

An aerial photograph of a rural landscape, showing a patchwork of fields, roads, and small clusters of buildings. The image is overlaid with a blue gradient that is darker towards the top and right. The text is white and positioned in the upper right and bottom right areas.

WHITCHURCH VILLAGE

STRATEGIC PLANNING OPTIONS

AECOM

**FINAL
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CONTENT PAGE

1. EXECUTIVE SUMMARY	5
2. INTRODUCTION	8
3. STRATEGIC CONTEXT	11
4. ENGAGEMENT SUMMARY	30
5. PLACEMAKING STUDY	34
6. SUMMARY OF AREA OF SEARCH ASSESSMENT	47
7. PLACEMAKING VISION AND PRINCIPLES AND PRIORITIES	52
8. DEVELOPMENT CONCEPT OPTIONS	56



EXECUTIVE SUMMARY

01

Figure 1. Separator image

1. EXECUTIVE SUMMARY

1.0.1. This report by AECOM, commissioned by Bath and North East Somerset (B&NES) Council, offers essential background data on the Strategic Planning Options (SPO) for Whitchurch Village area. It outlines current baseline conditions, the process, integrated stakeholder engagement and refined development opportunities to guide future site strategic masterplanning, design and development decision making. This report provides a compendium of information to substantiate the decision-making process to accompany prioritised development areas within Whitchurch Village area. It identifies opportunities and constraints within the study area and wider strategic setting that must be addressed in the delivery of development masterplans across this area.

1.1. Preparing the SPO

1.1.1. The SPO is prepared following an extensive baseline evidence analysis, including ecology, landscape, transport, planning, utilities and drainage, and a series of stakeholders and working group workshops. The outcome of these exercises was synthesised within the placemaking study summarising the key issues, ideas and aspirations and describing the potential for change within the area.

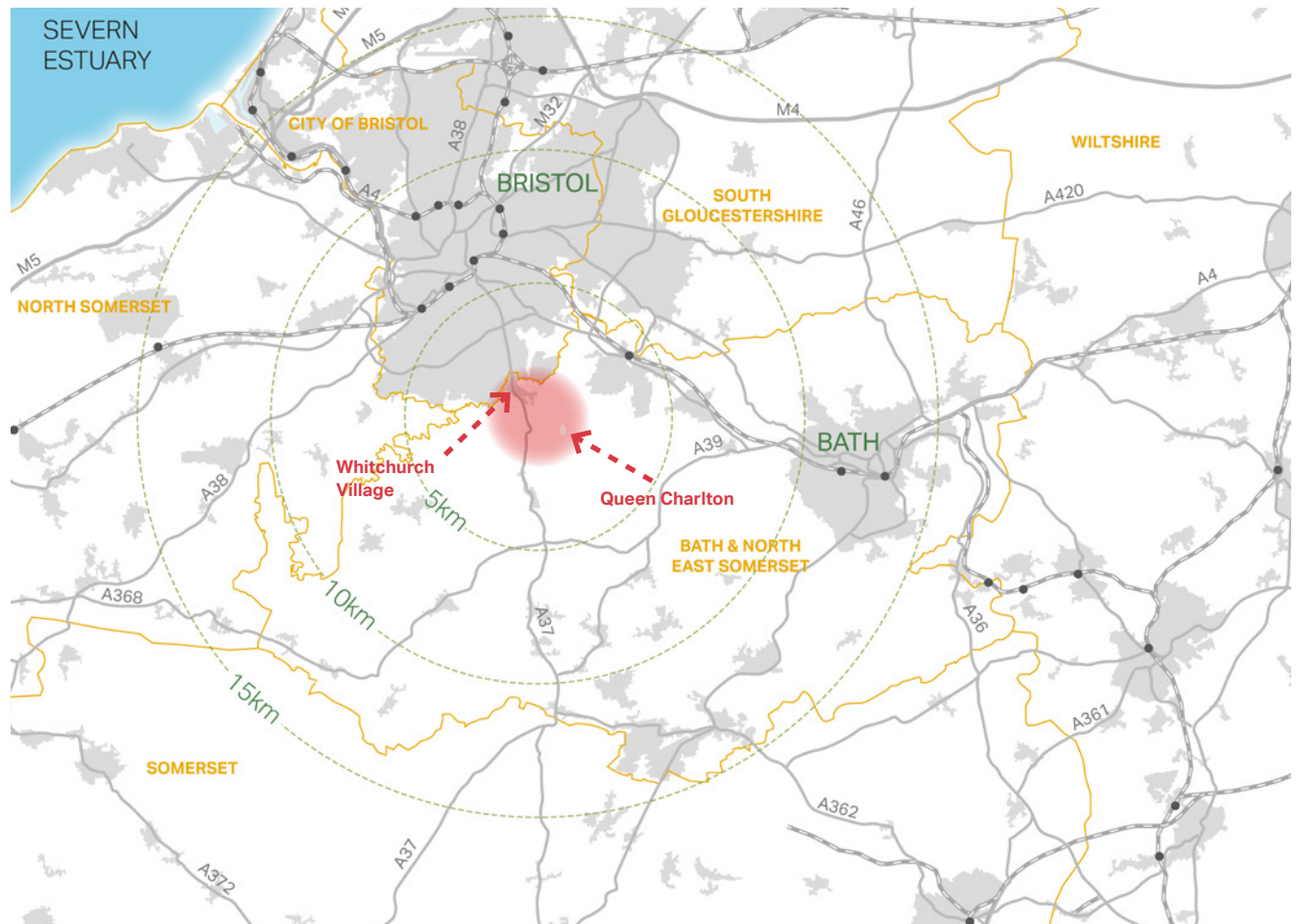


Figure 2. Strategic location map showing district boundaries and surrounding context

1.2. Placemaking Vision and Principles

1.2.1. The placemaking vision for Whitchurch Village has been formulated to **serve** as a guiding beacon to the potential changes within area.

Whitchurch Village aims for sustainability and convenience. Residents will walk or cycle through places which boast a strong sense of community and access to nature. Improved active travel routes and transport services will provide connections for employment, schools, and to neighbouring areas.

Components of the Vision

1.2.2. Village identity: Preserve and enhance the natural landscape, bolster village identity and strengthen a shared community through accessible facilities.

1.2.3. Local living: Encourage local living with accessible amenities within walking distance. Prioritising safe, active travel and sustainable transport options for better health, reduced congestion, and cleaner air.

1.2.4. Protecting natural environment: Preserve Whitchurch Village's setting, including views of Maes Knoll and Dundry plateau. Maintain green buffers for separation and enhance access to the countryside.

Placemaking principles

1.2.5. The Whitchurch Village area placemaking vision is supported by the following principles:

- Embed climate resilience, become Net-Zero Carbon and nature positive by 2030.
- Protect the green buffer between the village and the city.
- Utilise habitat opportunity areas and connectivity identified in the Nature Recovery network to safeguard existing habitat, and enhance through the delivery

of 20% biodiversity net gain and deliver multifunctional resilient places.

- Respect village identity, heritage assets and landscape setting.

1.2.6. Introduce new pedestrian and cycle infrastructure to enhance connectivity. Promote active travel, remove the accessibility barriers and promote low-traffic concepts that prioritise resident well-being and a reduction of traffic-related issues.

1.2.7. Deliver a responsive housing mix and hub infrastructure to support communities to thrive. Deliver fair economic growth.

Development Concept Options

1.2.8. The document sets out two development options for each area of potential for change as identified through the Areas of Search Placemaking Assessment studies and options workshops with the client.

1.2.9. The context of the area is described and the key constraints and opportunities are explained to provide the evidence for the development concept options and each option is explained under the headings of placemaking, green and blue infrastructure and nature recovery, access and movement to provide evidence to assist the planning process to formulate a new Local Plan.



Figure 3. Separator image

INTRODUCTION

02

2. INTRODUCTION

2.1. Introduction

2.1.1. Bath and North East Somerset (B&NES) Council is embarking on a new Local Plan. AECOM has been appointed to carry out the Strategic Planning Options commission for the Whitchurch Village study area.

2.1.2. The study has been undertaken in two main parts. The first part comprises the Strategic Place Assessment (SPA) which is high level and covers a broad area of search looking at character and capacity issues such as ecology, landscape, transport, historic environment and the development potential of particular locations. This was informed by Evidence Reports and engagement with B&NES officers and local stakeholders.

2.1.3. The second part of the study identifies the Strategic Planning Options, a shortlist of 'prioritised' options for the Council to consider through the Local Plan process. This draws upon an assessment of Areas of

Search against an agreed set of priorities, and further workshops with B&NES officers and stakeholders.

2.1.4. This Whitchurch Village area Strategic Planning Options report provides a high level summary of the technical evidence analysis, our understanding of the place and the outcomes of the B&NES officers and stakeholder workshops. It lists the key issues, ideas and aspirations that were raised at the workshops and identifies the potential opportunities by illustrating areas of search to be explored at a later stage in the process.

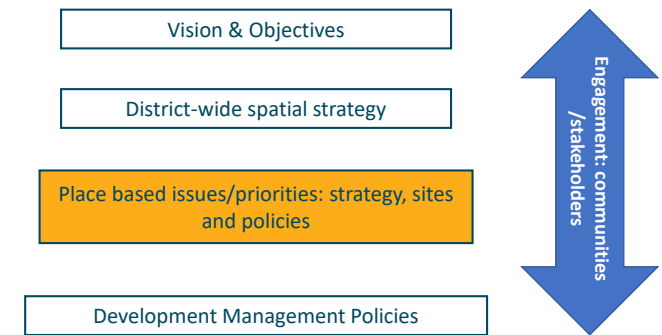


Figure 4. Local plan 2022-2042. Strategic Place Assessment and Strategic Planning Framework studies will feed into the Place based issues / priorities stage.

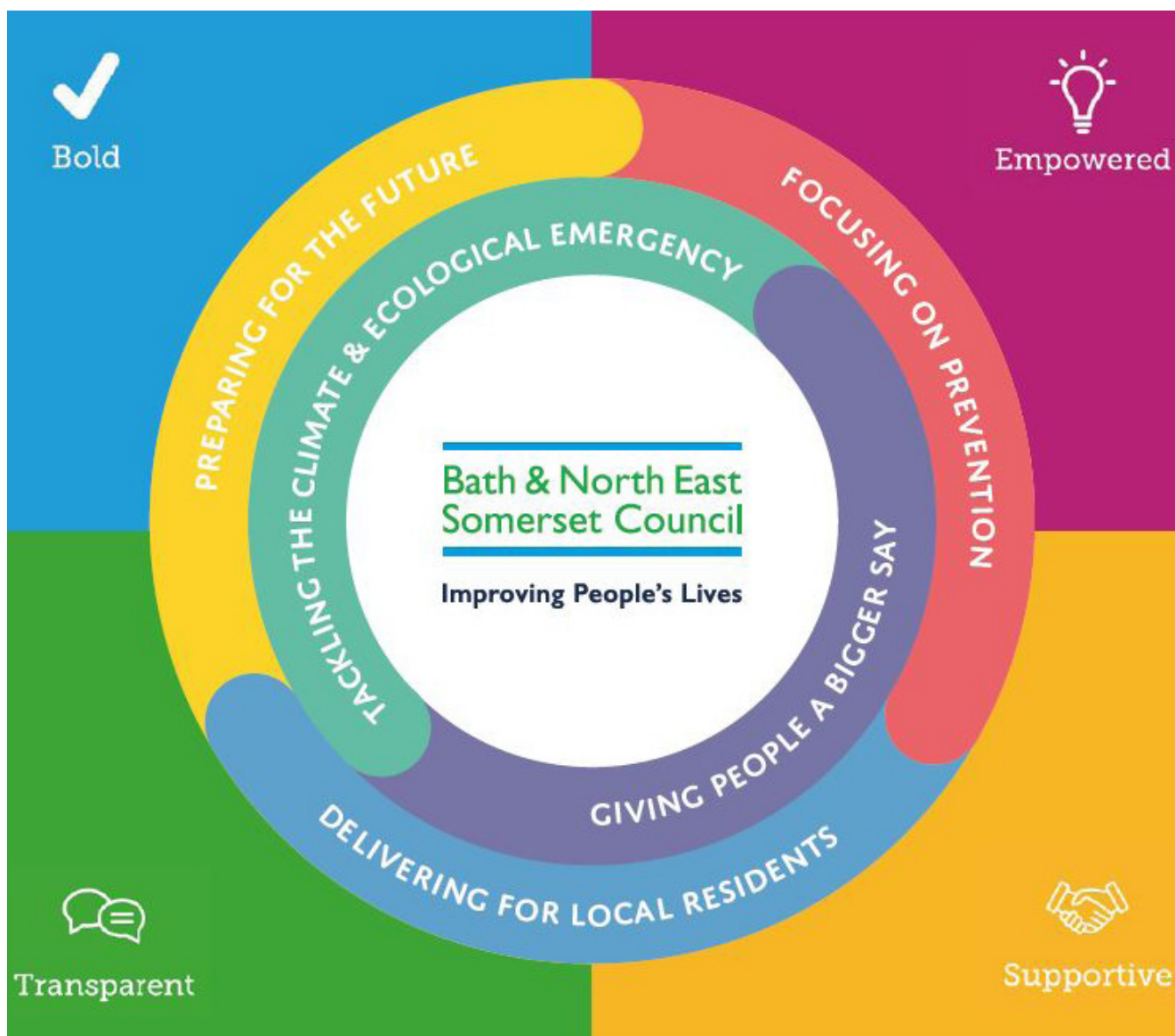


Figure 5. B&NES Corporate Strategy



Figure 6. Separator image

STRATEGIC CONTEXT

03

3. STRATEGIC CONTEXT

3.1. Overview

3.1.1. The Whitchurch Village study area is located within the northern part of B&NES, directly south of Stockwood (Bristol) and east of Whitchurch (Bristol). The administrative area of Bristol City Council lies immediately to the north of Whitchurch Parish and this strategic context is an important consideration as the duty to cooperate with neighbouring councils has implications for the future planning of Whitchurch Village.

