- 3.31 The associated playing pitch requirements will mean that a degree of earth works will be required to ensure that the playing pitches meet specified Sport England standards with regards to slope. These playing fields and the associated leisure facilities could be used by the community subject to an appropriate management strategy. The secondary site will be approximately 9 hectares in size and this includes playing fields, parking and other associated ancillary uses. It also allows for future expansion from 900 to 1200 pupils in the future.

- 3.32 The playing fields are conveniently located to maintain the openness of the land adjacent to the A371 and will be bordered on the northern edge by a cycle/ pedestrian route. Opportunities will be taken to promote facilities for lifelong learning in association with Weston College and other potential providers.

### **Primary provision**

- 3.33 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 to support active travel to school and to support the development of strong social networks. A 5 minute/400m walking distance around the primary schools is shown on the community layer plan to demonstrate how the school sites should be evenly distributed across the developments. It will be essential for the schools to have good connections with pedestrian and cycling routes, across the villages. It is expected that one of the schools in both villages could be provided in association with the local centre to provide opportunities for co-location and shared use. 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.
- 3.34 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.
- 3.35 There will be a requirement for a children's centre to serve the whole of the Weston Villages and this is best located adjacent to one of the primary schools or a 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**

- 3.36 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.

## LeisureDome proposal

- 3.37 The leisure facility proposed by LeisureDome is permitted adjacent to the Parklands local centre. 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 acting as a 'destination attraction'. Any potential impacts of this proposal on the surrounding land uses should be addressed through sub-area masterplanning to ensure its setting and efficient functioning within the centre are optimised. The disposition of land uses around the facility will need to be carefully considered. In the event that the LeisureDome proposal is not forthcoming the sub-area masterplan for the area will need to be revised to consider alternative commercial uses.

## Children's play areas

- 3.38 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 with 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 routes.

# 3

## Playing fields

- 3.39 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.
- 3.41 Pitches of all types must have accompanying changing rooms. Where pitches are located at a school, these changing rooms must be independently accessible.

## Indoor sports facilities

- 3.42 Dependent on the availability of funding, it is anticipated that additional indoor leisure facilities could be co-located with the secondary school. These could potentially include a sports hall, fitness gym, squash courts, indoor tennis court and an indoor bowling rink.

## Outdoor sports facilities

- 3.43 Additional outdoor facilities may also be required or desirable. Examples include tennis courts, a bowling green, a skate park and athletics facilities. These could be co-located with the secondary school or provided separately. The provision of such facilities will be subject to assessments of need and the availability of funding.
- 3.43 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. Sensitive lighting strategies will be required on outdoor facilities in close proximity to the Grumblepill and Cross Rhyne 'dark corridors' to ensure ecological requirements are satisfied.

## Other community facilities

- 3.44 Community halls to serve the new neighbourhoods will be co-located wherever possible primarily with schools. At Parklands local centre the Community 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.

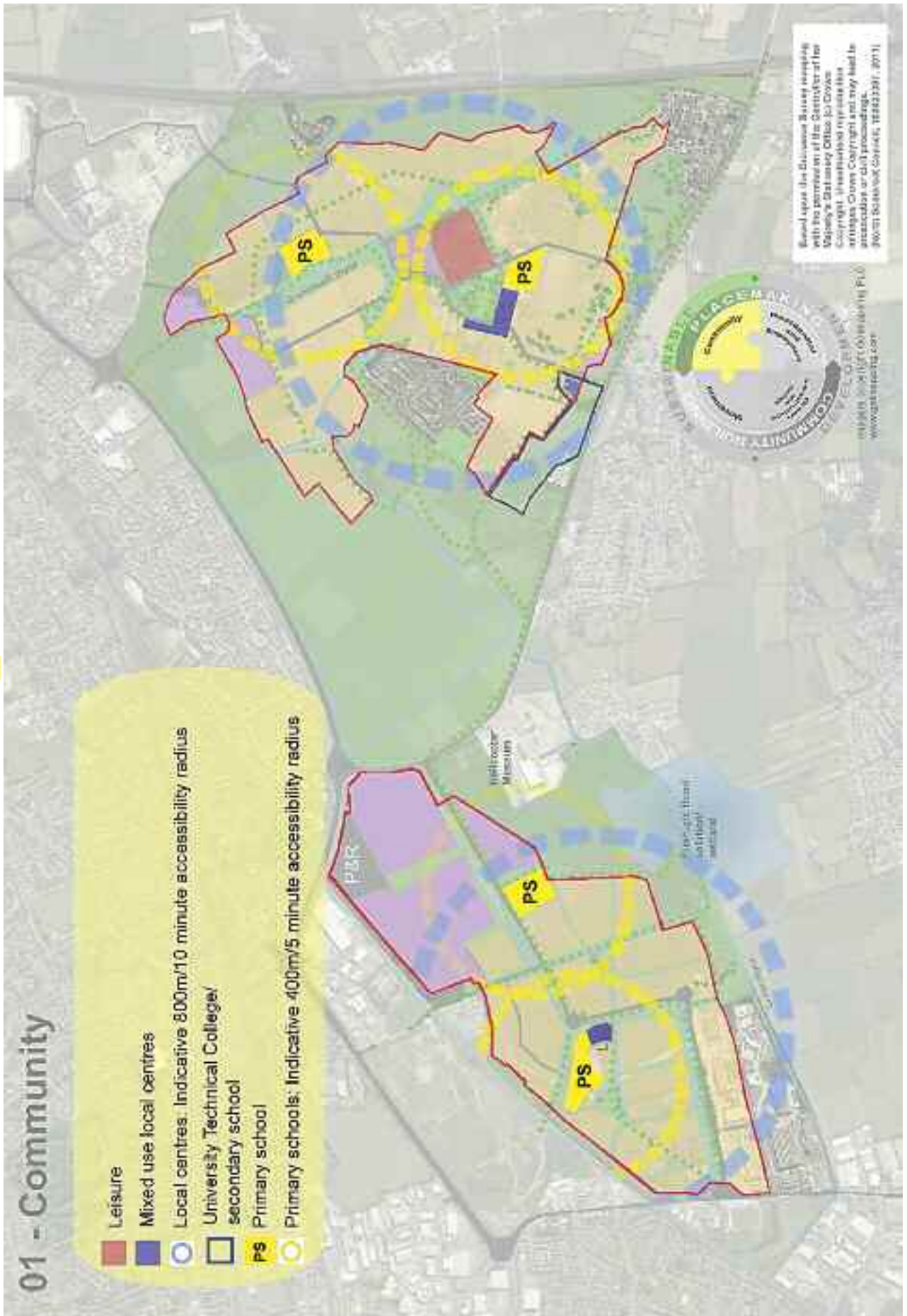
## Emergency services

- 3.45 A neighbourhood police post should be provided in each local centre in addition to the provision of CCTV to support policing at the Weston Villages. This is likely to be provided in co-location with other community facilities, and its delivery will be dependant on, amongst other things, the services' own asset management planning.
- 3.46 Avon Fire and Rescue Service have expressed an interest for a 2ha site to accommodate a new 7 bay fire station to include training facility and office space with an initial preference to be provided at Winterstoke Village with good access to the principal road network. This will need to be investigated through the sub-area masterplanning.



# 01 - Community

- Leisure
- Mixed use local centres
- Local centres: Indicative 800m/10 minute accessibility radius
- University Technical College/secondary school
- PS Primary school
- Primary schools: Indicative 400m/5 minute accessibility radius





# Masterplan Layers

## 2. Residential and Employment

### Residential

- 3.47 The Core Strategy sets out a requirement for about 5,500 homes at the Weston Villages. Whilst this serves as a broad target, 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 spatial strategy.
- 3.48 The total estimated capacity of the Weston Villages is about 5,800 dwellings broadly indicated in the table below. An average of 40 dwellings per hectare (net residential density) should be achieved across the development as a whole; the overall gross density will be less when factoring in non-residential land uses.

Area	Approximate dwellings
Winterstoke Village	2,350
Parklands Village	3,450

- 3.49 It is likely that this broad capacity will 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.

### Residential density

- 3.50 Densities will vary across the new developments as a result of the delivery of a variety of housing types, designs and layouts, to support services and facilities and in order to support place-making objectives. Following the principles of 'graded' densities, densities will be expected to be higher around key centres of activity, accessible locations, and public transport routes particularly around the local centres, including the formal park adjacent to the Parklands local centre. This will help to create enclosure to the formal park as a central element of the public realm. A similar approach can be explored around the Runway Park at Winterstoke Village. Areas of lower density housing will also be encouraged to secure a mix of different types and layouts, particularly family housing and higher value 'aspirational' housing. Generally speaking, lower density housing is more likely to be found on the periphery of the development.

## Dwelling mix

- 3.51 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 rented housing and 18% intermediate housing. Affordable housing is preferred on-site provided without public subsidy and 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. Further information is provided in the Affordable Housing SPD.
  - The sub-area plans will indicate the locations for family and aspirational housing.
  - The provision of extra care facilities, and general support for independent living.
  - There is an expectation that provision will be made for family housing and some aspirational housing built to high specification and at low density.

# 3

## Enhanced residential amenity

- 3.52 Care should be taken to ensure residential environments are of the highest quality possible demonstrating good building and urban design. Where necessary and informed by the relevant assessments, issues such as noise should be mitigated particularly in close proximity to noise sources such as the M5 motorway, helicopter museum and flight activity and the A370. Measures could include for example the careful disposition of land uses, dwelling design, layout and use of physical attenuation features.
- 3.53 Through sub-area masterplanning and in bringing forward any planning applications development proposals close to the M5 corridor and other main roads should take into consideration air quality within the new residential environments. Air quality should be assessed and measured on a site by site basis as it can be subject to significant local variations. Drawing on expert advice, proposed development should take into account the results of this assessment including siting of development, construction and the need for any mitigation measures.
- 3.54 These issues are not exhaustive and proposals should benefit from detailed baseline assessments of development potential. Care should be taken to ensure the highest quality place making and creation of attractive residential environments.

