



# West of England Joint Spatial Plan

Justification of the requirements for the  
12 Strategic Development Locations  
7.6 Churchill Garden Village



NOVEMBER 2018

## Joint Spatial Plan Examination

### WED 004F: Justification of the requirements for the 12 Strategic Development Locations in Policy 7.1 - 7.12 (Nov 2018)

#### SDL Policy 7.6 Churchill (Mendip Spring) Garden Village

##### Introduction

1. Strategic development at Mendip Spring Garden Village supports the development of transport improvements along the A38 growth corridor between Weston-super-Mare and Bristol Airport. Banwell and Churchill together are proposed to be supported by a series of strategic transport interventions including the Banwell Bypass and the Sandford and Churchill Bypass, which offer an opportunity for transformational change to existing settlements along this corridor. Mendip Spring Garden Village will provide employment opportunities, services and facilities which complement those in the locality.
2. Technical work published through the Locational Dashboards (**SD11C**), and SDL Templates (**SD11A**) identified potential for strategic growth at this location. This was informed by call for sites (**SD11F**) information indicating land availability. The strategic principles and infrastructure requirements are also supported by the Transport Topic Paper (**SD16A**) and Joint Transport Study (**SD16B**).
3. This development is being progressed in adherence to garden village principles reflecting the key qualities that represent garden villages (as set out in the *Garden Communities Prospectus*, MHCLG: 2018) including ample green space, clear identity and well-designed places. The North Somerset Local Plan Issues and Options consultation document **WED200** currently defines this development as a free standing new settlement.
4. An amendment to the JSP introductory text for Policy 7.6 is suggested:

The area of search for development **Land** to the north west of Churchill and Langford is shown indicatively on the Key Diagram as the broad location to accommodate a new Garden Village. The key strategic principles and infrastructure requirements are as follows:

	JSP Criteria	Reasoned Justification	Proposed Amendments
1	<p><i>Delivery of a new garden village to the north west of Langford with its own character and sense of identity for around 2675 dwellings including affordable housing. An additional 125 dwellings are estimated beyond 2036.</i></p>	<p>Further work set out in the North Somerset Local Plan Issues and Options consultation document <b>WED200</b> refines the general location for this new development and as such it is considered reasonable to revise the text to bring it into line with the other SDLs in North Somerset.</p> <p>Submission Document <b>SD11C</b> indicates potential for additional strategic growth at Churchill.</p> <p>A standard methodology for calculating housing capacity has been used and this is explained in document <b>SD11B</b>, section 5. It is anticipated that further, more detailed work through the Local Plan will refine this figure, informed by more detailed work on the SDL. Affordable Housing is expected to form part of the mix of dwellings in order to provide for mixed and balanced communities.</p> <p>An initial dwelling trajectory is published in <b>SD11A</b> – Strategic Development Location Templates, for each SDL. This includes an initial assumption around development lead-in times and annual build rates. The scale of development estimated beyond 2036 is a result of these trajectory assumptions that will be reviewed through the Local Plan process as a more detailed understanding of the SDL and its delivery will be gained.</p>	
2	<p><i>An interconnected and multi-functional network of green infrastructure will be established, including the provision of an appropriate strategic (open space) gap between Churchill Garden Village and existing settlements.</i></p>	<p>Green infrastructure components are considered to have a key role to play in the garden villages and are likely to account for a considerable percentage of the overall area. National policy encourages local planning authorities to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure with various sustainability and placemaking benefits.</p> <p>Given the specific ecological and environmental context, it is likely that this infrastructure will be critical in addressing recreation and quality of life needs, placemaking objectives, drainage requirements, and mitigation for species and habitats. The approach at the SDL will be to secure an effective ‘onsite’ network linked into a wider, more strategic network of habitats. Opportunities to collocate cycling and walking facilities within this network will be sought.</p> <p>From an ecological perspective, best practice is to create an interconnected and multifunctional network that meets the needs of various species.</p>	

3	<i>Development should avoid the flood plain and demonstrate reduced run-off rates including through the use of attenuation ponds and other features as appropriate. Additional land may be required off-site to facilitate long-term water storage as part of a sustainable drainage strategy.</i>	<p>The area of search for the development is outside of the identified flood zone. The approach to managing surface water will be integral to the overall environmental/ecological strategy for the development. The North Somerset levels landscape is a complex system comprising a network of rhyndes, and manmade drainage ditches where water drains slowly and through a system of penned gates means that onsite storage is likely to have a key role in minimising adverse impacts. Onsite storage and source control is key to minimising adverse impacts. It is considered that GI onsite and water features will be central in holding water and releasing slowly to the surrounding environment. This can have benefits to wildlife, recreation and placemaking, and sense of place created.</p> <p>Solutions will be required to ensure satisfactory water quality is achieved including through the application of suitable treatment train techniques that improve the quality of run-off prior to it entering the receiving watercourse. Particular concern is the impact on any run-off into the nearby Puxton Moor SSSI.</p> <p>The off-site requirement indicates a need to potentially provide water storage and this will be investigated as work progresses. Delivery mechanisms for this if required will be identified through the Local Plan.</p>	
4	<i>Protection and enhancement of local heritage assets and their settings, including Churchill Court unregistered park and garden and listed buildings at Churchill Green and Front Street.</i>	<p>This requirement is supported by national policy. The protection of historic assets will contribute to the sense of place and ensure any impacts on those features are minimised.</p>	
5	<i>Creation of a new local centre to provide the heart of the new community with a range of retail, employment, services and facilities.</i>	<p>It is anticipated that a development of this scale will require a range of supporting facilities in order to create a sustainable community and high-quality place. A lack of suitable local facilities will encourage additional car movements. The specific mix, and scale will be set out in the Local Plan supported by further evidence and masterplanning.</p>	
6	<i>Potential for higher densities at the local centre and other accessible locations, and reduced densities on the fringes of the development to</i>	<p>It is a well-established placemaking/urban design principle to provide for higher densities around local centres to support the viability and vitality of the centre and public transport provision and to encourage shorter trips and sustainable development generally. It also has the opportunity to contribute to the sense of place by increasing</p>	