3.1.2. The Whitchurch study area covers the whole extent of the built up area of Whitchurch Village and wider environs, including the settlement of Queen Charlton in the east. The study area lies to the west of Keynsham and, more broadly, between Bristol and Bath. The study area (and Whitchurch Village) is bisected by the A37 road, which runs north/south, providing connections to Bristol (north) and to the Chew Valley (south).

3.1.3. Whitchurch Village developed as an agricultural settlement, rather than as a consequence of the coal mining industry as is the case in other parts of B&NES, although the coal-related Bristol and North Somerset Railway passes through the area. The village of Queen Charlton lies to the east and is a well preserved small, rural village with Conservation Area status.

3.1.4. Despite the direct A37 links to Whitchurch, the settlement has developed relatively slowly over time, with more recent development being greater in scale than in previous stages of the growth of the village. Queen Charlton has remained relatively small, with limited modern development, and has, therefore, retained much of its historic character and sense of place. A small, local network of minor roads serves the study area and there is a bus service connecting to Bristol City Centre, but no local train station.

3.1.5. There is a network of pedestrian and cycle routes, including the National Cycle Network (NCN) Route 3 which pass through Whitchurch northwards into Bristol and southwest to Chew Magna and beyond and the Whitchurch Railway Path (also part of NCN3 (shared use)), providing access and connectivity out into the surrounding landscape.

3.1.6. There is relatively little in the way of retail or service provision in the study area, with most of what does exist located in the centre of Whitchurch Village. At the time of writing, this consisted of a pub/diner, two beauty/hair salons, three estate agents, a music shop and a work clothing shop. Whitchurch also has a Primary School, some limited civic amenities, playing fields and a number of social and sporting clubs and activities.

3.2. Historic background and heritage

3.2.1. The study area has historic origins with evidence of Iron Age and Saxon settlements. The Wansdyke, which is part of a Medieval defence line, lies in the south and links to Maes Knoll, a prominent local landmark. Both the Wansdyke and Maes Knoll are Scheduled Ancient Monuments. There is also a Roman villa and mint within the Grade II* listed Lyons Court Farm, just west of the village centre on Church Lane.

3.2.2. St Nicholas's Church is located on the site of the earlier chapel of St Whyte, from which Whitchurch Village is believed to take its name. Construction began in the 12th century with further expansion into its current form during the 15th century.

Primary settlements

3.2.3. The study area's primary settlements are the settlements of Whitchurch, Queens Charlton and Lypiatt.

Whitchurch

3.2.4. Whitchurch settlement centre has been well defined since the late 1800s, at the crossroad of Wells Road (A37), Church Road and Staunton Lane. Development

was formed either side of the A37 and with development fronting the A37 with St Nicholas Church behind. Later development formed along Staunton Lane, which provides the majority of vehicle access to this development area. During 1800s the Great Western Railway Bristol and North Somerset Railway passed north/south through undeveloped agricultural land centrally between Whitchurch, Manor Farm and Stanton Farm.

Lypiatt

3.2.5. The small hamlet of Lypiatt is a linear development comprising large houses arranged along the southern side of Woollard Lane.

Queen Charlton

3.2.6. Queen Charlton has its origins in the 11th century, developing with the rural agricultural economy and as part of the part of the Keynsham Abbey estate 1170 – 1486. The settlement is a well-preserved nucleated village with 33 houses recorded in 2010, only 2 more than the 31 houses recorded in 1872, which demonstrates the limited change to the settlement's fabric.



Figure 7. Cottages along Church Road



Figure 8. St Nicholas Church Hall

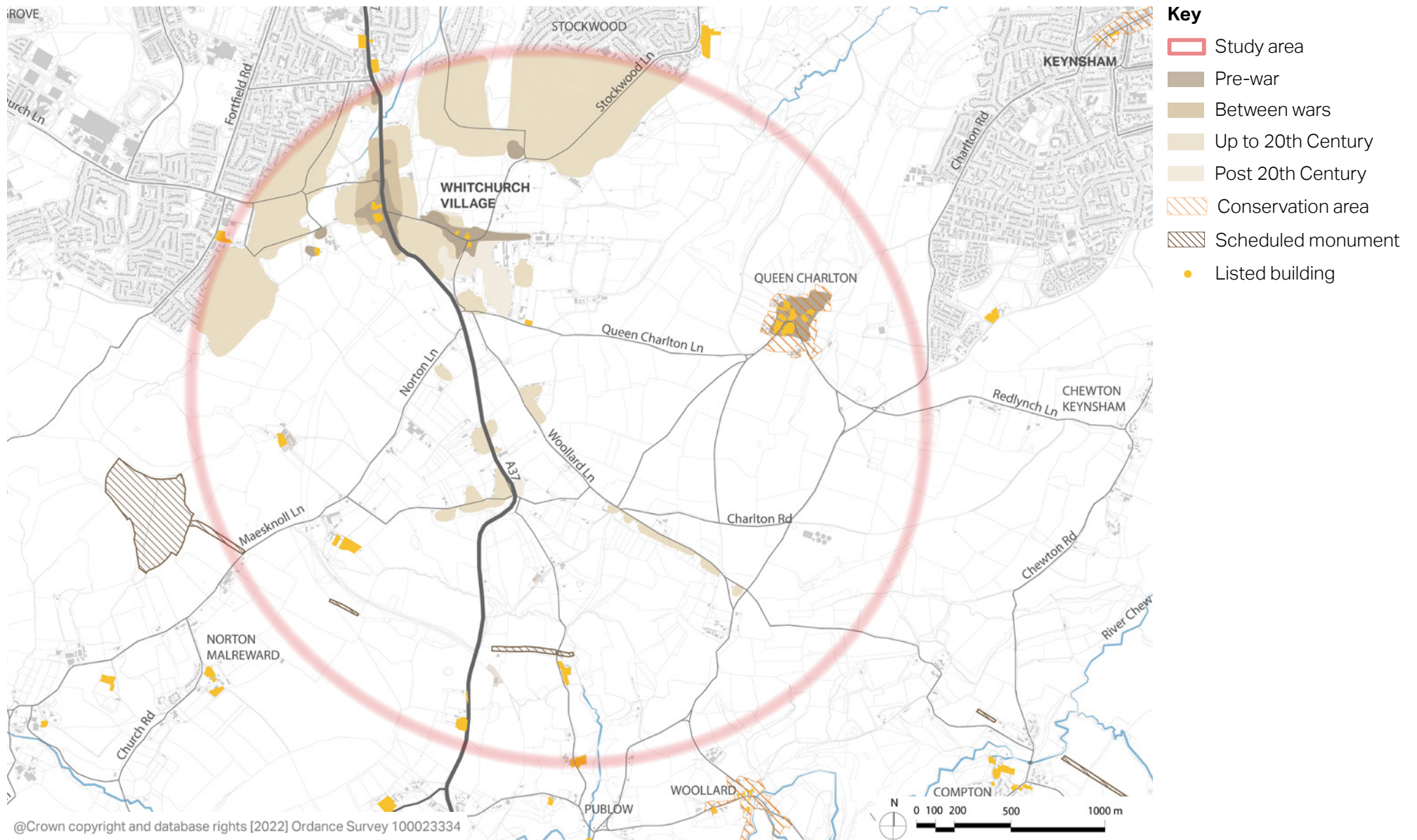


Figure 9. Historic evolution

3.3. Natural environment

Landscape

3.3.1. Whitchurch Village sits within an undulating landscape of high plateaus to the southwest, associated with Maes Knoll and Publow Hill, with landscape falling to valleys and river corridors of the River Chew and small brooks within the River Avon catchment area, in the north. To the northeast are the Cotswold Hills of the Cotswold Area of Outstanding Natural Beauty (AONB), now renamed the Cotswolds National Landscape, and the Mendip Hills to the southwest, which is also within an area designated as a National Landscape.

3.3.2. Five Landscape Character Areas (LCA) are identified around and to the south and east of Whitchurch Village within the B&NES Landscape Character Assessment (2021). Although different, all the LCAs display an agricultural landscape with a mix of arable and pasture. Hedgerows enclose small to medium sized fields and are connected to small pockets of woodland, often on valley sides and linear vegetation corridors. Evidence of urban fringe landscape with areas of sport pitches, golf courses and horse dominated grazing. Several small brooks within the River Avon catchment flow north from the area.

3.3.3. Open views extend across the plateau surrounding Whitchurch Village, with localised containment from intervening vegetation and structures. Higher ground to the west, south and north provide opportunities for views across the plateau.

3.3.4. Maes Knoll and the Wansdyke to the west are key landscape features.

3.3.5. In recent years, there has been both a high-level landscape sensitivity assessment of Landscape Character Areas and several high-level Landscape and Visual Impact Assessments of specific land parcels around Whitchurch Village. All have been assessed for 2-storey residential development of medium to high density. The assessments provide an insight into the landscape sensitivity of specific locations around Whitchurch Village to this type of development. In general, they concluded the area to the southeast of Whitchurch Village was the least sensitive to residential development.

Blue and green infrastructure

3.3.6. Whitchurch Village area is predominantly agricultural fields with some formal private sport pitches surrounding Whitchurch Village. Stockwood Vale Golf Course is located to the north. Stockwood Open Space Local Nature Reserve (LNR) also sits to the north and provides recreational opportunities and ecological value.

3.3.7. A local network of pedestrian and cycle routes also provides connectivity throughout the area including several promoted routes:

- NCN3 is routed through the area, extending north into Bristol and southwest to Chew Magna and beyond.
- The Whitchurch Railway Path, built on the remains of the Bristol and North Somerset Railway, forms part of NCN3, and is an attractive and accessible shared path.
- Two Rivers Way Trail is a 32km pedestrian route from Keynsham on the River Avon to Congresbury on the River Yeo, follows the River Chew to the south.

3.3.8. Arising from the West of England Joint Green Infrastructure (GI) Strategy is regional GI Programmes to target funding and improvements. Of relevance are the:

- Chew Valley Reconnected – From Keynsham to the foot of the Mendip Hills with three integrated themes focusing on nature recovery and landscape restoration; sustainable water

management; and enhanced public engagement with landscape and nature. Projects include:

- Chew Valley Lake Recreational Trail
- Riparian enhancements to improve aquatic, marginal and terrestrial habitat.
- Sustainable Water Usage engagement.