## Gypsy and Travellers

- 3.55 Landowners at the Weston Villages should provide suitable sites within the development or at agreed off-site locations for the provision of a minimum of two residential sites for Gypsies and Travellers.

## Economic Development and employment

- 3.56 Weston Villages will provide a range of employment opportunities to improve self-containment, reduce the pressure for out-commuting, address under-provision in key sectors as well as to deliver more sustainable communities. The Masterplanning Framework identifies around 42.4 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 as indicated on the Masterplanning Framework, although these may be subject to modification through sub-area masterplans in order to ensure delivery of the employment-led strategy. In addition to these specific sites there is scope for a finer grain of mixed employment provision e.g. along the 'address street' and at the local centres. 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. All employment areas will be well located in terms of both being able to accommodate traffic movements generated, be easily accessible by foot, cycle and public transport, and demonstrate sensitivity to residential amenity.

Village	Sub-area	Area (Ha)
Winterstoke	Weston Airfield Business Park	28.6
Winterstoke	Weston Airfield Business Park (south of CAL)	4
Parklands	Grumblepill	6.7
Parklands	Parklands Local Centre	2.1
Parklands	Locking Parklands neighbourhood	1
<b>TOTAL</b>		<b>42.4</b>

### Winterstoke employment

- 3.57 The largest employment allocation will be at Weston Airfield Business Park. This is a prominent site that will be accessed directly off the A371 via a new roundabout junction at the eastern end of 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, in addition to the existing Winterstoke Distribution Park which will be maintained in industrial use. A further new employment site is proposed south of the Cross Airfield Link. Employment provision at the Weston Villages may also provide accessible opportunities for existing communities to the south west of the site in South Ward supporting regeneration efforts there.

## Parklands employment

- 3.58 At Parklands, B class employment development will be focused at three key locations with the intention of providing a range of employment site opportunities. In addition, the sub-area plans will set out the potential for residential/business mixed use areas.
- 3.59 At Locking Parklands there will be an innovation centre and office park in an attractive landscape setting with easy access off the A371 as part of a new gateway area. The Innovation Centre and other employment buildings should be set back in a landscaped area from the A371 in order to maintain a green corridor along the A371 whilst still maintaining good visibility. A second site is located north of the proposed LeisureDome site with good access to the principal distributor road and good accessibility to the local centre.
- 3.60 A further employment site is identified to the north of Parklands where it will have good visibility to the A370 Somerset Avenue and good accessibility to the strategic road network. The planning and design of this site should carefully consider the range of factors relevant to this site including helicopter safeguarding, ecological issues and the opportunity to create a direct attractive highway access to deliver a high quality commercial offer and gateway into the Parklands Village.
- 3.61 At the Parklands 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. Mixed use buildings could be explored including the potential for retail on the ground floor and business/residential uses above looking onto the park.

## Employment-led strategy

- 3.62 Residential delivery will be directly related to the provision of employment opportunities, primarily in the B use category. Sufficient employment opportunities will therefore be required to be provided in step with the release of residential land. This includes service jobs (such as retail, leisure and community uses) , which should be accommodated in appropriate locations, particularly the local centres.

### Employment-led development

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

## Sustainable Design and Construction

- 3.63 The starting point for creating an environmentally sustainable and low carbon development is in understanding the site context (including the microclimate, site orientation, and topography) in order that the design and layout can help to deliver an environmentally responsive development.
- 3.64 The Core Strategy sets out a policy direction towards zero carbon for all new homes by 2016 and non-domestic buildings by 2019. Central to meeting higher standards of the Code for Sustainable Homes (CfSH) during the later stages of development, will be the design and investment into sustainable strategies early in the process of development planning. This may require frontloading of infrastructure that may influence the shape of the sub-area masterplans.
- 3.65 Developers will need to demonstrate at the planning application stage supported by an Energy Statement or other suitable supporting documentation how the principles of sustainable design and construction including the use of renewable energy where feasible and viable are incorporated into the development at both the masterplan and individual site and building scales. In particular developers will be required to show how environmental standards will be met including levels of the CfSH in addition to meeting Building Research Establishment Environmental Assessment Method (BREEAM) standards for non-residential buildings. Viability and feasibility considerations will be key to the delivery of these objectives and where it is evident that the application of these standards leads to negative viability or is not feasible on a given site; flexibility will be exercised taking into account the wider balance of issues and merits of the proposal. This will be particularly important for commercial development and uses with wider social benefits.

## Design

- 3.67 A high standard of design will be expected on all employment sites with landmark buildings at key locations particularly at the identified key design locations. Where appropriate, watercourses and associated green areas will help to provide an attractive setting and a degree of maturity to new development. Sound townscape principles apply to residential as well as employment areas with attractive streetscapes, good urban design and easy access to facilities for workers such as retail, food and drink, open space and leisure. Central to the design brief will be to reflect the 'softer' design character envisaged at the Weston Villages whilst delivering buildings that are attractive to the market (both residential and commercial).

## 02 - Residential and employment



## Masterplan Layers

### 3. Movement

- 3.68 A sustainable movement strategy is essential if the Weston Villages development is going to function efficiently, not exacerbate existing problems of congestion, and contribute to a sustainable and distinctive place. This will include a clear road hierarchy which enables users to navigate easily within the new development, the provision of adequate parking, and an 'active design' approach that positively encourages the use of public transport, cycling and walking. Reference should be made to the North Somerset Rights of Way Improvement Plan, 2007 (as amended) where relevant to development proposals at the Weston Villages.
- 3.69 The Weston Villages should be planned to maximise legibility where residents and visitors can easily understand and navigate their way (either by car, foot, or cycle) supported by landmark features, routes, and well designed spaces. Key destinations such as the local centres and schools will be served by a variety of transport modes to enhance accessibility and where possible, the distribution of uses will be planned to maximise shared trips.

### Road hierarchy

- 3.70 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 (1, 2, and 3 on the key of the 'Movement' layer). 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 to clearly reflect their function in terms of their width and degree of enclosure created with adjacent buildings, restricted accesses, anticipated traffic volume and landscaping (including street trees that can be used to subdivide the street into different zones). 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

- 3.71 The Cross Airfield Link (CAL) will serve the new community and local centre and act as a distributor for employment and other traffic from Winterstoke Road. A roundabout will be required at both the Winterstoke Road junction and the A371, both of which are defined as key design locations.

## Parklands Village: Principal roads

- 3.72 There will be four principal roads radiating out from the local centre; two of these will connect to the A371 at the southern end of the development, and two will connect to Churchland Way/Wolvershill Road in the north. It is expected that a number of these junctions will require roundabouts although this will be subject to the necessary Transport Assessments (TA). The westernmost connection from Churchland Way east of West Wick roundabout via the Parklands local centre to the western access onto the A371 will form the main route through the development. This will function as the 'address street' i.e. the potential location for commercial businesses seeking a presence on the main route, and the connections onto the existing road network are identified as key design locations.
- 3.73 The junction with Churchland Way east of West Wick must to be designed to create a high quality gateway into the employment site at the northern edge of Parklands. This will include a direct and easily accessible approach which will maximise the commercial potential of this location. This access needs to be carefully designed so as not to adversely affect flows or safety on the A370 and the West Wick roundabout junction. The junction with Wolvershill Road must be aligned with Scot Elm Drive.
- 3.74 The positioning of access points into the villages may need to consider, and indeed be influenced by, the need to run utilities into the site as these commonly align to road corridors. Collaboration with other developers will be required, in particular in relation to the interconnectivity of landownership and planning and delivery of transport infrastructure throughout the Weston Villages.

# 3

## Public transport

- 3.75 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 (to be determined through sub-area masterplanning) 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 connection point located at each local centre in conjunction with high quality public space.
- 3.76 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 on a 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.



- 3.77 At Winterstoke Village the existing Hutton Moor Lane road bridge link to Herluin Way will be enhanced to serve as a bus priority link as well as a cycle and pedestrian route. The delivery of this link at an early stage will be necessary if the Airfield Bridge Link (ABL) Phase 2 (highway option) remains a longer term aspiration.

## Cycleways

- 3.78 The natural topography of the land comprising the new villages is such that it provides a major opportunity to support and encourage both cycling and walking, within the villages and also to access local facilities in the wider area. In order to maximise this potential, it will be necessary to provide a strategic network of legible, attractive and safe cycleways, linking the residential streets to the local centres, key facilities and beyond to connect with the existing cycle network, providing access to the district centres at Worle and Weston. The outline strategic cycle network is shown on the Masterplan Framework plan. The network 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. Along the Grumblepill Rhyne and other identified 'dark vegetated corridors' their design will need to ensure compatibility with the requirements for protection of the bat foraging and commuting habitat.



- 3.79 Strategic cycle routes will be intuitive to follow and stop/starts avoided where possible. Signage of cycle routes will be consistent with the existing cycle network. Safe crossings will be provided at road junctions, and other parts of the cycleway network. 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 will be designed as part of the detailed masterplanning through the sub-area plans.

### Strategic cycleways

The indicative network is shown on the movement layer plan. Strategic cycle routes adjacent to highways will need to be provided in both directions of travel. This schedule highlights the key connections.

#### Winterstoke Village

- Winterstoke Road – local centre (via Runway park) – A371.
- Hutton – Moor Lane (this route should also have equestrian access).
- Local centre – A370 via new Airfield Bridge Link.
- Cross Rhyne: Winterstoke Road – A371.
- Alongside CAL.

#### Parklands Village

- Grumblepill Rhyne: Annington Oaks – local centre - Locking Castle District Centre (via existing subway).
- Local centre south: Grumblepill Rhyne – local centre – A371.
- Local centre west: Grumblepill Rhyne – Flowerdown – A371.
- South link: CAL – south of Flowerdown – Grumblepill.
- Locking Head Drove – motte & bailey - Flowerdown (this route should also have equestrian access).
- Alongside A371: CAL – M5.
- Alongside principal roads.