	<p><i>provide a soft edge and setting for the new community.</i></p>	<p>footfall and activity and this should be taken into account through the urban design process.</p> <p><b>SD11A</b> (p43) under 'landscape' indicates the sensitivity required in blending this development into the existing rural context.</p>	
<p><b>7</b></p>	<p><i>Creation of new footpath and cycleways linking the new community with existing settlements and facilities including access to the Strawberry Line.</i></p>	<p>Document <b>SD16A</b> outlines in paragraph 2.4 the Key Principle of</p> <p>“...a requirement to maximise the effectiveness of sustainable travel choices and encourage greater use of rail, MetroBus, Park &amp; Ride, bus, cycling and walking. This aims to minimise car-based travel to/from the development areas”</p> <p>National policy encourages opportunities to promote walking, cycling and public transport use, and there is an opportunity to create simple and attractive routes between new and existing places. This can enable access to services and facilities but also maximise the opportunity to create a network of routes that enable the surrounding landscape to be enjoyed.</p> <p>Paragraph 3.3 of <b>SD16E</b> states, “Failure to provide adequate travel choices in new developments means that residents become reliant on cars, and it then becomes very difficult to encourage them to consider more sustainable travel choices.”</p> <p>The Strawberry Line is part of the National Cycle Network (Route 26) and an important feature locally. Access to it from the development will create opportunities for access to Yatton Station and recreational access. This is considered an important part of the ethos of what this development can offer within this rural setting.</p>	
<p><b>8</b></p>	<p><i>Package of highway schemes including a new M5 junction, Banwell Bypass, Sandford/Churchill Bypass and capacity improvements to A38/A368 junction. Bus service improvements to Bristol and Weston-super-Mare, including the potential for Metrobus.</i></p>	<p>This criterion sets out the key strategic transport interventions required to facilitate the development.</p> <p>The Transport Technical Studies <b>WED008</b> conclude that the J21a scheme is not required as an SDL mitigation however this is a longer-term scheme. The proposed change reflects this position.</p>	<p><i>Package of highway schemes including a new M5 junction, Banwell Bypass, Sandford/Churchill Bypass and capacity improvements to A38/A368 junction. Bus service improvements to Bristol and Weston-super-Mare, including the potential for Metrobus.</i></p>

<p>9</p>	<p><i>Provision of three primary schools of at least 2.4ha each to be located to maximise safe access from surrounding communities by walking and cycling.</i></p>	<p>NSC utilises a pupil projection model to estimate the requirement for new schools based on the estimated population increase and the nature of the housing proposed. The size requirement is NSC standard for a 420 place primary school.</p>	
<p>10</p>	<p><i>Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat. Investigation and implementation of a green corridor through development linking from open countryside to the west to Windmill Hill to areas south of Langford and beyond to the Langford Brook.</i></p>	<p>In consultation with Natural England, it is considered the most effective means of addressing any impacts on bat species is by taking a strategic approach rather than a piecemeal approach on a site-by-site/ case-by-case basis.</p> <p>This can enable the wider consideration of roost sites, foraging and commuting habitats, and the most effective strategy for mitigation.</p> <p>Consideration is being given to whether an off-site approach is most effective and would likely require a strategic approach across the SDLs. If this is pursued, it is still expected that on-site features would be necessary as a key element of development.</p> <p>Page 43 of <b>SD11A</b> states:</p> <p>“One opportunity may be to provide a green corridor from open countryside to the west, connecting to Windmill Hill and woodland features there, and then linking to open countryside and woodland features to the south (shown indicatively on the Concept Diagram).”</p>	
<p>11</p>	<p><i>Identification of around 7.4ha of employment land. Employment land to be located in close proximity to new highway link and will provide business opportunities in the B Use Class.</i></p>	<p><b>SD11A</b> explains the approach to considering employment potential at the SDLs:</p> <p>“For some SDLs where appropriate a standard approach was used for consistency to generate employment hectarages and floor space assumptions. These assumptions will be further tested through the local planning process including through Employment Land Reviews to support local plans.”</p> <p>At p45, <b>SD11A</b> notes:</p> <p>“Potential for mixed B class employment well connected to new strategic transport routes. Initial scenarios to test are for around 7.4ha of B Class land that could translate to around 40800sqm.”</p>	

		At an early stage the potential for business development facilitated by new strategic transport infrastructure was identified. There is an existing business area that could be explored for expansion to accommodate additional business land.	
<b>12</b>	<i>Development form, and layout to respect the sensitivity of the location close to the Mendip Hills AONB.</i>	<p>NSC must consider the potential effect development will have within the AONB and on land outside its boundary in accordance with national advice.</p> <p>It is considered that the specific location, form and layout of development, as well as more detailed design considerations to follow, will be critical aspects in addressing any impacts.</p>	
<b>13</b>	<i>Windmill Hill to be retained as a focal green feature for ecological, recreational and landscape value. It also has archaeological significance as a location for the remains of Iron Age settlement.</i>	Windmill Hill was identified in the technical evidence <b>SD11A</b> as an important local landmark which helps to define the separate identities of Churchill and Langford. It is also easily accessible to the proposed SDL and has significant potential to contribute to overall place-making. There are existing rights of way on the hill and extensive views from the top.	