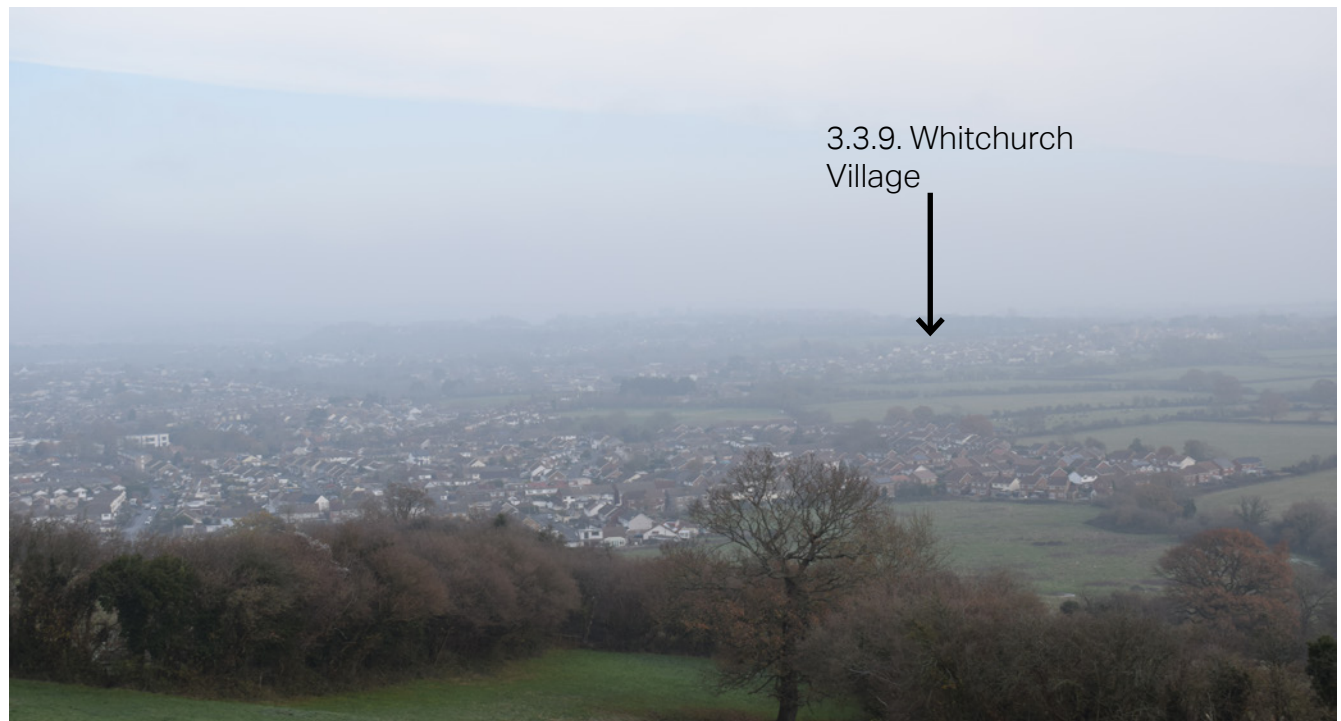


Figure 10. View towards Whitchurch Village from Maes Knoll

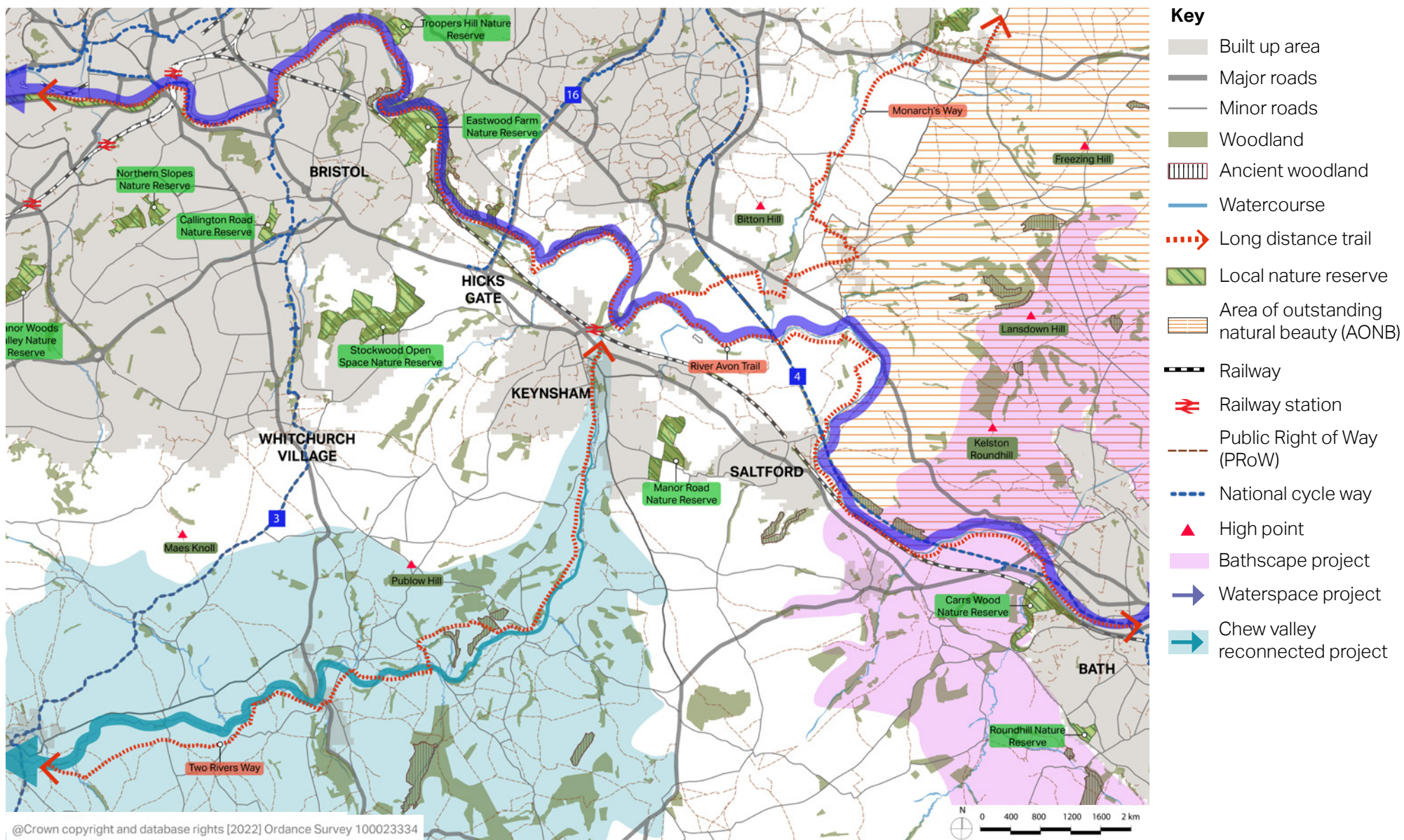


Figure 11. Natural environment including green and blue infrastructure

Ecology

3.3.10. Several habitats within the area are likely to be of high value. There is a large network of hedgerows and scrub, woodlands, and grassland including acid, calcareous, neutral, semi-improved, and arable. A network of brooks is also present across the area. Woodland and parkland priority habitat and lowland calcareous grassland priority grassland have been identified within the Whitchurch Village area.

3.3.11. Habitats of high ecological value should be enhanced and retained.
In summary:

- The habitats within the area are likely to support several protected and/or notable species. They also provide connectivity between Stockwood Open Space Local Nature Reserve (LNR) to the north and the Charlton Bottom and Queen Charlton Watercourse SNCI to the northeast.
- The area is also likely to be used by breeding and wintering birds. Hedgerows and woodlands provide suitable habitat for hazel dormice as well as foraging and sett-building habitat for badgers. A good number of bat species were recorded in the area. There are buildings and trees within, and adjacent to, the area which may

support roosting bats and the habitats within the area provide suitable foraging and commuting opportunities for bats.

- Ecological buffer zones should be maintained on hedgerows, woodlands, watercourses, and other water bodies to avoid negative impacts on their ecological function.

3.3.12. The West of England Nature Partnership has identified a regional Nature Recovery Network which runs through the area. It is a joined-up network of marine, water and terrestrial habitats which identifies opportunities to deliver nature's recovery. Opportunities identified in the area include:

- Wetland Opportunities in Flood Zone 2 along the River Avon and Scotland Bottom – Potential for creating wetland habitats to build resilience to flood risk and deliver wider benefits for nature and people.
- Grassland connectivity gap near Whitchurch Village to connect the grassland habitats of Stockwood Vale to the north with grassland habitats to the south.
- Woodland connectivity gap near Whitchurch Village to connect the woodland along the A37 to the north with woodland to the south.



Figure 12. A small hard landscape space on the corner of Staunton Lane and the A37.

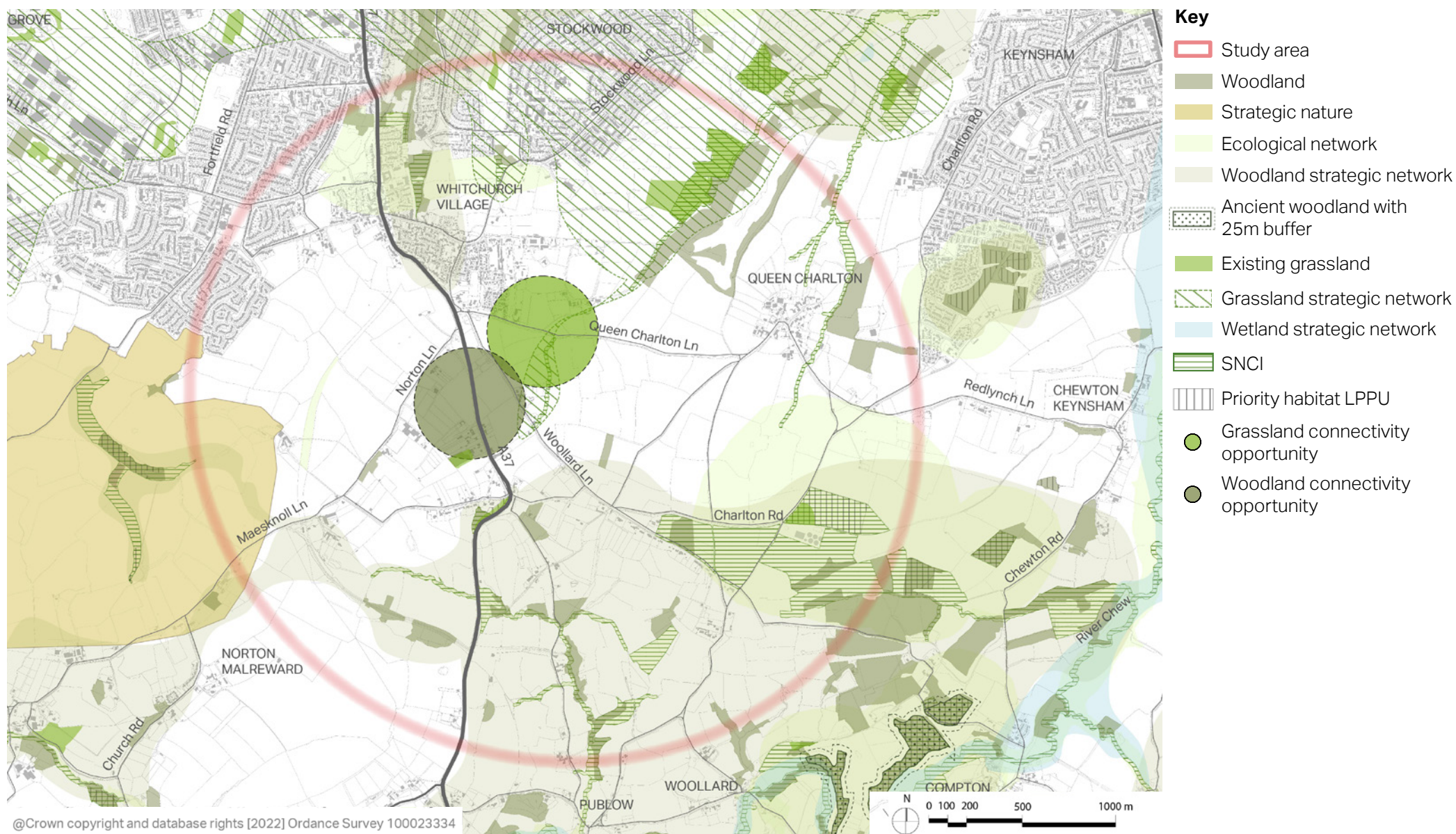


Figure 13. Ecology

3.4. Settlement analysis

3.4.1. Despite benefitting from access to the A37 corridor, Whitchurch Village has developed relatively slowly, albeit with more significant development in the last 30-40 years. Queen Charlton has remained constant with limited growth, with limited road access likely being a contributing factor. Elsewhere, there is a limited road network of minor roads which serve the study area, bus services which connect with Bristol City Centre, but no train station.

3.4.2. The settlement centre of Whitchurch Village in the late 1800s was well defined, at the crossroad of Wells Road (A37), Church Road and Staunton Lane. Development was compact and continuous close to the core and fronting the A37 with St Nicholas Church behind. In the east, the combined arrangement of Manor Farm and Stanton Farm was sizeable, centred around the junction of Sleep Lane and Stockwood Lane. During this time (1800s), the Great Western Railway Bristol and North Somerset Railway passed north/south through undeveloped agricultural land between Whitchurch, Manor Farm and Stanton Farm.