- 3.80 Other cycle routes will also be required to provide safe local connections which, where appropriate, can follow calmed residential streets. A footpath/cycle connection will be required to connect Winterstoke and Parklands Villages as shown on the Masterplan Framework 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. Consideration should also be given to the wider network and ensuring/improving connectivity. For example, a link could be investigated via the M5 farm accommodation bridge to the existing Summer Lane bridleway for walking, cycling and equestrian use.

## Walking

- 3.81 The new developments will encourage walking by providing attractive, safe and convenient routes to both facilities, and also for general recreation that are accessible to users of all abilities. 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. Routes should be carefully planned throughout the development layout to encourage passive surveillance, avoid narrow passages and hidden corners etc to discourage crime and antisocial behaviour. An informal recreational route should be planned around the Parklands Village which would have a different character to the other identified strategic routes.
- 3.82 The street pattern and level of connectivity generally will need to facilitate the walkable neighbourhoods objective reducing wherever possible, physical barriers or undesirable routes. Key facilities such as schools will need to be directly accessible from the residential areas they serve. Key routes as identified on the movement plan will be required to meet adoptable standards being 2.5m wide, use appropriate materials and be suitably lit.
- 3.83 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.
- 3.84 Opportunities should be sought to reinstate the historic route that linked Hutton to land north of the airfield as a pedestrian/cycleway link thereby enhancing permeability through the site and respecting the historic fabric of the area. This should be in the form of an adoptable public right of way, 2.5m wide with appropriate lighting. Works may be required to the bridge crossing the railway line at the northern end of the link.

## Parking

- 3.85 Recent residential developments have failed to adequately address current parking demand which has led to indiscriminate parking which can affect access for larger vehicles such as buses, refuse and emergency vehicles, block accesses and footways, and generally have a significant adverse impact on the street scene. In residential areas parking should be provided on the curtilage adjacent to the property in preference to separated parking courts. Based on previous experience of major residential development in North Somerset, the Council will seek to ensure that the design and layout of parking provision is fit for purpose, taking account of the practical needs of residents. On-street provision should be designed as part of the layout ensuring wide enough roads so as not to lead to congestion and access issues referred to above. 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

- 3.86 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. 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 Locking Moor Road. The preferred site is capable of accommodating over 500 spaces.

## Planned enhancements to the transport network

- 3.87 North Somerset Council has secured major scheme funding from 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 Queensway.
- Junction 21 improvements to inbound capacity.
- Gateway area improvements on the A370 at Marchfields Way/Winterstoke Road.
- Bus priority improvements at Queensway North Worle.

- 3.88 A new direct road link across the railway between Winterstoke Village and the A370 originally formed part of the Weston Package. This is known as the Airfield Bridge Link (ABL) and while it would have provided significant traffic management benefits, there was not sufficient funds available for it, 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. In the interim a pedestrian/cycle bridge (ABL Phase 1) will be provided on the line of the route, leaving space for Phase 2 (the highway option) to be provided in the longer term.

## Junction 21 of the M5

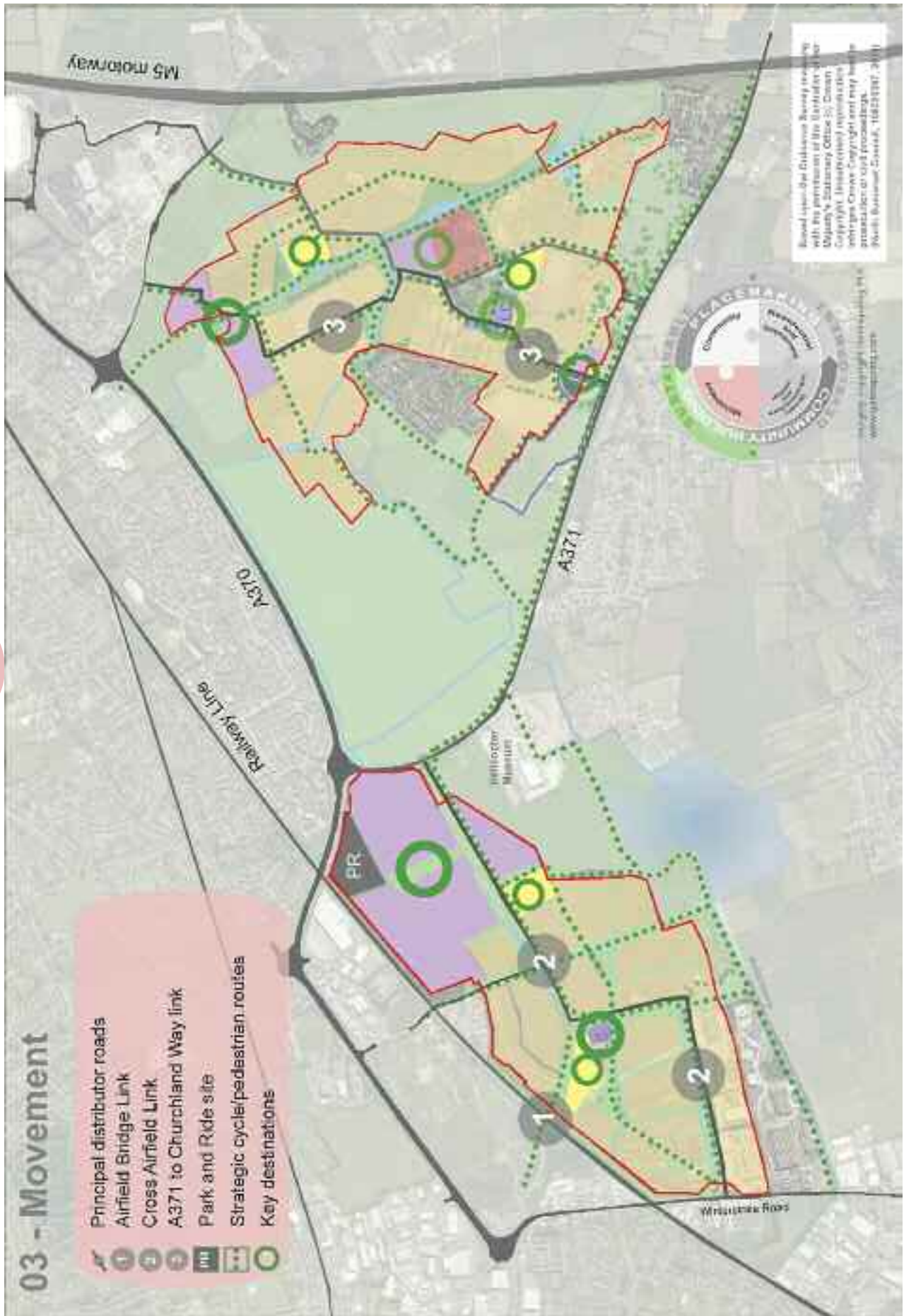
- 3.89 The development of the Weston Villages will increase pressure on Junction 21 of the M5. At peak commuting times of the day Junction 21 struggles to cope with the current volume of traffic, this causes extended queuing and journey times on both Somerset Avenue and Bristol Road which backs up to 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.

3.90 The Council's previous approach to the problem was to seek funding from central Government for a J21 bypass. The Government's fiscal constraints mean that funding for the bypass 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 has 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 in 2026 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 bypass.

### Other off-site transport Infrastructure requirements

3,91 The quantum of development proposed for Weston Villages is such that it will be necessary to mitigate impact upon the wider transport network, to avoid causing problems for existing residents and business of Weston and the surrounding area. These impacts and the mitigation measures required will be identified through the process of the production of developer Transport Assessments, satisfactory to the council's Highways and Transport Service. The Highways and Transport Service wish to ensure that the cumulative impacts of the proposed development are properly accounted for through the Transport Assessment process, given the multiple land ownership and developer holdings. The mitigations will need to address relevant off-site highway capacity constraints such as J21, the restricted width of Wolvershill Road etc, while also making adequate provision for public transport (in particular the provision of bus services) and provision to connect on-site pedestrian paths and cycleways with strategic off-site pedestrian paths and cycleways. This will ensure the delivery of a continuous pedestrian and cycle routes to a comprehensive range of local destinations.





## Masterplan Layers

### 4. Green Infrastructure and Heritage

- 3.91 The Weston Villages are based on a green spaces strategy which provides for a multifunctional and inter-connected network of spaces that will contribute an important part of the character of the Weston Villages. These will comprise parks, open spaces, and green corridors within and around the Weston Villages. In addition, the existing range of trees, hedgerows, species-rich grasslands, and water features will be retained as far as possible for their ecological, social, aesthetic and environmental value. These areas and features will provide a variety of benefits in respect of, for example, ecology and biodiversity, habitat creation (both in terms of conserving existing habitats and creating new), sustainable drainage, climate change adaptation, opportunities for formal and informal recreation, food production, quality design and place-making, particularly the appearance and setting of the development. Of critical importance will be the long term management, maintenance and role for these spaces to ensure long term economic, social, and environmental value.
- 3.92 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 relevant typologies, 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.
- 3.93 It is considered that the green infrastructure setting provides a key strength for the Weston Villages particularly given its existing character and potential for further enhancement e.g. woodland creation. Long term uses that maintain the openness and other objectives set out in this SPD, are encouraged for the surrounding green edges. This is to try and ensure that they continue to be used in a viable and sustainable way, and contribute to the Weston Villages objectives. Appropriate uses for these areas could include allotments, open space, outdoor leisure, community orchards, paddocks, agricultural use etc.
- 3.94 The existing natural site characteristics offer the opportunity to impart a softer edge to the development with sensitivity to, and structured around existing hedgerows and field boundaries.

### North Somerset Green infrastructure typologies

- 3.95 A number of typologies have been described to distinguish between the various elements of green infrastructure, many of which will feature within the Weston 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.