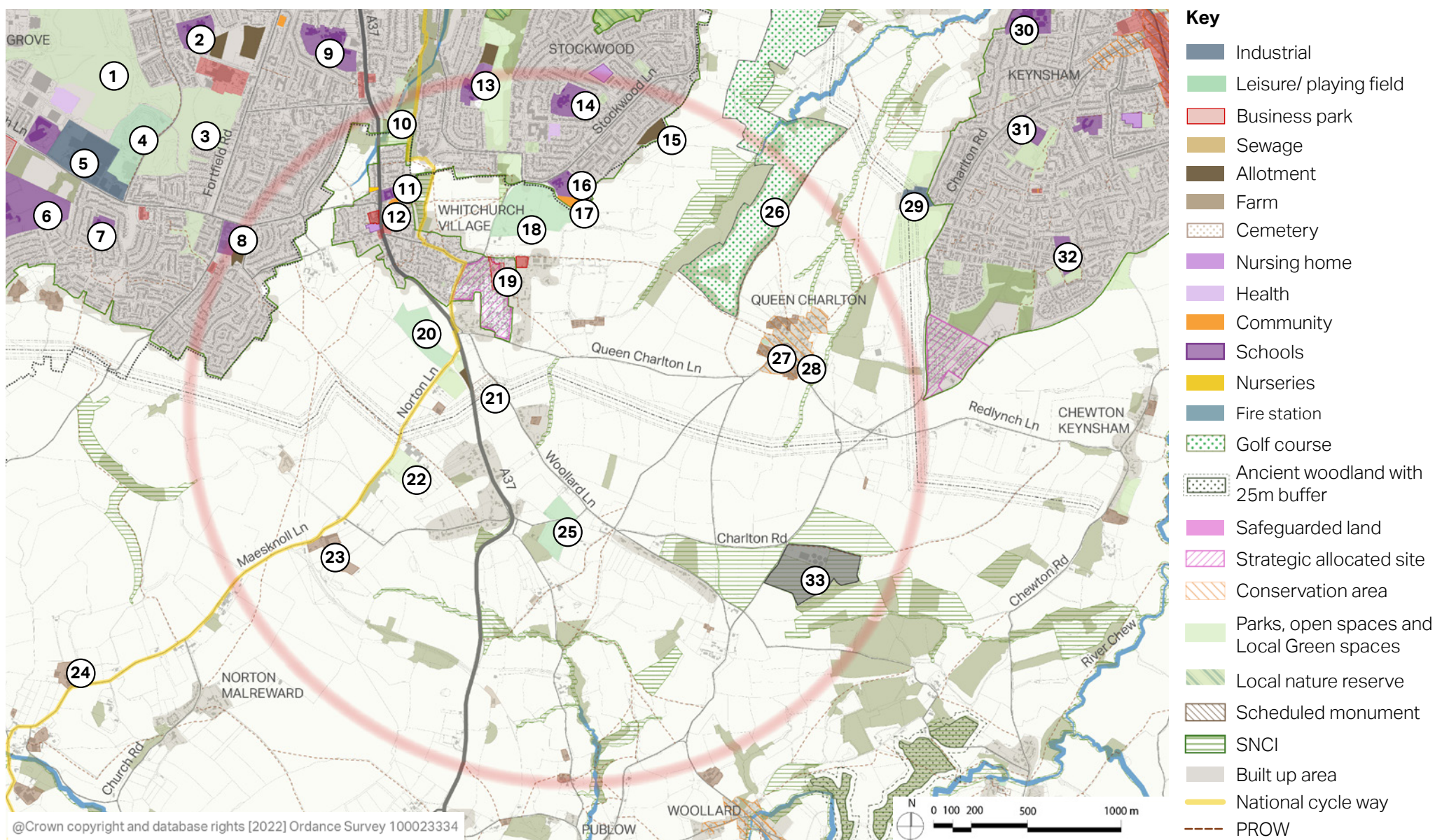
3.4.3. The surrounding context was characterised by open countryside comprising field enclosures and farms,

Key

- | | |
|--|--|
| ① Hengrove Park | ①7 New Stockwood Community Association |
| ② Perry Court E-Act Academy | ①8 Football and Recreation Ground |
| ③ Briery Leaze Road open space | ①9 Zeal Green Business Park |
| ④ Whitchurch Sports Centre | ②0 Bristol Barbarians Rugby Club |
| ⑤ The Bottle Yard Studios | ②1 Whitchurch Cemetery |
| ⑥ Bridge Learning Campus | ②2 Hengrove Athletic Football Club |
| ⑦ Wandyke Primary School | ②3 New Barn Farm |
| ⑧ Bridge Farm Primary School | ②4 Maes Knoll Farm |
| ⑨ St Bernadette Catholic Secondary School | ②5 Bristol Spartak Football Club |
| ⑩ Saltwell Valley Open Space | ②6 Stockwood Vale Golf Club |
| ⑪ Whitchurch Primary School | ②7 St Margarets Churchyard |
| ⑫ Whitchurch Village Community Centre | ②8 Queen Charlton Conservation Area |
| ⑬ Woodlands Academy | ②9 Lays Farm Trading Estate |
| ⑭ Waycroft Academy | ③0 Broadlands Academy |
| ⑮ Bifield Road Allotments | ③1 St Kenya Primary School |
| ⑯ Lansdown Park Secondary Specialist Provision | ③2 Castle Primary School |
| | ③3 Resourceful Earth Anaerobic Site |

Key

- Study area
- A Road
- B Road
- Minor roads
- District boundary
- Woodland
- Watercourse
- Retail
- Gas main high pressure with inner zone (20m), middle zone (40m) and outer zone (50m)



without sign of the Bristol suburbs which can be seen today. By the early 1900s, development expanded along Staunton Road and Church Lane, with increased density in the historic core. Hursley Hill appeared on maps shortly after the Second World War, comprising a small linear concentration of housing following a minor ridge aligned east/west fronting onto Gibbet Lane.

3.4.4. In the east, the small hamlet of Lypiatt is a linear development comprising large housing arranged along the southern side of Woollard Lane. Further information relating to character and morphology can be found in the Whitchurch Village Character Appraisal, 2015.

3.4.5. Queen Charlton has its origins in the 11th century, developing with the rural agricultural economy. The layout of Queen Charlton is derived from this function as an agricultural village set within the surrounding landscape, with the village centre and surviving radiating field pattern representative of earlier mediaeval agriculture enclosures.

Land use

3.4.6. The northeastern part of Whitchurch Village is separated from Bristol by a shallow valley which contains Brislington Brook. Tree coverage on the valley slopes provides a green gateway to access from the north (the bridged section of the A37) into Whitchurch Village.

3.4.7. Whitchurch Primary School is close to the northern gateway and here the A37 is predominantly fronted by residential buildings with very limited commercial uses interwoven. The staggered crossroad of the narrow Church Road and Staunton Lane junction is located at the physical centre of the village, but there is little sense of it actually being a central place, with no significant commercial or community uses or a set-piece civic space

3.4.8. This site was historically the location of two separate public houses (Black Lion and the White Hart), replaced in the 20th century by a single establishment and named the Maes-knoll after the prominent iron age fort overlooking the village.

3.4.9. There are two churches in the village, St Nicholas's Church and Whitchurch United Reform Church originally founded in 1830. There is a community centre which is home to various clubs and activities, a Royal British Legion and the charity HorseWorld is located to the east of the village.

3.4.10. Development has now almost fully filled the space between the A37 and the Whitchurch Railway Path, with some expansion to the west of the A37, but the majority south of Staunton Lane and east of the A37, is mainly residential in type.

3.4.11. Sport clubs located in Whitchurch Village include Cutters Friday Football Club, Bristol Telephones FC & RFC, Stockwood Wanderers FC, and to the south, Bristol Barbarians RFC and Whitchurch Cricket Club. Additionally Hengrove Athletic Club and the lower section of Stockwood Vale Golf Club sit close to the village within the surrounding countryside. Wider amenities include a car garage at Hursley Hill, Whitehall Garden Centre and water treatment infrastructure.

3.4.12. Land use within Queen Charlton is predominantly residential housing together with agriculture/ farming or ecclesiastical.

Green and public spaces

3.4.13. Green Infrastructure corridors pass just south of Lypiatt linking to Maes Knoll and up to Whitchurch Village. A Strategic Wetland Network passes from Stockwood Vale south and through Queen Charlton and there are elements of Woodland Core existing just east of Whitchurch Village and areas in the south of the study area.

3.4.14. The Stockwood Open Space links a significant green infrastructure corridor located just outside the study area, which wraps around Stockwood and extends into the study area. Sports facilities contribute to green space north at Stockwood Lane, just off Norton Lane and at Stockwood Vale Golf Course. A playing field, allotments and cemetery are enclosed by Norton Lane and Woollard Lane. Additional playing fields are located further down Norton Lane, and extend both sides of Hursley Lane.

3.4.15. At Whitchurch Village, the northeastern green gap helps to define the settlement edge, creating a green gateway over the Brislington Brook and Saltwell Viaduct. Elsewhere the study area is well served by continuous countryside which contributes to the area's landscape setting.

3.4.16. The study area has a network of pedestrian and cycle routes, including NCN3 which passes through Whitchurch Village north into Bristol and southwest to Chew Magna and beyond, and the Whitchurch Railway Path which forms part of NCN3 (shared use).

3.5. Socioeconomics

3.5.1. B&NES are in the process of drafting their Health and Wellbeing Strategy Priorities. This document sets out four key priorities, to:

- Ensure that children and young people are healthy and ready for learning and education.
- Improve skills, good work and employment.
- Strengthen compassionate and healthy communities.
- Create health promoting places.

Households

3.5.2. The population of Whitchurch Village has grown between the two most recent Census, with 5,932 people recorded in the 2011 Census, which increased to 6,813 usual residents in 2021 (a 15% increase). Single family households make up the vast majority of these households. In terms of household size, the largest percentage of households in Whitchurch Village are made up of two people.

3.5.3. Detached properties are the most common property type in the study area accounting for almost half of all accommodation, 49%, followed by semi-detached properties making up 31% of the

housing stock. There are very few smaller properties in Whitchurch Village such as terraces or flats, making up only 16% of the housing stock combined.

3.5.4. 78% of households in Whitchurch Village are owned with private renting accounting for 11% of the study area. Social rented properties and shared ownership make up around 10% of the households.

Age profile

3.5.5. The age profile in the study area is marked by some important differences from the wider B&NES area, and the country as a whole. While the 25-69 age group is similar to the wider area and country as a whole at 55%, the percentage of younger people is noticeably lower and the percentage of older people noticeably higher. The 0 - 24 age group accounts for only 26% of the population in Whitchurch Village compared to 32.6% for B&NES and 29% for England. Conversely the percentage of over 70's is much higher in Whitchurch Village (19%) as compared to B&NES (14.6%) and England (13.5%).

Health

3.5.6. The health of residents in Whitchurch Village is considered fairly good, with 85%

of the population stating that they had 'very good' or 'good' health in the 2021 Census and a small amount, around 4%, commenting that they had bad or very bad health. These figures are broadly in line with the general health in wider B&NES area and England. According to the 2021 Census, 16% of the residents in Whitchurch Village are recorded as disabled under the Equality Act, these figures are similar to that in the wider district and England, with 62% of the cases in Whitchurch Village recorded as disabilities which 'limit day-to-day activities a little' rather than 'a lot'.

Economic activity and education

3.5.7. According to the 2011 Census, around 71% of the population in the study area were economically active. In 2021 this has decreased significantly to 60%. There is a lot of out commuting for work in the Whitchurch Village area with 33% of people travelling 5km or more to work. At the same time 21% work within 5km and the majority of people, around 42%, work mainly from home although this is likely to have been skewed by the Covid restrictions in place at the time. This is a highly educated area with just 14% of people with no qualifications and the vast majority of people, 84%, having some form of qualification between Level 1 and Level 4 or above.

3.6. Access and movement

3.6.1. Whitchurch Village is situated along the A37 corridor to the south-east of Bristol. The A37, which is part of the Major Road Network, facilitates radial movements into Bristol from rural areas to the south of the city. Given the absence of an orbital corridor, the A37 also carries traffic travelling in an orbital route through South East Bristol and it is also a signed route for freight. Within Whitchurch Village, the A37 is comprised of a single lane in either direction, interspersed with on-street parking, and this route experiences significant congestion during peak times, particularly in the vicinity of the junctions with Queen Charlton Lane and Stockwood Lane.

3.6.2. Queen Charlton Lane is a two-way road with a 30mph speed limit up to Maes Knoll Drive where it becomes the national speed limit, and takes on more of the character of a country lane, with high hedgerows to either side. There is a build out on the northern side of the carriageway with give way marking present for eastbound traffic to give priority to westbound traffic to the west of Maes Knoll Drive. To the east of Maes Knoll Drive a build out is present on the southern side of the carriageway with priority given to eastbound traffic. These are traffic calming measures to reduce the speed of vehicles.

3.6.3. In addition, droppable bollards have been placed on Queen Charlton Lane as part of the Liveable Neighbourhoods programme in order to remove through traffic from this road. These are located to the east of Maes Knoll Drive and west of Dapwell Lane.

3.6.4. The Whitchurch Village area is situated on the NCN3 which follows the former Whitchurch railway alignment to Bristol City Centre. This provides a quieter and less congested alternative to the A37, which has limited dedicated facilities for cyclists along much of its length.

3.6.5. Footways are provided along both sides of the A37 within the built up area north of the junction with Queen Charlton Lane. Near the junction with the A37 a shared footway/ cycleway is provided from Norton Lane. This runs along the western side of the carriageway to a refuge island crossing point across the A37 to access Sleep Lane.

3.6.6. A narrow footway is provided on the eastern side of the A37 from south of Whitchurch Village to Queen Charlton Lane. From Queen Charlton Lane a shared footway/ cycleway is provided on the eastern side of the A37 running in a north-south direction connecting to Sleep Lane. There are limited pedestrian crossing points on the A37 with only dedicated signalised crossing located

north of the junction with Maggs Lane, adjacent to Whitchurch Primary School.

3.6.7. There is also a network of Public Rights of Way (PRoW) in the area, including routes connecting Whitchurch Village with Queen Charlton and the Keynsham urban area.

3.6.8. With regards to public transport, there is no rail station in Whitchurch, nor at any point along the A37 corridor. Bus services operate along the A37 corridor, providing a connection with Bristol City Centre to the north and destinations such as Pensford and Temple Cloud to the south. There is also a bus route to the west towards Hengrove. Along some sections of the A37 bus priority is provided.

3.6.9. Analysis of the 2021 census data (noting its limitations owing to the pandemic restrictions in place at the time) shows that the urban areas in and around Whitchurch have a slightly lower car driver mode share at 75.3% than the B&NES district (excluding the city of Bath) average of 77.1% and the South West region average of 70.4%.

3.6.10. For journeys to work on foot, the Whitchurch area had a lower mode share at 7.0% compared to the average for B&NES district (excluding the city of Bath) at 8.9%, the South West at 13.2%, and the Great Britain average at 11.1%. Similarly, the

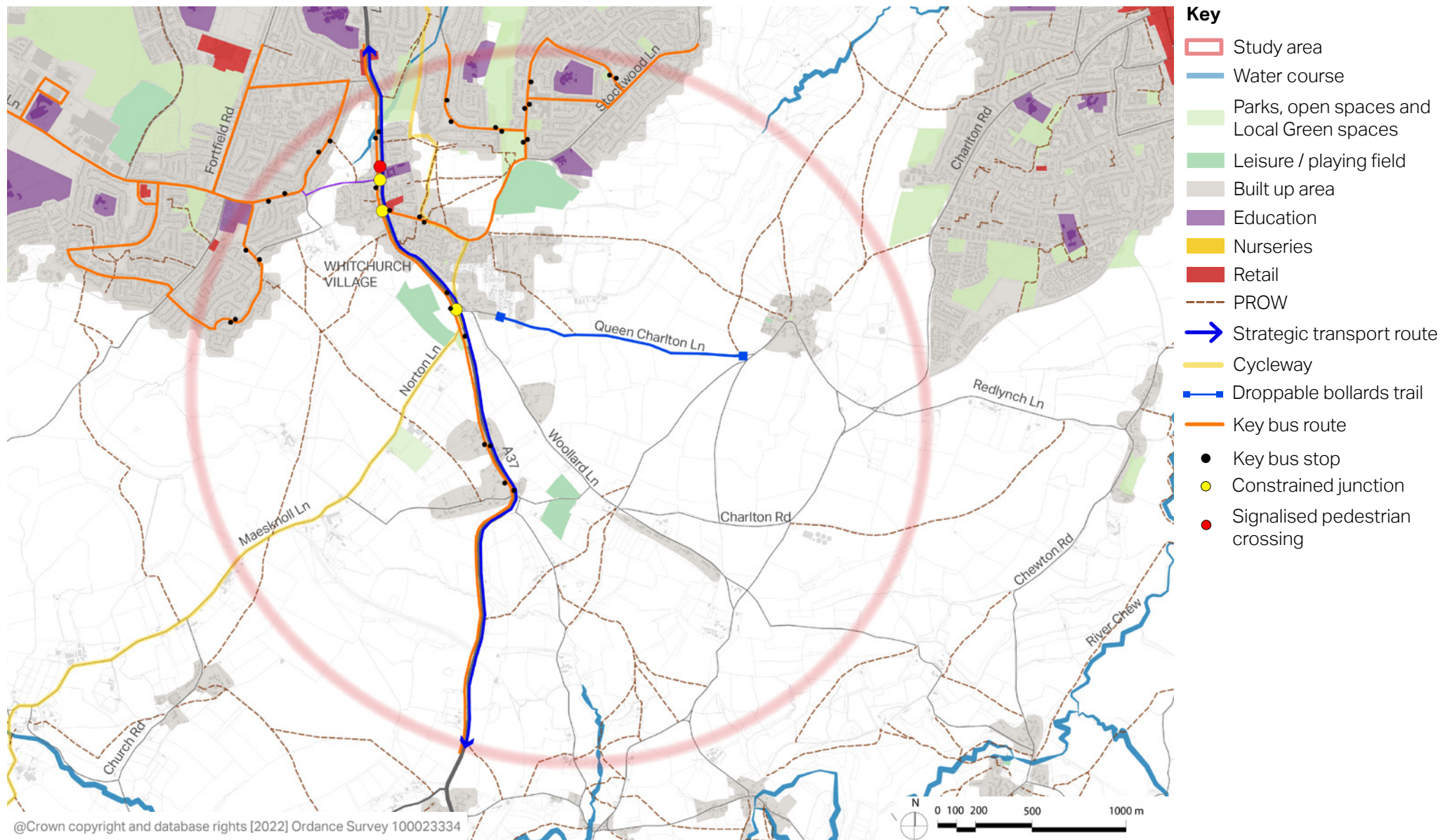


Figure 15. Access and movement

Whitchurch area has a bicycle mode share of 2.4%, which is slightly higher than the average for the B&NES district (excluding the city of Bath) of 2.0%, the South West region of 3.4% and average for Great Britain of 3.0%.

3.6.11. With regards to the distance travelled to work, results from the 2021 census show that 16.9% of respondents in Whitchurch answered 'Up to 2 km' as compared to 16.7% for the B&NES district (excluding the city of Bath), 20.3% for Great Britain and 23.6% for the South West Region. Whitchurch Village Gate has the highest percentage of respondents answering '2km to 5km' and '5km to 10m' (32.0% and 28.6%), as compared to 15.6% and 24.3% for the B&NES district (excluding the city of Bath), 22.0% and 19.4% for the South West, and 23.2% and 21.7% for Great Britain nationally.

3.6.12. In Whitchurch, 15.6% of respondents stated that they didn't have access to a car, which is above the average for the B&NES district (excluding the city of Bath) of 12.0%. Whitchurch had a higher proportion of houses with one car (41.2%) than the B&NES district (excluding the city of Bath) (38.7%), the South West region (41.7%) and the average for Great Britain (41.3%). Whitchurch had a lower proportion of household with two cars (31.4%) than the average for the B&NES district (excluding the city of Bath)

(34.7%), the South West region (29.9%) and the national average (26.2%). Whitchurch also had a lower proportion of households with three or more cars (11.7%) than the B&NES district (14.6%, excluding the city of Bath), the South West region (11.6%) and the average for Great Britain (10.2%).

3.7. Planning background

3.7.1. The adopted Development Plan for Bath and North East Somerset (excluding minerals and waste policies) consists of the Core Strategy 2014, Placemaking Plan 2017 and Local Plan Partial Update 2023. The plan guides development in the district until 2029.

3.7.2. In line with the Local Plan strategic scale development has been completed to the southeast of Whitchurch, site allocation RA5 for around 200 dwellings (having been removed from the Green Belt), and also Sleep Lane (47 dwellings). This has extended the built form of the village away from the historic core along the A37 Bristol Road. Whitchurch Village centre is bisected by A37 Bristol Road and is recognised as a Local Centre protected by Policy CP12 Centres and Retail, albeit with the limited provision noted above.

3.7.3. The Council is currently preparing a new Local Plan which will establish the planning framework for Bath and North East Somerset from 2022 to 2042. It will contain a vision, strategy and policies to guide and manage how the district grows and changes over the next 20 years, and how planning applications for new development are decided. A 'Local Plan launch document' was consulted on in October 2022.

3.7.4. The Whitchurch Neighbourhood Plan was made (adopted) in October 2017 and includes local planning policies relevant to the neighbourhood area. A village character assessment has also been prepared to accompany the Neighbourhood Plan.

3.7.5. The West of England Combined Authority (WECA) was previously in the process of preparing high level plans for the

region, known as the Spatial Development Strategy (SDS). The SDS was intended to provide the strategic planning framework for the New Local Plan. However, the WECA Mayor decided in May 2022 to stop all work on the WECA SDS, therefore, the Local Plans for Bath & North East Somerset, Bristol and South Gloucestershire will now provide the strategic planning framework for the WECA area.

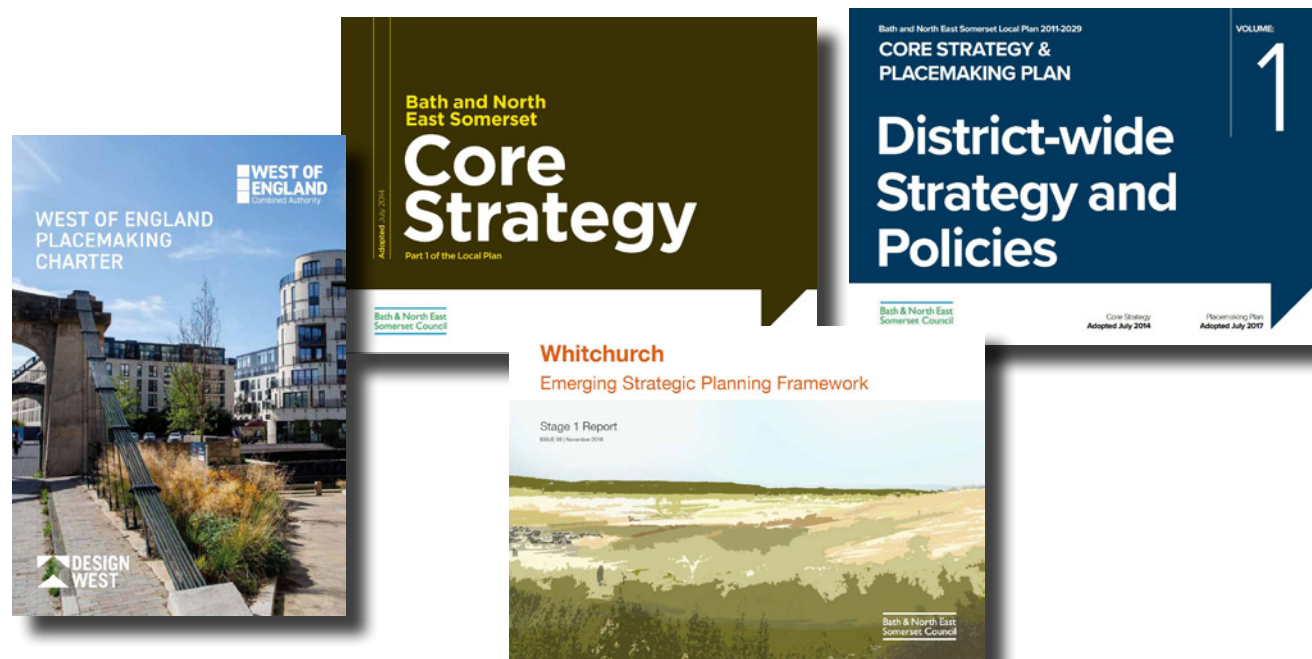


Figure 16. Planning documents

3.7.6. Work on the SDS has been halted and is not being progressed by the WECA, although the evidence base is due to be published and will inform the new Local Plan. It is worth noting that the SDS evidence base has yet to be tested at examination and will need to be fully reviewed.

3.7.7. To inform the SDS the Whitchurch Strategic Planning Framework (2020) was produced to inform the comprehensive planning of the area. The Strategic Planning Framework was prepared within the context of requiring land to be safeguarded for a link road connecting the A4 to the A37 and beyond to link in with the Bristol Ring Road as a committed scheme in the Joint Local Transport Plan 4, also known as the South East Bristol Orbital Low Carbon Corridor (SEBOLCC). As confirmed in a Position Statement published in July 2023, B&NES is not actively promoting the SEBOLCC scheme, therefore, the Strategic Planning Framework needs to be reviewed and refreshed to respond to a different set of transport priorities, which include addressing the climate and ecological emergencies.

3.7.8. The WECA Placemaking Charter provides a framework for developers, communities and public sector partners to create better places that are: future-ready; connected; biodiverse; characterful; healthy and inclusive.



ENGAGEMENT SUMMARY

04

4. ENGAGEMENT SUMMARY

4.1. B&NES officers workshop

4.1.1. A 'B&NES officers' workshop was held on the 12th of January 2023 to cover the Whitchurch study area. A number of officers from B&NES attended representing a variety of technical expertise including planning, transport, ecology and landscape. The participants were asked two key questions including 'what is this place?' and 'how could this place change?' to be discussed in groups to focus on the five key themes listed below that were derived from the West of England Placemaking Charter.

- Zero Carbon and Climate Resilience.
- Moving Around.
- Natural Spaces and Biodiversity.
- Identity and Belonging.
- Thriving, Healthy and Inclusive Homes and Communities.

4.1.2. A summary of the discussions is as follows.

- A **community-wide behavioural initiative** is needed to promote wider development benefits and impacts, and to help engage the **public to create a community-driven solution**.
- Congestion on the A37 makes for a **hostile environment which**

discourages active travel. A **Highway dominant area**, prone to rat-running (Sleep Lane) with a lack of clear local focal points.