## Community parks

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- 3.96 At Parklands a substantial new community 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 other uses. This and other green spaces within the developed areas will act as stepping stones facilitating the movement of species throughout the developed areas.
- 3.97 There is also the opportunity to develop a further community park in association with the motte and bailey Scheduled Monument site. This could form a larger informal accessible green space, serving all the local community and offering a range of health and leisure benefits.
- 3.98 Larger equipped play areas could be sited in community parks, along with less formal leisure facilities and planting of benefit to wildlife. Where possible other large community facilities such as allotments and orchards should be co-located.
- 3.98 At Winterstoke Village a new community park known as ‘Runway Park’ will be created in addition to wider open spaces located throughout the development. This will form a new community park which makes a feature of the rhyme that will cross it. It will be a notable public space near the primary school and local centre, and should be well enclosed by surrounding development to offer passive surveillance of the space.



## Neighbourhood open space

- 3.99 Neighbourhood open space will be the dominant recreational use, forming a network of adaptable local space nodes along the key routes (particularly routes taken by school children, which avoid busy roads). Although sites need to be associated with areas of family housing their design and location should not create a nuisance to nearby residents, but should be designed with natural surveillance by surrounding buildings. Careful consideration should be given to their design and planting so that spaces add to townscape value, have a greening effect, and act as focal points for social activity and informal recreation. These spaces will be detailed through the sub-area masterplans and be subject to design coding.

## Woodland and conservation sites

- 3.100 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. Tree planting can have beneficial effects on the local microclimate helping to support a low carbon development, as well as other benefits. The design of provision, including species choice, must reflect existing landscape character and habitat and species data. It is essential that newly created sites are supported by management plans to ensure ecological value is maximised and recreational use is sustainable, and that pressures on the sites are properly managed. Management plans also assist with transition to community management and allow access to grants to assist with maintenance and improvements.

## Green Corridors

- 3.101 A network of connected green corridors is proposed which will link various habitats and provide multifunctional recreational benefits including a strategic cycleway/footpath network. General green corridors should be distinguished from the 'dark vegetated corridors' as identified on the plan as the latter has specific design requirements. The green corridors are not only important links but help to provide a setting for important features within the landscape and new residential neighbourhoods. Green corridors can also provide species-rich grassland, and also help to provide adequate commuting and foraging areas for bats, and must be carefully designed to support this role. In some cases such as at the Parklands Village, the corridors coincide with existing easements such as from the existing pumping station out to the west. The corridor should allow for the necessary minimum distances required to safeguard this infrastructure.
- 3.102 The form of proposed development seeks to frame and provide some containment to a series of green spaces and active, long-term uses will be sought for these sites compatible with their role.

### Key green corridors are:

#### Winterstoke Village

- Hutton Moor Lane to Hutton: 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 to connect A371 and Winterstoke Road.

#### Parklands Village

- A370 and Churchlands Way/Wolvershill Road: Provision of a green corridor to the north and north-east of Parklands Village.
- A371: Green corridor along Locking Moor Road to the south of Parklands Village.
- Grumblepill Rhyne: Green corridor between Annington Oaks and A370.
- Grumblepill to motte and bailey: Green corridor connecting local centre to Scheduled Monument site and beyond to A371.

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### A371 corridor

- 3.103 There must remain a continuous green corridor adjacent to the A371 bordering the southern edge of development in order to enhance the setting of development, protect the important existing landscape, and enhance residential amenity at the Parklands Village. This and other green corridors should include pedestrian/cycle routes to enhance their benefit as recreational areas.

### A370 – Churchland Way corridor

- 3.104 A green corridor extends alongside Somerset Avenue into Churchlands Way providing a strong green setting to the Parklands Village to the north. This corridor has many benefits including climate change adaptation, recreation, ecology and place-making and also meets the requirement for helicopter safeguarding.

### Cross Rhyne corridor

- 3.105 The Cross Rhyne corridor sits to the south of the Winterstoke Village and will incorporate the Strategic Flood Solution and wetland area. This area also serves as a dark vegetated corridor for bat foraging and commuting purposes.

### Key corridors within the development areas

- 3.106 A series of key corridors run through the developments, including along the Grumblepill Rhyne; connecting the Grumblepill Rhyne to the Scheduled Monument; and Hutton Moor Lane to Hutton link. The Grumblepill has specific requirements associated with bat foraging and commuting, and all three will play an important role within the developments.

## Allotments and Community Orchards

- 3.107 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. Provision could be made at community or neighbourhood parks to provide a synergy of use.
- 3.108 Community Orchards will be provided interspersed throughout the development to enhance biodiversity and local amenity. They should be multi-functional e.g. having pedestrian routes through them, robust picnic benches and seats and offer opportunities for informal play. Their scale should enable ease of management as they require annual pruning for best results, so small groups of isolated trees are undesirable. They will contain a variety of tree species including fruit bearing varieties with sufficient space and infrastructure to maximise access and potential yield. Developers should design these in as part of the more detailed sub-area masterplanning.

## Tree coverage

- 3.109 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. The benefits that trees ultimately provide will be proportionate to their size. Species choice should seek to maximise the ecosystem services while ensuring that the trees are viewed as an asset by new occupants rather than as an issue of conflict. Creating the right environment for large species trees needs careful planning at the earliest stages in the design process. The design must be worked around existing trees, and the physical and physiological requirements of new trees must be engineered in. Street tree provision will include large-growing trees, planted in high-quality tree pit designs which maximise tree health, avoid conflicts with the installation and maintenance of utilities, and minimise future maintenance of the street surface. Conflicts with street lighting will be similarly avoided through careful planning for tree growth.
- 3.110 Existing trees subject to Tree Preservation Orders and the memorial trees will be protected and incorporated into the landscaping strategy. In exceptional circumstances the developer may make a case to remove a protected tree supported by an up-to-date tree survey, arboricultural implications assessment and landscape strategy. Removal depends on a number of circumstances including the health of the tree, its quality, but rarely can a case be made for the removal of a high quality specimen. (Contact should be made with NSC tree officers for specialist advice). Caution should be taken when planting new trees to ensure a clear maintenance strip is maintained to any adoptable sewer routes.
- 3.111 The existing mature treescape at the Parklands Village should be protected and enhanced as a central feature of the new development. This includes extensive and varied tree specimens located to the south of the site in addition to pockets of coverage in localised areas. One such example of the latter is to be incorporated into the creation of the formal park complimenting the setting of this key feature.
- 3.112 At the Winterstoke Village, a key feature will be the tree lined Cross Airfield Link supporting a boulevard style street with dedicated cycle lanes and watercourses.

## Biodiversity

- 3.113 The development area contains a designated Wildlife Site (Grumblepill Rhyne) and is also within the five km consultation zone around the North Somerset and Mendip Bats Special Area of Conservation (SAC). 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).
- 3.114 Planning applications may need project level Habitats Regulations Assessment (HRA) particularly with regard to the North Somerset and Mendip Bats SAC. The Council's Ecologist should be consulted.
- 3.115 Development within the Weston Villages should enhance the ecological value of the area through favourable management and the provision of a network of green corridors. These will provide high quality habitats for certain species, particularly bats and can also fulfil a recreational function. The key strategic rhyne network includes the Grumblepill Rhyne, a Wildlife Site and the Cross Rhyne, which are particularly important commuting and foraging areas for bats. On at least one and preferably both sides of these rhyne at least 10m wide dark vegetated corridors should be provided (with a target illumination of less than 0.5 lux), to permit the continued commuting and foraging of horseshoe bats. Dark vegetated corridors will ideally comprise hedgerows which are tall, wide, and as continuous as possible with an average height of 3 metres, and broad (3 to 6 metres across). The height and width is important for horseshoe bats which use hedges as flight paths. Where hedgerows cannot be provided tree-lines may be an acceptable substitute. Only suitably designed and orientated lighting will be appropriate, the specification of which to be agreed. In addition the area contains a number of existing hedgerows and rhyne particularly within the Grumblepill Rhyne area and these should be retained and used to influence development proposals. The dark vegetated corridors are defined on the plan.
- 3.116 Care should be taken when assessing the potential for any vehicular crossings of the Grumblepill Rhyne to ensure the ecological objectives are not adversely impacted. Compensatory measures may be sought to enable a solution to take place.
- 3.117 Planning applications should be accompanied by an ecological survey undertaken by a suitably qualified ecological consultant at the appropriate time of year. Surveys should include legally protected species, Section 41 species and habitats and include the results of a data search from the Bristol Regional Environmental Records Centre. Ecological mitigation may include areas of native tree, hedgerow and shrub planting, new ponds and the provision of bird and bat boxes or bricks. Mitigation proposals should take account of the guidance in Biodiversity and Trees, the Supplementary Planning Document for developments within North Somerset.

## Strategic gaps

- 3.118 The Core Strategy proposes the identification of strategic gaps to help retain the separate identity, character and/or landscape setting of existing and proposed settlements (Policy CS19). The Masterplan Framework takes account of these wider strategic gaps to be protected surrounding the Weston Villages. This area will be kept predominantly open and support uses that meets this key criteria. The strategic gaps will be defined through the Sites and Policies DPD.

## Heritage and Archaeology

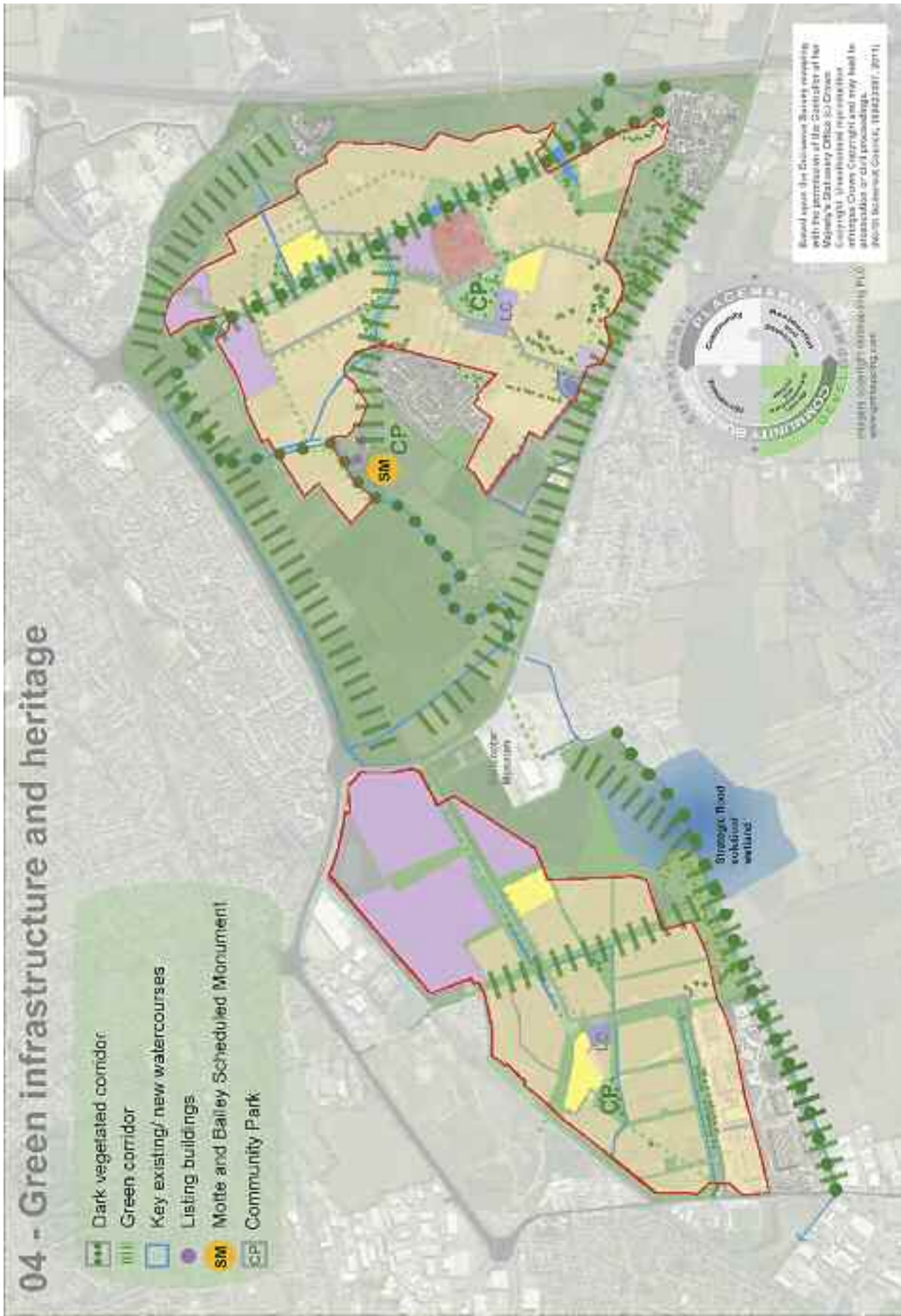
- 3.119 Historical features should be assessed and where appropriate retained and incorporated into the overall design and development framework. Such features include both natural features such as the rhynes, trees (including the memorial trees) and field patterns, and built features such as WW2 structures such as pill boxes and other 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 and connection to the past. In addition, there is a desire to create a feature to mark the recent history of Parklands as an RAF base and this should be actively explored and integrated into development proposals.
- 3.120 One of the most important features in the area are the remains of the motte and bailey 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. In particular the south-westerly aspect rolling into open farmland should be maintained in addition to sensitive treatment of the development edge to the north. The north-west aspect is largely protected by existing tree coverage. Views into this important feature should be considered and can help to enhance the legibility and character of the Parklands village.
- 3.121 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. The setting of the farm should be protected in particular with building frontages closest on the northern edge.
- 3.122 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.
- 3.123 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. 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).

- 3.124 Each sub-area 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.
- 3.125 Developers should work with North Somerset Council from as early a stage as possible in the planning process to ensure that the quantity and quality of their green infrastructure proposals comply with council standards. This must include early consideration of the potential long-term maintenance and costs, including minimising 'incidental' green spaces not included within the curtilage of a specified property and ensuring that there is easy access for maintenance machinery.
- 3.126 Wherever possible, the design of parks and open spaces should reflect the needs and wishes of the emerging communities. Developers will be required to demonstrate how they have worked (or will work) with new residents to develop their proposals and designs, for example in considering the layout of the spaces, the different uses within each area, and the choice of facilities and equipment (as an example, the choice of play equipment in parks).
- 3.127 Green infrastructure provision should take account of and respond appropriately to other infrastructure provision, in particular the provision and maintenance of utilities. Inappropriate co-location of utilities and green infrastructure will not be acceptable – for example, manhole covers located within grassed areas, pylons above sports pitches or sewers / cables that require access being located underneath new trees.



# 04 - Green infrastructure and heritage

-  Dark vegetated corridor
-  Green corridor
-  Key existing/new watercourses
-  Listing buildings
-  Motte and Bailey Scheduled Monument
-  Community Park




## Sub-area masterplanning requirements

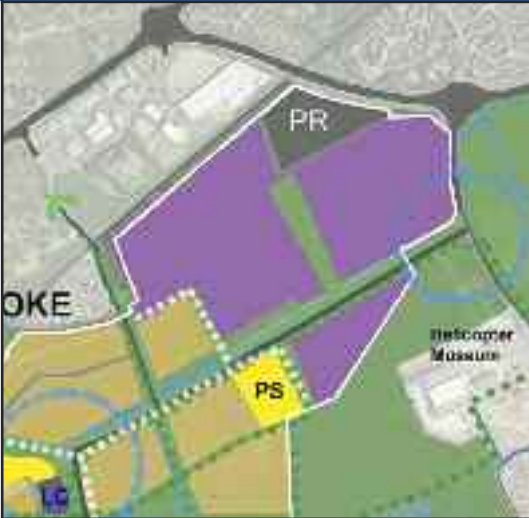
3.128 The following schedules provide a summary of the detailed development requirements for each sub-area taken from the masterplanning layers. They are presented as a checklist for sub-area masterplan preparation, but are indicative only and other issues will also need to be addressed. Higher level issues which apply across the development as a whole are not specifically referred to.








<b>Winterstoke Village</b>	<b>Sub-area 1: Winterstoke West</b>
	<b>Site area:</b> 46.8 ha
	<b>Main land uses:</b> Residential (approximately dwelling range = 1,120-1,215) Primary school 2.2ha Local centre
	<b>Key design locations:</b> Gateway - Winterstoke Road Winterstoke Local Centre (important to this centre will be the connection and relationship to the community park).
<b>Detailed development requirements (this list is not exhaustive)</b>	
<b>Community</b> <ul style="list-style-type: none"> <li>• Provision of 420 place primary school</li> <li>• Provision of local centre in northern part of site to act as focus for Winterstoke Village – to front onto CAL.</li> <li>• Local centre to comprise 1000m<sup>2</sup> foodstore plus opportunities for other small retail units, and community uses</li> </ul>	<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>• Mixed use employment opportunities</li> <li>• Redevelopment of existing employment land for residential.</li> <li>• Careful relationship to existing industrial area and redevelopment.</li> </ul>
<b>Movement</b> <ul style="list-style-type: none"> <li>• Safeguarding of Airfield Bridge Link; provision of cycle/pedestrian link in short term.</li> <li>• Strategic cycleways – Winterstoke Road to local centre; local centre to A370 via new Airfield Bridge Link; alongside CAL.</li> <li>• Provision of CAL to link Winterstoke Road to new junction by local centre</li> <li>• Bus provision - including main stop at local centre</li> <li>• Improved accessibility to other routes/facilities via Winterstoke Road.</li> </ul>	<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>• Creation of a community park linked by green corridors.</li> <li>• Protection WW2 features.</li> <li>• Green corridors – Hutton Moor Lane to Hutton; Cross Rhyne.</li> <li>• Dark vegetated corridor alongside Cross Rhyne.</li> </ul>
<b>Design (points not exhaustive)</b> <ul style="list-style-type: none"> <li>• Key design location at Winterstoke Road gateway requires a high quality entrance to the development with building frontages framing the space and a safe road system.</li> <li>• Key design location at local centre whereby compact design, suitable juxtaposition of buildings and public realm will be important aspects.</li> <li>• Create enclosure and an active frontage onto the community park.</li> <li>• Treatment of buildings fronting CAL</li> </ul>	<b>Other issues</b> <ul style="list-style-type: none"> <li>• Design and layout to minimise noise impacts from the railway line.</li> <li>• Sensitive integration of SuDS</li> <li>• Recognition and allowance for gas storage site to the south taking into account HSE advice.</li> </ul>


<b>Winterstoke Village</b>		<b>Sub-area 2:</b> Sub-area 2: Locking Moor	
		<b>Site area:</b> 27.7 ha	
		<b>Main land uses:</b> Residential (approximately dwelling range = 665-720) Primary school (2.2ha)	
		<b>Key design locations:</b> Winterstoke Local Centre	
<b>Detailed development requirements (this list is not exhaustive)</b>			
<b>Community</b> <ul style="list-style-type: none"> <li>Provision of 420 place primary school.</li> <li>Community building(s)</li> </ul>		<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>Low density edge on south eastern corner overlooking wetland/ open space.</li> <li>HSE safety requirements in relation to uses at Western Distribution Park.</li> </ul>	
<b>Movement</b> <ul style="list-style-type: none"> <li>Provision of CAL – need to address safe crossing points, particularly to local centre and primary school.</li> <li>Strategic cycleways - Winterstoke Road to A371 via local centre; Hutton to Hutton Moor Lane north-south</li> </ul>		<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>Green corridors - Hutton Moor Lane to Hutton; Cross Rhyne.</li> <li>Dark vegetated corridor alongside Cross Rhyne.</li> <li>Protection WW2 features.</li> </ul>	
<b>Design</b> <ul style="list-style-type: none"> <li>Requires a sensitive interface between residential, employment and school.</li> <li>Treatment of buildings adjacent to the CAL – creation of ‘address street’.</li> <li>Sensitive design treatment of the south-eastern edge of development fronting onto the wetland area and open space.</li> </ul>		<b>Other issues</b> <ul style="list-style-type: none"> <li>Recognition of helicopter safeguarding requirements- may require specific building layouts.</li> <li>Recognition of the requirements for the Strategic Flood Solution/wetland area.</li> </ul>	