- The setting of, and the assets of Maes Knoll and the Wansdyke are **important features**.
- Concern over Whitchurch/Bristol **coalescence**.
- **Facilities must be delivered** as part of any new development at Whitchurch Village.
- It is critical to **understand what Whitchurch Village's needs** are, to achieve the right quantum, mix and location for growth.

4.2. First stakeholder engagement

4.2.1. A stakeholder workshop was held on 1st February 2023 for the Whitchurch study area with attendance from local stakeholders, including representatives from local third sector groups, the Village Councils and the local ward councillor. The participants were asked to discuss the following questions: "what do you value about the area?", and "what are the key priorities for your area?".



Figure 17. Discussions at workshop

4.2.2. The key priorities which emerged from the stakeholder workshop included:

- **Preserving the gap** between Bristol and Whitchurch Village along with **settlement identity**.
- Residents taking **pride in village status**, and not a suburb of a city.
- The many independently run community **groups, clubs and facilities** are positively viewed by residents.
- **Public transport** schedule and reliability is in need of improvement. **Settlement speed limits**, in need of review, highlighted were lanes in and out of the village **used recreationally** by walkers, cyclists and horse riders.
- Whitchurch Village has an **elevated risk of flooding**.
- Severance by the **A37** brings **heavy traffic to and from the city** (Bristol), dividing Whitchurch Village and study area.
- **Whitchurch Primary School** is located alongside A37, school users cause parking issues and roads get very busy during pick-up hour and only one safe crossing near the school.
- **Active travel routes** require investment to upgrade **lighting and safety**.
- Creation of new or enhanced **local woodland**.
- New development **areas not well integrated** with principal areas of Whitchurch Village (character). Furthermore, at the Horse World site, there are concerns this development is not well-related to the historic village due to the separation between this and the older parts (location).
- Any new development must not be piecemeal, and must deliver infrastructure benefits to the study area, and provide **affordable housing, homes fit for downsizing and homes for single people**.
- **Economic development** of Whitchurch Village is desirable, ranging from **local retail, space for small start-ups and local hubs**, not factories or warehouses.
- The area lacks **much needed healthcare** such as GP services and dentists.

4.3. Second stakeholder engagement

4.3.1. A second stakeholder workshop was held on 26th July 2023 with various stakeholders including representatives from local third sector groups, the Village Councils, and the local ward councillor. The purpose of this workshop was to gain feedback on the emerging placemaking principles and identify opportunities for the future of the study area.

4.3.2. The workshop participants engaged in two sets of open discussion sessions to provide feedback on the emerging placemaking principles and to identify future opportunities related to the climate and ecological emergency, health and wellbeing, local economy, sustainable transport and housing needs, in alignment with the B&NES Corporate Strategy.

4.3.3. The key priorities which emerged from the workshops included:

- Area topography was **thought to discourage active travel**, and the **demographic** is more likely to **benefit from improved bus services**.
- **Solar panels are encouraged** to power new development.

- **Retail, schools and healthcare** required to support the existing residents as well as any future development.

- There are **strong objections against housing for Bristol students**.

4.3.4. During the workshop, the Whitchurch Village Action Group presented the village survey, which was held in April / May 2023. The survey has a 30% response rate. The survey addressed issues around public transport and ambitions for the provision of safer roads, doctors' surgery, green spaces, safe pedestrian routes and shops and retail and it provides insights into resident attitudes and priorities towards protecting the character and identity of Whitchurch Village and attracting and sustaining additional shops, facilities and amenities.



Figure 18. Separator image

PLACEMAKING STUDY

05

5. PLACEMAKING STUDY

5.1. Composite site analysis

5.1.1. The composite site analysis plan summarises the high-level technical evidence research which was undertaken to inform decisions regarding potential future opportunities within the area.

5.1.2. The Whitchurch Village study area covers the whole extent of the built up area of Whitchurch Village and the further extended environs to the south-east, including Queen Charlton.

5.1.3. The whole study area, apart from the Whitchurch Village built up area, is within the Green Belt. Whitchurch Village is separated from Bristol City Council's administrative area by a narrow corridor of Green Belt land.

5.1.4. The study area contains various designations relating to the historic environment, and it is affected by the settings of the scheduled monuments of Maes Knoll and Wansdyke. There are also several listed buildings within Whitchurch Village.

5.1.5. The Queen Charlton Conservation Area covers the entire built up area of the village and contains numerous listed buildings.

5.1.6. Surrounding the study area there are ecological and landscape assets which are important features within the study area. The Cotswolds AONB is 5km to the east, and

Maes Knoll (scheduled monument) located to the southwest of the study area. Both are identified as sensitive receptors due to their proximity and their relationship with the wider green and blue infrastructure assets and their direct linkages (Ecological Networks) to the wider countryside.

5.1.7. The varied ecological baseline comprises designated green and blue infrastructure assets which provide rich habitat for a diverse range of species. Green Belt and Landscape Setting areas wrap around the main settlement, albeit Green Belt has greater coverage. Green infrastructure-defined areas are concentrated around Maes Knoll with a linking corridor north through the centre of Whitchurch Village. SNCI defined areas are aligned with blue infrastructure assets. Large areas of woodland have connectivity due to hedgerows, and key species use the hedgerows as movement corridors. Areas of Priority Habitat Traditional Orchards and five areas of good quality Semi-Improved Grassland, Lowland Calcareous Grassland also exist within the study area and should be preserved.

5.1.8. Blue infrastructure assets include various un-named watercourses including one which runs through the southern portion of the study area, flowing north-south. This appears to be a minor tributary joining

an unnamed pond along Blackrock Lane. Further blue infrastructure features include land drains and small lakes/ ponds likely to be used for land drainage purposes. Flood Zone Mapping indicates a small area of Flood Zone 3 at the southern edge of the study area. Surface Water for the majority of the study area has a 'Very Low' to 'Low' risk of flooding, with isolated areas associated with changes in topography showing a High Risk.

5.1.9. There is a limited road network across the study area comprising local roads and the A37 Bristol Road, serving the settlement areas of Whitchurch Village and Queen Charlton. At present high traffic volumes cause congestion issues along the A37 corridor. Footway widths are narrow at points and the carriageway width is frequently

Key

-  Study area
-  District boundary
-  Conservation area
-  Scheduled monument
-  Listed buildings
-  Green belt
-  SNCI
-  Local nature reserve

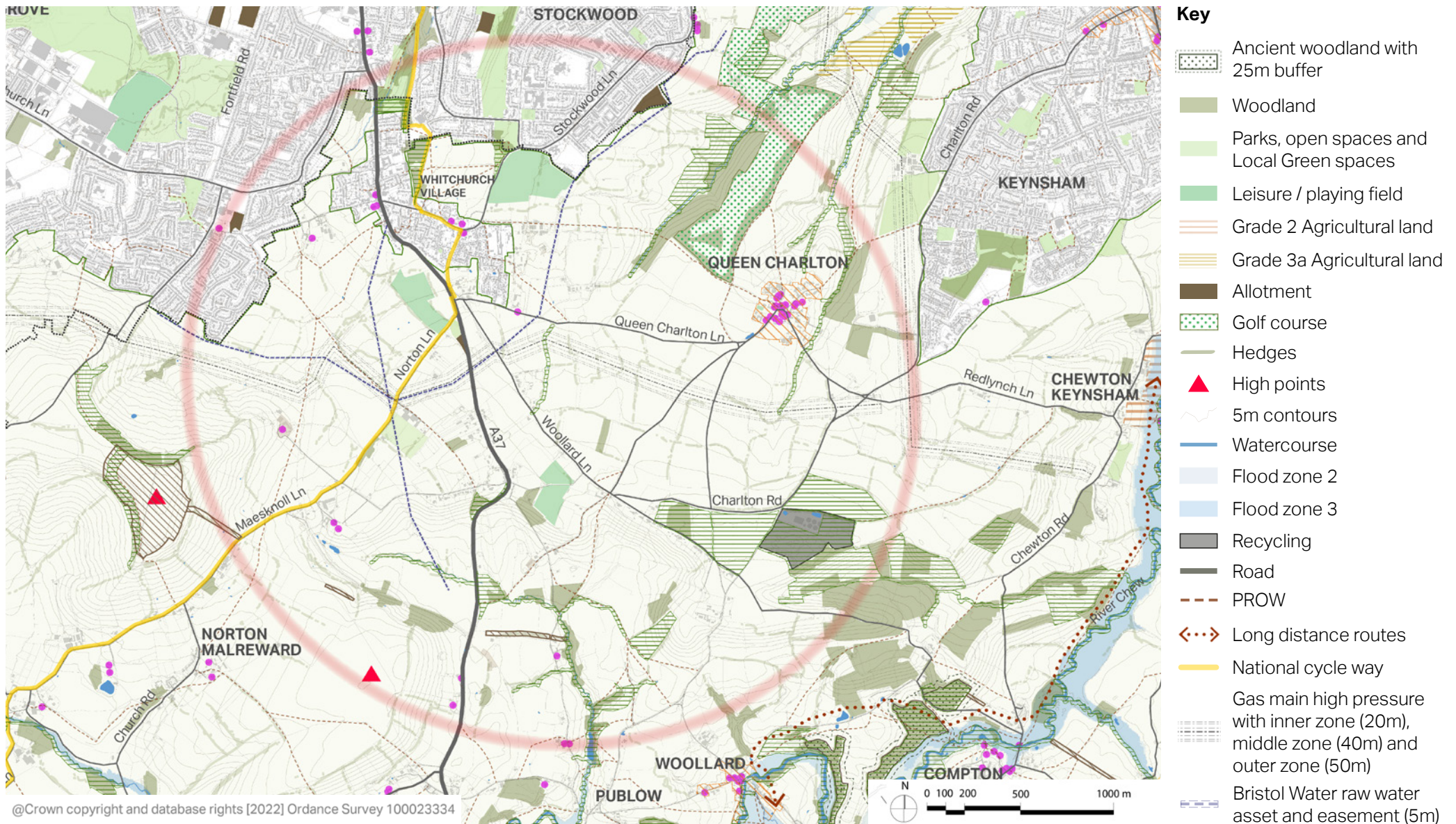


Figure 19. Composite site analysis

constrained by on-street parking. The A37 also has severance implications on the study area and a large quantity of local employment opportunities are located in north Bristol, causing high reliance on private vehicles.

5.1.10. Whitchurch Village is served by a bus service that connects with Bristol City Centre, including some sections of the A37 where bus priority is provided (mostly inbound). There is no train station in the study area.

5.1.11. The study area has a network of pedestrian and cycle routes, including NCN3 which passes through Whitchurch Village north into Bristol and southwest to Chew Magna and beyond and the Whitchurch Railway Path.

5.1.12. A high-pressure gas main crosses the study area which requires up to 150m Health and Safety Executive (HSE)-regulated buffer zones. There are also several 33kV overhead cables crossing the area. Two raw water pipes (Bristol Water) cut across the areas both east and west of the A37.

5.2. Key issues

5.2.1. The following key issues reflect the findings of the technical research as well as the outcomes of the workshops explained in Section 4.

- Whitchurch Village has a primary school as well as a very limited number of commercial units and a pub/restaurant, and residents must travel further afield to access a greater range of facilities and local services.
- There is a lack of affordable housing availability in the village.
- Lack of employment in the local area results in out-commuting mostly by car owing to the lack of suitable alternative modes.
- The growth that the village has experienced over the recent years did not provide any community facilities, such as a village shop.
- Whitchurch Village is surrounded by private sports grounds which restrict access to the countryside.
- The Whitchurch Village Play Park is located along the A37 at the southern end of the village. It is accessed via the narrow footpath along the A37 forcing families and children to walk through a noisy and polluted route. There is also no crossing on the A37 close to the park.
- The A37 creates a severance effect within the village due to speeding and the volume of traffic. High traffic volumes and congestion on the A37, particularly at peak times, result in longer and unreliable bus journey times, as well as being a barrier to cycling.
- There are limited pedestrian crossings along the A37 within the village centre.
- There are inadequate walking and cycle facilities on the A37 corridor, owing to the constrained carriageway and footway widths along parts of its length. There are also limited dedicated on-carriageway facilities for cyclists along the A37.
- NCN3 runs through the village, from Bristol to the Chew Valley, however there are issues, such as with lighting and safety.
- There are limited orbital routes available for journeys to the northeast and northwest of the Whitchurch Village for both the private car and sustainable modes. This results in rat runs on local roads and likely results in a higher proportion of trips made by private car.

- There are no dedicated interchange facilities to switch between modes.
- Only a small area of Whitchurch Village is constrained by flood risk zones, however, there are some issues with surface water flooding.
- Introduce speed reduction measures along the A37.
- Protect the views towards Maes Knoll and the Dundry plateau and its setting.
- Protect the green buffer between the city and the village.
- Enhance the local woodland.