<b>Winterstoke Village</b>	<b>Sub-area 3: Weston Airfield Business Park</b>
	<b>Site area:</b> 41.4 ha
	<b>Main land uses:</b> B class employment (32.6ha) Park and Ride Hotel Public house
	<b>Key design locations:</b> Gateway – A371
<b>Detailed development requirements (this list is not exhaustive)</b>	
<b>Community</b> <ul style="list-style-type: none"> <li>• Explore potential for 2ha fire service facility.</li> </ul>	<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>• Major strategic employment site.</li> <li>• Opportunity for mixed uses fronting onto the CAL</li> </ul>
<b>Movement</b> <ul style="list-style-type: none"> <li>• Provision of CAL including new junction to A371.</li> <li>• Safeguarding of a park and ride facility.</li> <li>• Enhancement of Hutton Moor Lane link across railway.</li> <li>• Strategic cycleways - A371 to local centre; Hutton to Hutton Moor Lane north-south</li> </ul>	<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>• Relationship to open space areas to south and east.</li> <li>• Retention of WW2 remains.</li> <li>• Green corridors - Hutton Moor Lane to Hutton; Cross Rhyne.</li> </ul>
<b>Design (points not exhaustive)</b> <ul style="list-style-type: none"> <li>• Support the creation of a strong commercially-attractive gateway into the Winterstoke Village from the east.</li> <li>• Requires a sensitive interface between residential, employment and school.</li> <li>• Key design location at A371 gateway with an important building frontage</li> <li>• Treatment of buildings fronting CAL – creation of 'address street'.</li> </ul>	<b>Other issues</b> <ul style="list-style-type: none"> <li>• Helicopter safeguarding – FATO area to be protected- will require sensitive design and layout of development adjacent.</li> </ul>

<b>Winterstoke Village</b>		<b>Sub-area 1: Winterstoke North</b>	
		<b>Site area:</b> 15.8 ha	
		<b>Main land uses:</b> Residential (approximately dwelling range = 380-410)	
		<b>Key design locations:</b> Winterstoke Local Centre	
<b>Detailed development requirements (this list is not exhaustive)</b>			
<b>Community</b> <ul style="list-style-type: none"> <li>Community building(s).</li> </ul>		<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>Provide an appropriate and well thought-out interface with the Business Park.</li> <li>Opportunities for mixed use.</li> </ul>	
<b>Movement</b> <ul style="list-style-type: none"> <li>Provision of CAL – need to address safe crossing points, particularly to local centre and primary school.</li> <li>Safeguarding of Airfield Bridge Link; provision of cycle/pedestrian link in short term.</li> <li>Enhancement of Hutton Moor Lane link across railway.</li> <li>Strategic cycleways – Winterstoke Road to local centre; Hutton to Hutton Moor Lane; local centre to A370 via new Airfield Bridge Link.</li> </ul>		<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>Green corridors - Hutton Moor Lane to Hutton.</li> <li>Protection WW2 features.</li> </ul>	
<b>Design (points not exhaustive)</b> <ul style="list-style-type: none"> <li>Careful design of residential fronting onto the ABL alignment to ensure dwellings are not adversely affected once route becomes established.</li> <li>Treatment of buildings fronting CAL – creation of 'address street'.</li> <li>Relationship to existing residential off Moor Lane.</li> </ul>		<b>Other issues</b> <ul style="list-style-type: none"> <li>Mitigate any adverse impacts from the railway</li> </ul>	

<b>Parklands Village</b>	<b>Sub-area 5: Locking Parklands</b>
	<b>Site area:</b> 44.6 ha
	<b>Main land uses:</b> Residential (approximately dwelling range = 1,070-1,160) Secondary school/University Technical College (9ha) Employment
	<b>Key design locations:</b> Gateway - A371
<b>Detailed development requirements (this list is not exhaustive)</b>	
<b>Community</b> <ul style="list-style-type: none"> <li>Retention of chapel and grounds and conversion to community use.</li> <li>Secondary school/UTC site adjacent A371 with playing fields forming buffer and buildings set back from main road but forming entrance feature</li> </ul>	<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>Opportunity for a mix of housing, including family/aspirational housing.</li> <li>Innovation centre at western road entrance to the development – but set back to retain green setting.</li> <li>Mixed use developments incorporating further employment.</li> </ul>
<b>Movement</b> <ul style="list-style-type: none"> <li>Provision of two principal roads from A371 to local centre – the western arm to be the 'address street'.</li> <li>Strategic cycleways – Grumblepill Rhyne; local centre south; south link; alongside A371.</li> <li>Provision of part of, and connection to the Parklands circular walking route.</li> </ul>	<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>Enhancement of parkland setting to frame new development.</li> <li>Protect existing TPO and memorial trees.</li> <li>Design to reflect existing character and heritage such as the grid structure of the roads.</li> <li>Protection of dark vegetated corridor alongside Grumblepill Rhyne.</li> <li>Green corridors – A371; Grumblepill Rhyne</li> <li>Define strategic gap.</li> <li>Retention of WW2 features.</li> </ul>
<b>Design (points not exhaustive)</b> <ul style="list-style-type: none"> <li>Key design location - A371 western access.</li> <li>Sensitivity to existing dwellings on the site.</li> <li>Design to take account of topography and views.</li> </ul>	<b>Other issues</b> <ul style="list-style-type: none"> <li>Protection/enhancement existing employment area.</li> <li>Possible location for an RAF commemoration.</li> <li>Sub-area masterplanning to address the future of brownfield land outside of the development area with any treatment in accordance with the overriding principles underpinning the development as set out in the SPD.</li> </ul>

<b>Parklands Village</b>	<b>Sub-area 6: Grumblepill</b>
	<b>Site area:</b> 48.5 ha
	<b>Main land uses:</b> Residential (approximately dwelling range = 1,120-1,215) Primary school 2.2ha Local centre
	<b>Key design locations:</b> Gateway - Churchland Way
<b>Detailed development requirements (this list is not exhaustive)</b>	
<b>Community</b> <ul style="list-style-type: none"> <li>• 420 place primary school to be located in the northern half of the sub-area.</li> <li>• Community building(s).</li> </ul>	<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>• High quality, accessible employment site in NW corner designed to protect open setting.</li> <li>• Development alongside M5 boundary to take account of noise and landscape impact.</li> <li>• Mixed use developments incorporating further employment.</li> </ul>
<b>Movement</b> <ul style="list-style-type: none"> <li>• Creation of two principal access roads through site from Churchland Way and Wolvershill Road to local centre; northern road to be 'address street'.</li> <li>• Roundabout junctions at Churchland Way and Wolvershill Road; Churchland Way junction to form commercially attractive access to employment area.</li> <li>• Strategic cycleways – Grumblepill Rhyne to Locking Castle via subway; Locking Head Drove to A371; link within residential area; alongside principal roads.</li> <li>• Link to Summer Lane bridleway via M5 bridge.</li> <li>• Consider impact of Leisuredome traffic.</li> </ul>	<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>• Identification of positive open uses for green edges.</li> <li>• Protection of vegetated dark corridor alongside Grumblepill Rhyne.</li> <li>• Green corridors – alongside A370 and Churchland Way/Wolvershill Road; Grumblepill Rhyne.</li> </ul>
<b>Design (points not exhaustive)</b> <ul style="list-style-type: none"> <li>• Relationship to existing employment site.</li> <li>• Relationship to West Wick development.</li> </ul>	<b>Other issues</b> <ul style="list-style-type: none"> <li>• Protect helicopter safeguarding area.</li> <li>• Sensitivity to existing dwellings, farmsteads on the site.</li> <li>• Protection/enhancement of existing employment site.</li> </ul>

<b>Parklands Village</b>	<b>Sub-area 7: Locking Head</b>
	<b>Site area:</b> 28.7 ha
	<b>Main land uses:</b> Residential (approximately dwelling range = 690-745) Employment (part of 6.7 ha)
	<b>Key design locations:</b> None
<b>Detailed development requirements (this list is not exhaustive)</b>	
<b>Community</b> <ul style="list-style-type: none"> <li>• Opportunity for open uses for green edges – particularly adjacent link to Locking Castle.</li> </ul>	<b>Residential and Employment</b> <ul style="list-style-type: none"> <li>• Creation of a high quality employment area at the northern corner with good visibility and accessibility from A370.</li> <li>• Opportunity for lower density family/aspirational housing.</li> <li>• Mixed use developments incorporating further employment.</li> </ul>
<b>Movement</b> <ul style="list-style-type: none"> <li>• Provision of the main 'address street' through the site to the local centre.</li> <li>• Strategic cycleways - Grumblepill Rhyne (connecting to Parklands local centre and Locking Castle District Centre); local centre to A371 and west towards Winterstoke.</li> <li>• Provision of part of Parklands circular walking route.</li> </ul>	<b>Green Infrastructure and Heritage</b> <ul style="list-style-type: none"> <li>• Protection of the Scheduled Monument and its setting.</li> <li>• Protection of the listed building and its setting.</li> <li>• Protection of dark vegetated corridors alongside Grumblepill Rhyne to the east and through the site alongside Cross Rhyne.</li> <li>• Green corridors – alongside A370; Grumblepill Rhyne; Grumblepill to motte and bailey.</li> </ul>
<b>Design (points not exhaustive)</b> <ul style="list-style-type: none"> <li>• Ensure appropriate interface with Flowerdown Estate.</li> <li>• Enhance the setting of the motte and bailey, and Locking Head Farm</li> <li>• Strong relationship to watercourses and field structure.</li> </ul>	<b>Other issues</b> <ul style="list-style-type: none"> <li>• 200m helicopter safeguarding corridor alongside A370.</li> <li>• Existing utilities cross the site.</li> <li>• Allowance for existing easement associated with pumping station to the south of the site.</li> </ul>