5.3. Ideas and aspirations

5.3.1. The following list summarises the ideas and aspirations derived from the stakeholder workshops (Section 4, above) and provides some direction as to how the study area could change and improve:

- Preserve the village identity and character.
- Provide affordable housing and homes fit for downsizing and single people.
- Encourage economic development including new retail, start-ups and local hubs.
- Introduce new social infrastructure such as GP services, dentists, and a village shop.
- Create more accessible travel corridors including better public transport, widening of footpaths and the reduction of severance caused by A37.

5.4. Areas of Potential Change

A place based approach to change

5.4.1. Principles of placemaking have been applied to the process of identifying potential areas for change in Whitchurch Village. The aim is to be comprehensive in both the assessment of the potential for change and the proposals made in respect of that change (this assessment process is explored in more detail in Section 6, below).

5.4.2. When assessing Whitchurch Village, the areas that have the potential to provide services to both existing and potential new residents took priority. Improving access to active travel modes and providing new movement alternatives, with nearby services and facilities, to encourage the residents to choose not to drive for their basic needs is one of the key sustainable placemaking principles that has been applied.

5.4.3. Where change is proposed, the existing landscape assets are protected and, where possible, enhanced or extended to make new connections to the wider network of open space. The potential for residents of Whitchurch Village to access and enjoy the countryside which envelopes their village is of particular importance to any consideration of the future of the study area.

5.4.4. In relation to B&NES' Climate Emergency and Ecological Emergency declarations, the aim is to achieve development which is both more sustainable and delivers positive outcomes in terms of the extent and quality of the natural systems within and around the village. The potential for change regarding natural systems and the wider landscape setting of Whitchurch Village is explored in more detail in the section on Green and Blue Infrastructure below.

Recognising new development as a catalyst for positive change

5.4.5. Development does not only mean delivering more housing. In addition to housing, employment opportunities, improved facilities, upgraded connectivity across all travel modes, community infrastructure and encompassing protection and enhancement of existing landscape and habitat, as well as the creation of new, are the components of placemaking which the new local plan seeks to deliver for the people of Whitchurch Village.

Green belt

5.4.6. The whole of the area of potential change lies within the Bristol and Bath Green Belt. The National Planning Policy Framework

(NPPF) (2021) indicates in paragraph 137 that the government attaches 'great importance' to Green Belts and states "the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence". The NPPF elaborates in paragraph 138 to state that Green Belts serve five purposes:

- To check the unrestricted sprawl of large built-up areas.
- To prevent neighbouring towns from merging into one another.
- To assist in safeguarding the countryside from encroachment.
- Preserve the setting and special character of historic towns.
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.4.7. The NPPF emphasises in paragraphs 139 and 140 that local planning authorities should establish and, if justified, only alter Green Belt boundaries through the preparation of their Local Plans. It goes on to state that "once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the

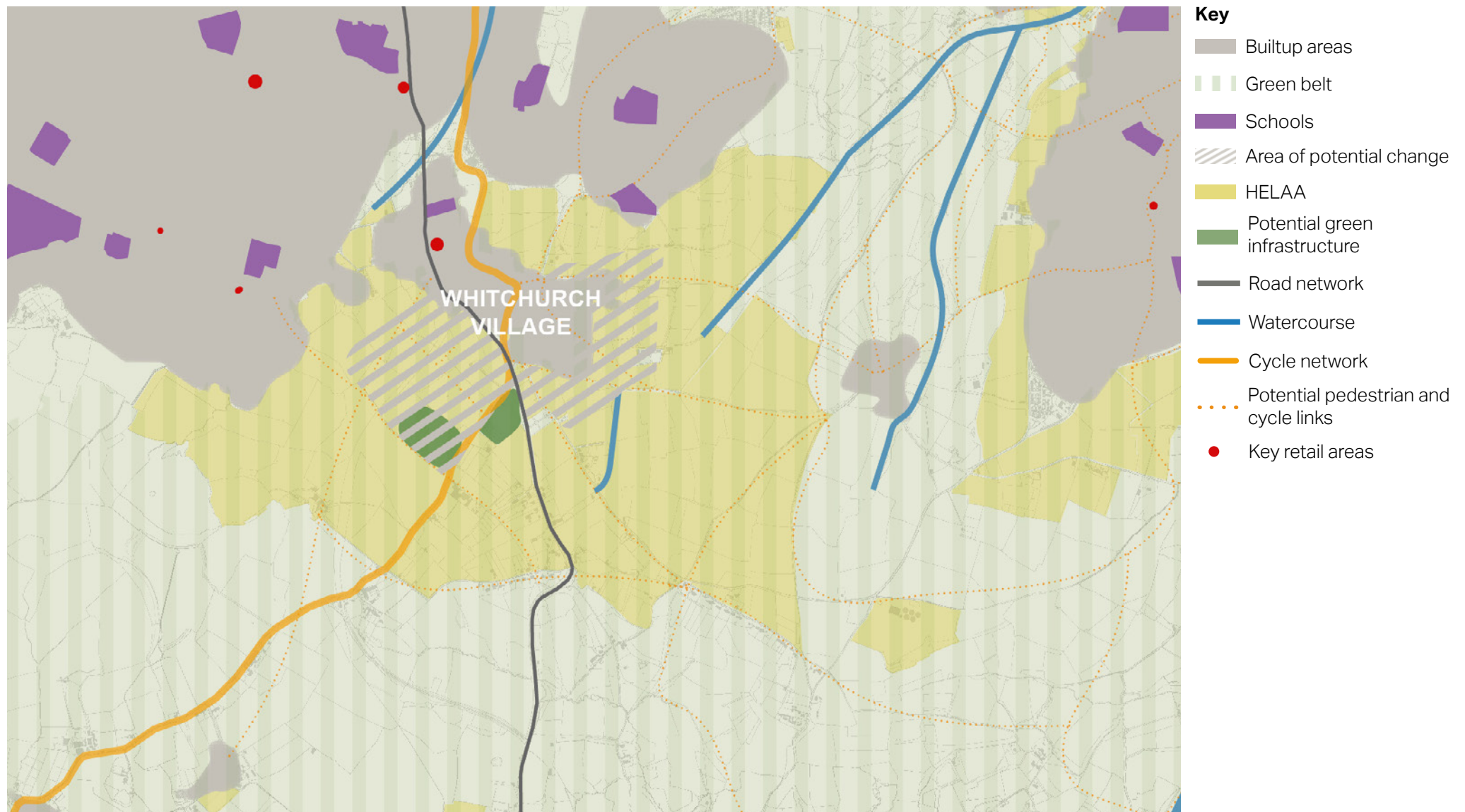


Figure 20. Areas of potential change

preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries having regard to their intended permanence in the long term, so they can endure beyond the plan period.”

5.4.8. WECA produced a Strategic Green Belt Assessment (2021) to inform the emerging West of England SDS. The SDS would then establish where strategic changes need to be made to the Green Belt if exceptional circumstances are demonstrated. The Strategic Green Belt Assessment was a parcel by parcel analysis, split into two sections that provide a strategic assessment of the contribution of the parcel to the Green Belt purposes and an analysis of key considerations with regard to potential harm resulting from the release of land within the parcel.

5.4.9. The identified areas of potential change are located with the Green Belt. All of the three areas together are considered to make a significant contribution to some of the five Green Belt purposes:

5.4.10. Purpose 1 – checking the unrestricted sprawl of large built-up areas

5.4.11. Purpose 3 – safeguarding the countryside from encroachment.

5.4.12. Any development within the areas of potential change would require the removal of the area from the Green Belt. The design of the development would however, need to consider the impact of removing land from the Green Belt and whether it could be offset through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.

Balancing benefits and mitigating impacts

5.4.13. It is important to acknowledge that any new development might potentially create a negative impact, e.g., exerting pressure on existing infrastructure, changing the general feel of the place or having some of the views into the countryside closed. Whitchurch Village has already experienced some impacts with the delivery of the recent expansion. Therefore, it is important that any proposals for change within the village focus on delivering significant benefits that provide for the needs of both existing and new residents.

5.4.14. To fulfil this purpose, the local plan has to ensure that any development proposals very clearly demonstrate the infrastructure needed to be delivered and the benefits to be derived from that development and include

an assessment of the potential impacts and the proposed mitigation.

Prioritising space for people over cars

5.4.15. The consequences of any new development in Whitchurch Village, both negative and positive, derive in large part from the quality of the movement infrastructure that is provided, especially active travel modes, such as walking and cycling, and public transport.

5.4.16. In Whitchurch Village, much of the focus of the Strategic Transport Study (outlined below) is on the creation of movement infrastructure that supports and reinforces opportunities for ‘local living’ and the creation of ‘liveable neighbourhoods’ that enable people to live their lives in such a way as not to have to rely on the private car. As the recent village survey demonstrated (section 4.3), the existing residents are eager to use public transport and other sustainable travel modes. Therefore, movement infrastructure is one of the key points to be considered when looking at the potential for change in Whitchurch Village.

Healthy, vibrant and viable local centres

5.4.17. Healthy, vibrant and viable local centres are the fundamental element of 'local living'. Again, as the village survey demonstrated, the existing residents would like to see a centre that has shops, cafes, youth centres and doctors' surgery. Therefore, achieving a healthy, vibrant and viable local centre has to be at the heart of any potential change in the village.

5.4.18. Areas of potential for change adjacent to the existing village have been identified based on their proximity to provide easy connections between the existing and new neighbourhoods and on their capacity to support the creation of new amenities and services to serve both the new and existing communities.

Green and blue infrastructure and landscape

5.4.19. The B&NES' Climate Emergency Action Plan (2023) and the Ecological Emergency Action Plan (2023), set out actions to address the climate and ecological emergencies, with the objective for the district to become both nature positive and achieve carbon neutrality by 2030. Although not the same,

the emergencies are linked, sharing some of the causes and many of the potential responses including nature-based solutions to adapt to the effects of climate change while contributing to nature's recovery.

5.4.20. 'Nature' should be placed at the heart of making and regenerating attractive, investable places that are good for people, climate and the economy. Good quality green and blue infrastructure (GBI) has an important role in improving health and wellbeing, air quality, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.

5.4.21. Growth provides opportunities to deliver good quality GBI that fulfils the principles and standards detailed in the Natural England Green Infrastructure Framework (2023) and the Building with Nature standards. Growth can act as the catalyst to achieve national, regional and local GBI priorities, including those identified in Keynsham and Saltford.

5.4.22. One strategic GBI project identified in the West of England Joint Green Infrastructure Strategy 2020-2023 is Chew Valley Reconnected (for more information on this project, please see Section 3.3). Any potential change around the village of

Whitchurch should take into consideration this strategic project's vision and principles.

5.4.23. The West of England Nature Partnership (WENP) is co-ordinating the regional Nature Recovery Network (NRN) which is a joined-up network of marine, water, and terrestrial habitats where nature can thrive. The network map is an active and adaptive spatial plan that identifies the best opportunities to deliver nature's recovery. At the village of Whitchurch, opportunities relate to:

- Wetland within Flood Zone 2 along the River Chew and Scotland Bottom. Projects seek to create wetland habitats to build resilience to flood risk and deliver wider benefits for nature and people.
- Grassland connectivity. Avon Wildlife Trust in partnership with Buglife are leading work to create West of England B-Lines (B stands for biodiversity). B-Lines are wide strips of permanent wildflower-rich habitats that link existing wildlife areas together to create a network through which pollinators can travel. At Stockwood Vale, a project seeks to connect the grassland habitats of the Vale with grassland habitats to the south.
- Woodland connectivity. The B&NES Tree and Woodland Delivery Plan 2021

(T&WDP) is a 5-year action plan which supports the ambition to significantly increase tree cover across the district. This will contribute to both the Forest of Avon, A Tree and Woodland Strategy for the West of England, 2021 which seeks to double tree cover by 2050, and the WENP NRN aim to double semi-natural tree and woodland cover by 2060. The T&WDP is a 'live' document, reviewed annually with a detailed action plan focused on tree planting through a range of activities. The T&WDP is linked to the Woodland Opportunity Map for B&NES which identifies land that has potential for woodland planting at a strategic scale and guides tree planting to ensure 'right tree, right place'. Together, these documents provide a framework to improve woodland connectivity which could be delivered through development. One target area is to connect woodland along the A37 to the north with woodland to the south.

5.4.24. The B&NES Green Space Strategy 2015 provides an assessment of the needs and deficiencies in open spaces across the district. In addition to forming the basis for establishing local provision standards, the strategy identified deficits in particular types of open space by the parish.

5.4.25. For the Whitchurch parish, there was a deficit of the following:

- Allotments
- Amenity green space
- Parks and recreation grounds (excluding outdoor sports pitches)
- Play space for youth
- Accessible natural green space

5.4.26. Private outdoor sport was the most abundant open space type.

5.4.27. Development proposals provide the opportunity to address these deficits and create new open spaces that are easily accessible to both existing and future communities.