Parklands Village	Sub-area 8: Parklands Local Centre
	<p><b>Site area:</b> 11.5 ha</p>
	<p><b>Main land uses:</b></p> <p>Local centre            Community            Leisure            Residential (approximately dwelling range = 230-280)            Employment (2.1 ha)            Primary school (2.2ha)</p>
	<p><b>Key design locations:</b></p> <p>Parklands Local Centre</p>
<p><b>Detailed development requirements (this list is not exhaustive)</b></p>	
<p><b>Community</b></p> <ul style="list-style-type: none"> <li>• Integrate commercial and community potential of Leisuredome.</li> <li>• Local centre to comprise a 1500m2 retail food store with opportunities for other small retail units including eating/drinking premises; potential for co-located community uses; police post.</li> <li>• 420 place primary school.</li> <li>• Consider contingency for alternative uses on Leisuredome site.</li> </ul>	<p><b>Residential and Employment</b></p> <ul style="list-style-type: none"> <li>• Opportunity for higher density residential development focussed on local centre and park.</li> <li>• Employment site on northern side of leisure location.</li> <li>• Potential for appropriate employment uses within both local centre and residential areas.</li> <li>• Consider alternative commercial/mixed uses if LeisureDome does not come forward.</li> </ul>
<p><b>Movement</b></p> <ul style="list-style-type: none"> <li>• Four main roads through the development to converge on central park.</li> <li>• Western route to be principal road through the site and 'address street'.</li> <li>• Need to manage Leisuredome traffic.</li> <li>• Strategic cycleways – Grumblepill Rhyne; local centre to A371; local centre west.</li> </ul>	<p><b>Green Infrastructure and Heritage</b></p> <ul style="list-style-type: none"> <li>• Community park and trees to be the focal point of the Parklands development.</li> <li>• Potential for range of community uses of the central park.</li> <li>• Dark corridor alongside Grumblepill Rhyne.</li> <li>• Green corridors- Grumblepill Rhyne; Grumblepill to motte and bailey.</li> </ul>
<p><b>Design (points not exhaustive)</b></p> <ul style="list-style-type: none"> <li>• Create sense of enclosure around the community park.</li> <li>• Quality urban design with creation of quality buildings and public spaces.</li> <li>• Relationship to Flowerdown.</li> </ul>	<p><b>Other issues</b></p> <ul style="list-style-type: none"> <li>• Impact of LeisureDome – traffic and overshadowing.</li> </ul>



## Chapter 4: Delivery

- 4.1 The Masterplan Framework provides the context for bringing forward detailed proposals. It will help to 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.
- 4.2 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

- 4.3 Central to the delivery of the Weston Villages is a masterplan-led approach to help achieve high quality and coordinated development. Particular benefits of this approach include:
- Provide certainty to communities, developers, local service providers including utilities and the emergency services and other stakeholders as to what development is going to take place, when and where. This in turn facilitates their effective service planning and planned infrastructure enhancements.
  - Can raise land values and support viable development.
  - Help to support effective service planning at the Weston Villages.
  - Can ensure co-ordinated development, and help to achieve synergies across a variety of land uses.
  - Can help to raise design quality and achieve distinctive environments.
  - Can help to secure consensus and community ownership on the approach to the development of an area.
  - Provide a visual expression of policy, drawing together numerous policy strands into a coherent planning strategy.
  - Can focus investment where it is most needed.
- 4.4 The SPD does not seek to provide a detailed masterplan in itself, which is the role of more detailed sub-area masterplanning to bring forward development. The resulting sub-area masterplans will relate to areas within each village (see the previous section which illustrates these sub-areas) and will form the basis for planning applications and design coding. Sub-area plans should:

- Include a fundamental concept or rationale for the areas of development linking to adjoining development areas.
- Include more detailed development layouts, including blocks, movement layouts (including highway alignments, cycle ways etc).
- Include elements such as landmark building opportunities, the sequence of public spaces including green spaces and local centre spaces, key gateways (the Masterplan Framework identifies strategic gateways as areas that require particular design consideration as entrances into the Weston villages).
- Identify alongside supporting documentation an energy strategy and how this has influenced the masterplan.
- Identify different character areas based on characterisation work.
- Incorporate phasing strategies, including infrastructure within the development, and the employment-led strategy demonstrating the creation of employment (both B class and non B class) in relation to housing sites.
- Provide a context for design coding.
- Identify different density treatments that respond to the principles set out in the SPD.

4.5 The SPD does not preclude the creation of sub-area plans covering a wider area in terms of a collaborative approach to the site planning, however, in any case it will need to be of a sufficient level of detail to provide a context for detailed planning applications.

4.6 Sub-area masterplans must be prepared by developers in consultation with North Somerset Council, its partners, and local communities. Collaboration with other developers will be required, in particular in relation to the inter-connectivity of landownership and planning and delivery of infrastructure. Plans should be informed by public engagement, e.g. Enquiry by Design, consultation exercises, etc, the details of which should be provided with planning applications.

4.7 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 conformity with this SPD and any deviation should be discussed with NSC at the earliest opportunity.

### **Facilitating quality design: design coding and site briefs**

4.8 Design Codes will be required to support planning applications and their role in reinforcing site characteristics through for example specifying colours, materials, tree species and design 'language'. Coding is considered important to the overall success of the Weston Villages. These will build on character area analysis to identify and detail key places within each sub-area including the 'Key Design Locations'. Aside from these specific areas, the arrangement of Design Codes will largely be a matter for developers to determine as a result of the development of sub-area masterplans where it is expected that key character areas will emerge.

- 4.9 Design Codes should be prepared by developers working closely with North Somerset Council. It is expected that they will be submitted at the sub-area masterplanning stage alongside initial phase planning applications with the level of detail reflective of the planning application (for outline applications for a larger site codes should illustrate the general principles and themes, whereas for full applications and/or Reserved Matters applications, codes will need to be more detailed).
- 4.10 Site briefs may also be used to set out specific requirements for sites within the masterplan framework, sub-area masterplan or design code. The brief can highlight specific opportunities, constraints and objectives in an area, and could be used to guide the design of the identified Key Design Locations or any other specific site.

### **Employment-led strategy**

- 4.11 Development within each of the Weston Villages will be employment-led with the provision of 1.5 jobs per dwelling over the planning period. Residential development will be limited to tranches of not more than 250 dwellings in advance of adequate job creation.
- 4.12 A Joint Position Statement (JPS) between the Council and key developers at the Weston Villages has been agreed setting out how this employment-led approach will be phased and delivered.
- 4.13 Developers party to the JPS must ensure that compliance with the JPS is demonstrated in their planning applications.
- 4.14 Developers at the Weston Village not party to the JPS are invited to enter early discussions with the Council to agree an approach to employment-led phasing. The Council's preference is that such agreements should mirror the JPS, however, alternatives may be considered provided always that compliance with the requirement for 1.5 jobs per dwelling over the plan period is achieved and that the phasing of the delivery of employment is not less than that set out in the JPS.
- 4.15 All developers must ensure that their applications address the employment-led requirement. This will be most easily achieved through a written submission that addresses the various sections of the JPS in turn, explaining the applicant's proposed compliance.
- 4.16 Such a submission need not be lengthy, but should be clear on the actions to be taken by the applicant and the expected trajectories of jobs expected to result. It should demonstrate that the applicant's proposals are deliverable and that they are in compliance with Core Strategy, SPD principles (for example, by ensuring that gateway developments are of the highest possible quality).
- 4.17 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 SPD.

- 4.18 Where necessary, compliance with the employment-led proposals will be incorporated into planning conditions or a Section 106 agreement. Further advice and guidance can be provided by officers on request.
- 4.19 The West of England Local Enterprise Partnership (LEP) has designated the Weston Villages as an Enterprise Area. Representatives of North Somerset Council 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.
- 4.20 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 design and addressing skills and training.

## Infrastructure delivery

- 4.21 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, 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 including taking into consideration any maintenance liabilities to ensure effective ongoing future management. 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 sufficient 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 pro-active 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.

4.22 Appendix A of the Core Strategy Infrastructure Delivery Plan, provides a more detailed delivery schedule for infrastructure at the Weston Villages. This incorporates all categories of infrastructure (physical, social and economic). It includes infrastructure provided by all sources, including the public sector, developers, other private sector sources, social enterprise and local communities. The Schedule details costs, funding sources, land issues, delivery mechanisms, phasing, risks and officer prioritisation. It is recognised that these will change over time and the Schedule will be subject to regular monitoring and review, with a formal review at least every five years.

4.23 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:** see section below.
- **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.

- 4.24 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. A 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.
- 4.25 In several cases, the delivery of infrastructure will require the use of land from one or more private landowners, or will in other ways have other 'cross-development' implications. A collaborative approach between landowners and partners will be required to secure delivery of such items, including the Strategic Flood Solution, key access routes (including the North-South Parklands Village link) and education. North Somerset Council will seek to facilitate the development of 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 unacceptably delayed and collaboration is not forthcoming, the council and partners will give consideration to legal action to secure delivery, for example, with Compulsory Purchase Orders.

## Utilities infrastructure

- 4.26 A number of utilities cross the site including low voltage electricity lines, gas mains, sewage runs and a pumping station to the north of RAF camp. These should be given careful consideration in masterplanning of the Weston Villages providing for necessary easements, future management, enhancements and modifications. Developers are encouraged to work closely with the relevant agencies and service providers to ascertain the extent of utilities infrastructure and ensure that efficient and effective services are delivered and maintained and effectively integrated into new development without compromising quality of design or local amenities.
- 4.27 To the south of Winterstoke Village there is a fuel storage facility and associated consultation distance comprising of three zones that seek to mitigate the consequences to public safety of major accidents (The Health and Safety Executive (HSE) have produced a plan detailing the extent of the area in 2009). Any proposed development in the vicinity of this facility will be assessed against the advice of the Health and Safety Executive at the planning application stage. Until such assessment is carried out and formal advice sought from the HSE, there cannot be any presumption of development associated with the identified consultation distance where it relates to the proposed Winterstoke Village. Further land within certain identified zones will not be able to be developed for residential purposes or other sensitive uses in line with HSE guidance.

## Enhancing utilities infrastructure

- 4.28 The development places additional demand on existing foul water drainage capacity. This infrastructure is required to be enhanced with further network improvements to be planned in consultation with the relevant service provider. A drainage strategy may be required and prepared in collaboration with developers, North Somerset Council and the relevant service provider.
- 4.29 Other utilities infrastructure will also need to be enhanced where appropriate including communications and broadband. Superfast broadband capability is a requirement of super-serviced employment sites to be delivered as part of employment-led policy requirements.

## Infrastructure adoption, management and maintenance

- 4.30 The management and maintenance of infrastructure can have a significant impact on its long-term functionality, sustainability and the subsequent benefits to the community.
- 4.31 In designing infrastructure, developers should work closely with council officers and where possible the emerging local community to ensure that long-term maintenance and cost considerations are taken into account from the start of the design process. This should include choice of materials, options for increasing financial viability (for example, through multi-use facilities and locations with high footfall) and ease of access for maintenance machinery. It must also include minimising 'incidental' green spaces not included within the curtilage of a specified property.
- 4.32 A 'presumption to adopt' will be applied to infrastructure at the Weston Villages. This is to ensure that a high quality of provision is secured and maintained and to avoid unreasonable charges to residents for the private maintenance of public infrastructure.
- 4.33 Developers will be required to provide infrastructure to North Somerset Council standards that are ready for adoption as early a stage of the development as practicable. On complex schemes, the submission of detailed phasing and project management plans for the provision of infrastructure may be required to ensure that officers are able to adequately monitor progress. Developers and officers will be expected to meet regularly to review delivery, resolve any outstanding issues and ensure an efficient adoption process.
- 4.34 On adoption, commuted sums will be payable by the developer to help fund maintenance costs. These will be set and collected in line with national regulations and guidance, in particular the Community Infrastructure Levy Regulations 2010 and the County Surveyor's Society guidance on highways adoption.
- 4.35 In the case of parks and green spaces and potentially some built facilities, the adoption of infrastructure by the Council is likely to be 'transitional', with a view to transferring the asset to the community or other suitable organisation at the earliest appropriate opportunity. Support will be given to communities within new developments to facilitate this process.

4.36 In some cases, developers may propose that an item of infrastructure is not adopted by the Council. This might be appropriate, for example, for health facilities to be run by a GP practice or similar. However, the Council will require evidence that such infrastructure will be of good quality and will remain accessible to the public. Developers will be required to provide details of:

- The quality of provision and how long-term maintenance has been factored into design work.
- Proposed management arrangements and maintenance regimes, including robust proposals for community / resident representation and dispute resolution.
- Safeguards to ensure long-term viability / sustainability of provision and continued public access.
- Financial safeguards to ensure that any failure of the proposed management arrangements do not lead to liability for poorly maintained assets falling to the Council.

4.37 Guidance on the provisions of this section can be provided by council officers on request. More detailed policies will be set through the forthcoming Sites and Policies DPD. Applications that do not adequately address the provisions of this section may be refused.

## Development contributions

4.38 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.

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



- 4.40 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
- 4.41 Once the Charging Schedule is in place, S106 Agreements will continue to be used for a range of site specific costs and affordable housing. Such contributions will be in line with national regulations, which state that they must be:
- Necessary to make the development acceptable in planning terms.
  - Directly related to the development.
  - Fairly and reasonably related in scale and kind to the development.
- 4.42 Community Infrastructure Levy regulations require that contributions are set at a viable level. The final rates will be determined through CIL consultation and examination processes.

## Collaboration

- 4.43 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, the local centres and sustainable energy.
  - Working with North Somerset Council and its partners (including local communities), agree infrastructure priorities and provisions for their funding and delivery.

- 4.44 Where possible, the collaboration agreement or equivalent 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.
- 4.45 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 Weston Villages.
- 4.46 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. As a minimum, applicants will need to demonstrate how they contribute to the comprehensive development of the Villages in relation to the:
- Employment-led strategy.
  - Five-year housing supply.
  - Phased implementation of the Strategic Flood Solution.
  - Phased implementation of highways infrastructure, including the Cross Airfield Link and Parklands Village North-South Link.
  - Location and delivery of education, leisure and community provision.
  - Comprehensive energy and renewables strategy.
  - Ecological habitat and connected public realm.
- 4.47 As above, if collaboration required to secure the delivery of key infrastructure and other requirements cannot be achieved, then as a last resort North Somerset Council and its partners will use alternative legal actions to bring about delivery, potentially including Compulsory Purchase Orders. Applications that fail to meet the provisions of this section may be refused.
- 4.48 Where applicable, the Community Infrastructure Levy will be used to facilitate the delivery of shared / strategic infrastructure, for example as a mechanism for pooling development contributions.

## Phasing

- 4.49 The Weston Villages development includes a range of components that have different delivery timescales e.g. transport infrastructure, schools, residential etc. Each component will have its own delivery factors including procurement issues, build timescale etc so it is vitally important to be clear on phasing. North Somerset Council will work closely with developers to ensure the release of land is underpinned by a clear strategy for delivering the range of components.
- 4.50 Developers may come forward with proposals for development at any time following adoption of this SPD, and should be in conformity with it. These should be guided by the sub-area masterplan and relate to adjoining landownership's. 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.
- 4.51 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. The table below sets out a broad phasing strategy illustrating the delivery of each sub-area. This is not binding and developers may propose alternative phasing scenarios that respond to the need to manage cash flow over the duration of the development process. To a large degree this will be driven by various factors including market economics, but it should be emphasised that the timely delivery of infrastructure and facilities is critical to the success of the Weston Villages and will be key to negotiating planning applications. From a planning policy perspective the emphasis will be on a need to ensure an effective and ongoing delivery of housing supported by deliverable sites for development.
- 4.52 It is important that key formal, community and neighbourhood parks and open spaces are brought forward as early as possible to serve the needs of the community. Even where left 'undeveloped' for a time, these areas should be drained, levelled and grassed so that they are at least available for informal recreation and do not present an unsightly appearance as the villages develop. Advance planting should also be considered through key areas of the development, to add early maturity to the appearance of the developments.

Sub-area	2011-2016	2016-2021	2021-2026
<b>Winterstoke Village</b>			
Winterstoke West	●	●	
Locking Moor		●	●
WABP	●	●	
Winterstoke North		●	
<b>Parklands Village</b>			
Locking Parklands	●	●	●
Grumblepill	●	●	●
Locking Head	●	●	●
Parklands Local centre	●	●	

**Figure 6: Broad phasing of sub-areas**

4.53 Developers should ensure that ongoing development keeps to a minimum any impacts on residential amenity of residents/businesses and that areas are phased to ensure places are developed with the right infrastructure and finishes in a timely way e.g. road surfaces/ connections etc.

### Land use/masterplanning contingency plans

4.54 In instances where planned development proposals/ land allocations do not progress or where planning consents expire, particularly where this causes significant implications for the overall development, alternative land uses may be planned. This may involve a change to this SPD and to the accompanying sub-area masterplans. In such cases a thorough assessment of the proposed alternative uses will take place to ensure compatibility with the overall masterplan and the objectives of the SPD.

### Monitoring

4.55 Specific monitoring will take place to assess the delivery at the Weston Villages including the principles and objective set out in the SPD. This will be alongside more general policy monitoring as is usually undertaken. Key indicators will include:

- Delivery of the employment-led strategy linking into the Joint Delivery and Review Board, to include employment creation both in terms of numbers of jobs and range.
- Delivery of housing.
- Design quality.

- Sustainability including renewable energy generation, sustainable buildings standards etc.
- Process management and monitoring e.g. ensuring that the masterplan-led approach remains effective including monitoring the production of sub-area masterplans, design codes and planning applications.

## Planning Application supporting documentation

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

**Place making statement** – demonstrating for each 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 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**.

**Sub-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.

4.57 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 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 risk characteristics, flood mitigation and sustainable drainage requirements, how they will be delivered, phased and maintained, and to assess the impact on people and property. To include details on how the Strategic Flood Solution will be implemented.

**Foul sewerage and utilities assessment** – to include details on how development impacts on existing infrastructure (e.g. capacity), requirements for additional infrastructure enhancements (in consultation with the relevant service provider) and how services will be delivered to support new development.

**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. This should take into consideration the requirements to maintain ‘dark corridors’ for ecological purposes in line with North Somerset Council advice.

**Noise Impact Assessment** – to assess the impact of noise, particularly from helicopters, M5 motorway and other main roads. Any conclusions drawn from an NIA may lead to a requirement for an alternative solution to that set out in the Masterplan Framework e.g. the location of a development parcel in relation to a noise source. This should be fully set out preferably at the Sub-area masterplan stage and as part of individual planning applications.

**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.

## Weston Villages Masterplan Framework – key

Development Area (white outline)

Sub-area boundaries

Key design location



### Community

Leisure

Local centres

Primary school

University Technical College / secondary provision



### Residential and Employment

Residential development

Key employment locations



### Movement

Principal roads

Park and Ride

Strategic cycle and pedestrian routes



### Green infrastructure and Heritage

Existing important watercourse

Green infrastructure / setting

Listed buildings

Scheduled Monument



4

# WESTON VILLAGES MASTERPLAN FRAMEWORK



4





4

# Notes

4

# Notes

4

Council documents can be made available in large print, audio, easy read and other formats. Documents on our website can also be emailed to you as plain text files.

Help is also available for people who require council information in languages other than English.

For more information contact: 01934 426 331 or [planning.policy@n-somerset.gov.uk](mailto:planning.policy@n-somerset.gov.uk)