Access and movement

5.4.28. The Transport Strategy for Whitchurch Village aims to deliver transport improvements to give residents a realistic choice of sustainable modes to meet their travel needs. A suite of interventions are proposed in response to the gaps identified in the existing transport provision, which has resulted in a car-dominated local transport network. Currently, there are high levels of congestion on the A37, the key strategic movement corridor which cuts through

the Village, accommodating the arterial movement of traffic to/from Bristol City Centre. This is known to result in rat-running on local residential roads such as Maggs Lane, Queen Charlton Lane, Sleep Lane and Sturminster Road. Congestion has also exacerbated the severance on the A37 for active mode users.

5.4.29. The Transport Strategy builds upon the implementation of existing proposals including the Queen Charlton Liveable Neighbourhood programme and the Somer Valley Links project. Key features of these proposals, which are already committed and being delivered by the B&NES Council, are summarised below.

Queen Charlton Liveable Neighbourhood Programme

5.4.30. Improvements at the A37 Bristol Road, Queen Charlton Lane and Sleep Lane comprised of:

- Relocated bus stop with shelter and real-time information.
- New signalised pedestrian and cycle crossing on the A37 and informal crossing on Norton Lane.
- Existing footway widening and refuge island improved.

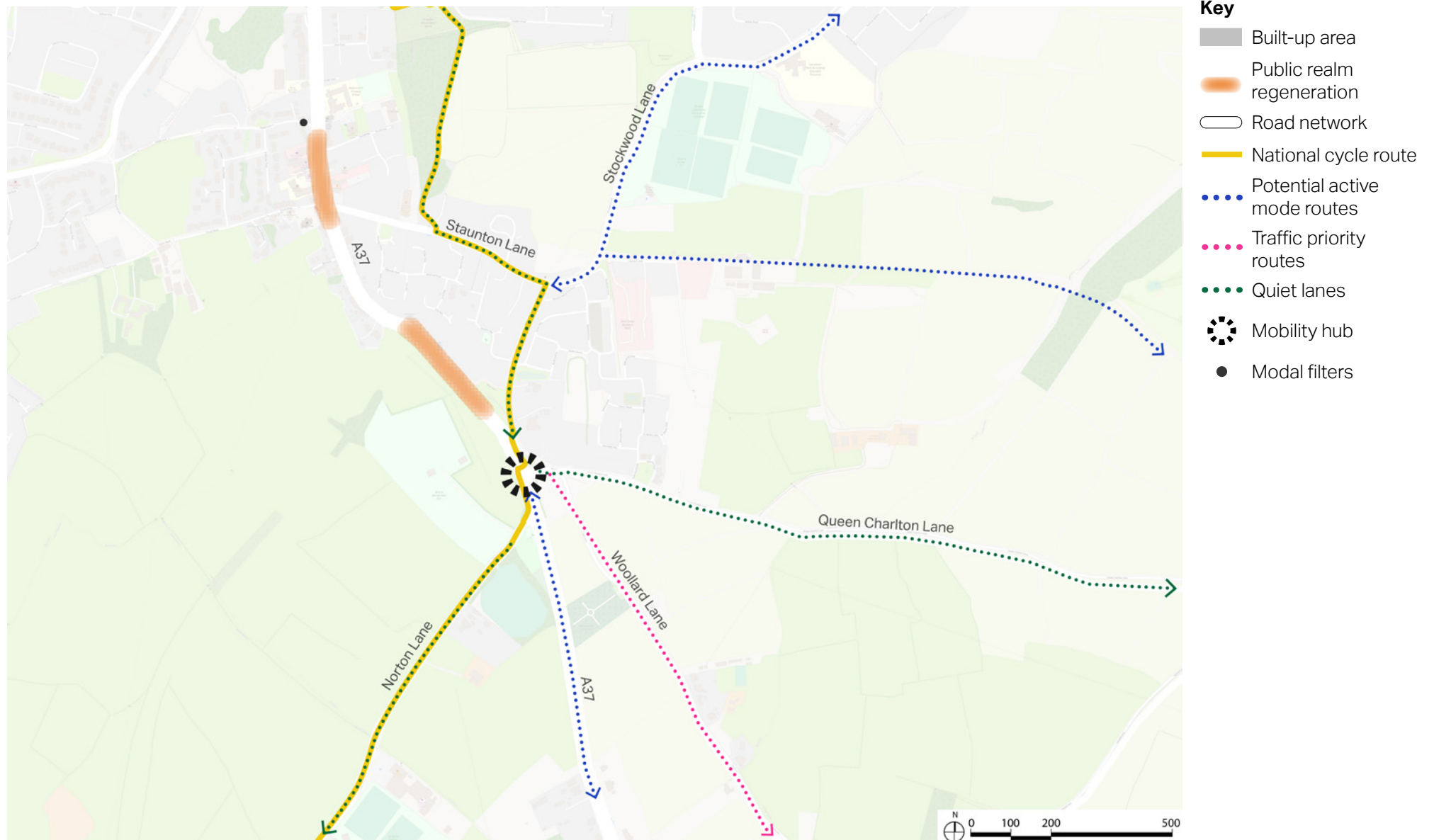


Figure 21. Access and movement

Somer Valley Links Project

5.4.31. Improvements to the linkages between Whitchurch Village and the Somer Valley to the south. Key features of the proposals include:

- Provision of bus priority measures at key junctions along the A37 corridor south of Whitchurch Village.
- A number of mobility hubs along the A37, focused on providing bus stops and interchange opportunities for cycles and electric powered scooters and cycles.
- Improvements for pedestrians and cyclists on routes between communities within the Somer Valley, including a Quiet Route between Whitchurch to the north and Hallatrow to the south, via Pensford, Clutton and Temple Cloud.

5.4.32. Whitchurch Village benefits from its location relative to Bristol City Centre, which lies approximately 5 kilometres to the north and Keynsham which lies approximately 4 kilometres to the east. For many journeys to access these destinations, there is an opportunity to strengthen the links by sustainable modes.

5.4.33. The connectivity for walking, wheeling and cycling will be improved, reducing the severance of the A37 corridor. This will be

achieved through enhanced public transport accessibility and interchange, along with public realm improvements on the A37 to improve crossing points and increase space for pedestrians.

5.4.34. Connections into NCN3 from Whitchurch Village will be improved. Improvements are also proposed to access routes for pedestrians to facilities in South Bristol, including the South Bristol Hospital and Leisure Centre. This supports "local living" in and near Whitchurch Village. Additionally, excellent internet connectivity, home working and digital services reduce travel demand.

5.4.35. An enhanced sustainable travel network will be delivered, broadening the network of pedestrian and cycle routes and supporting public transport services. This involves introducing modal filters at key points within residential areas, to reduce rat running and expand the network of quiet routes available for walking and cycling, potentially as part of an expanded Liveable Neighbourhood programme.

5.4.36. Improved routes between Keynsham and Whitchurch Village will be provided, not least because Whitchurch Village is in the catchment for Broadlands school. The modal filter in place on Queen Charlton Lane

supports active travel between Whitchurch Village and Queen Charlton. There are other PRoW linking to Keynsham which could be upgraded with new surfacing, lighting and legal designation. Improvements to support new bus services and/ or continuation of Demand Responsive Travel (DRT) services to destinations such as Hicks Gate and Keynsham via Queen Charlton would also be provided.

5.4.37. On Charlton Road, footway and cycleway provision would be implemented between Parkhouse Lane and Linnet Way. The junction with Redlynch Lane would be improved to provide safe crossings for pedestrians, cycling/ wheeling users and horse riders. The current 30 mph speed limit zone would be extended eastward to the junction with Parkhouse Lane, to provide a safer active travel route towards Queen Charlton.

5.4.38. A Mobility Hub would be provided on the A37, close to the junction with Queen Charlton Lane. The principal role for the Mobility Hub in this location would be to facilitate an interchange between strategic bus services routed along the A37, DRT bus services and other sustainable modes such as cycling. It would not be intended to function as a traditional Park & Ride.

5.4.39. Forms of Micromobility such as e-scooters and e-bikes reduce barriers to active travel such as distance and topography. In December 2022, the WECA E-Scooter trials expanded to include Whitchurch Village. E-scooters represent a significant opportunity in terms of increasing the distances that people can travel without a car. This would be of particular benefit for trips between Whitchurch Village and Keynsham, and facilities in South Bristol.

5.4.40. Electric Vehicle Infrastructure for cars and buses will be expanded into Whitchurch Village, with a particular focus on supporting electric car clubs and zero emission buses.



Figure 22. Separator image

SUMMARY OF AREA OF SEARCH PLACEMAKING ASSESSMENT

06

6. SUMMARY OF AREA OF SEARCH ASSESSMENT

6.1. Overview

6.1.1. The Areas of Search Placemaking Assessment (ASPA) is a robust form of strategic decision-making, the aim of which is to support and inform the preparation of the evidence for the Local Plan process. The ASPA reviews the entire study area including the Housing and Economic Land Availability Assessment (HELAA) sites. The process is structured on an agreed methodology and considers area opportunities and constraints against the context of the emerging placemaking vision and principles. Please refer to the Area of Search Assessment Keynsham and Whitchurch Village document for further details on the methodology.

6.1.2. Areas with significant development limitations, such as flood zones, landscape/ ecological designations, sites or areas with strategic utility infrastructure, e.g., high-pressure gas pipelines, are not being considered for development. However, some of these areas are to be explored as important strategic green infrastructure/ nature recovery and biodiversity net gain opportunities, with potential scope for delivery in combination with viable development elsewhere in the study area.

6.1.3. The areas of search have been selected with the aim of meeting the key objectives listed below:

- Seek opportunities to create functional green infrastructure and nature recovery areas that are well located to complement existing urban areas and any potential development sites.
- Create a transition zone between urban areas and the countryside to increase accessibility to the countryside.
- Follow a comprehensive approach amalgamating green infrastructure, sustainable transport, sustainable infrastructure and development opportunities.
- Seek locations with proximity to the key public transport routes and facilities, such as village centres and community facilities.
- Seek opportunities to create development with sufficient critical mass to deliver community infrastructure and sustainable transport initiatives that serve the existing residents as well as the new.
- Seek opportunities to improve the pedestrian and cycle connectivity between the urban areas and the countryside.

- Ensure sufficient separation of existing settlements
- Avoid piecemeal development and, instead, promote comprehensive development that allows for seamless integration with the existing urban areas.

6.1.4. A further placemaking assessment framework agreed between AECOM and B&NES and in line with the B&NES Sustainability Appraisal Framework objectives has been applied to the areas of search for Whitchurch Village. The process appraises the potential effects of site development using a 5 level assessment across key themes:

- Placemaking and landscape
- Transport
- Environment
- Housing
- Economy and communities
- Utilities

Theme	Criteria Scoring Considerations	Scale of Impact
Placemaking and landscape	Landscape / townscape	Minor Adverse Impact
	Green Belt	Neutral Impact
	Green & Blue Infrastructure (GBI)	Neutral Impact
	Heritage	Neutral Impact
Transport	Existing levels of connectivity	Minor Adverse Impact
	Potential future levels of connectivity	Neutral Impact
	Access feasibility	Minor Adverse Impact
	Potential for the site to enhance sustainability	Neutral Impact
Environment	Presence of ecological designations	Neutral Impact
	Priority habitats and significant linear features for protected species movement	Minor Adverse Impact
	Nature Recovery and Biodiversity Net Gain	Moderate Beneficial Impact
	Flood risk	Neutral Impact
	Geological constraints to development	Moderate Adverse Impact
Housing, economy and communities	Housing demand and affordability	Moderate Beneficial Impact
	Employment potential	Moderate Beneficial Impact
	Site size and ability to deliver community infrastructure	Moderate Beneficial Impact
Utilities	Gas	Minor Beneficial Impact
	Water	Minor Beneficial Impact
	Sewage	Minor Adverse Impact
	Drainage	Minor Beneficial Impact
	Electricity	Minor Beneficial Impact

Figure 23. An example of areas of search placemaking assessment summary table from Area of Search Placemaking Assessment Report

6.2. Prioritised areas

South of Whitchurch Village – WV1, WV3

6.2.1. It was agreed to group the areas of search WV1 and WV3 with a slightly new boundary at the area of search prioritisation workshop to be explored further at the option development stage. The prioritised areas aim to create coherent growth in the village close to the existing village centre.

6.3. Other areas

Southeast of Whitchurch Village - WV2

6.3.1. Explored for the potential to create a detached settlement. However, to provide the quantum of development proposed, strategic transport interventions are considered to be required. Provision of new strategic roads are not supported within the Local Plan Transport Objectives. As such, this area of search has not been taken forward to site option stage.

West of Whitchurch Village , WV4

6.3.2. Explored for a mixed-use residential development. However, the level of harm likely to occur to heritage assets including Meas Knoll Ancient Schedule Monument and Lyons Court Farmhouse, is not considered likely to be outweighed by the public benefits of developing this area. As such, this area of search has not been taken forward to site option stage.

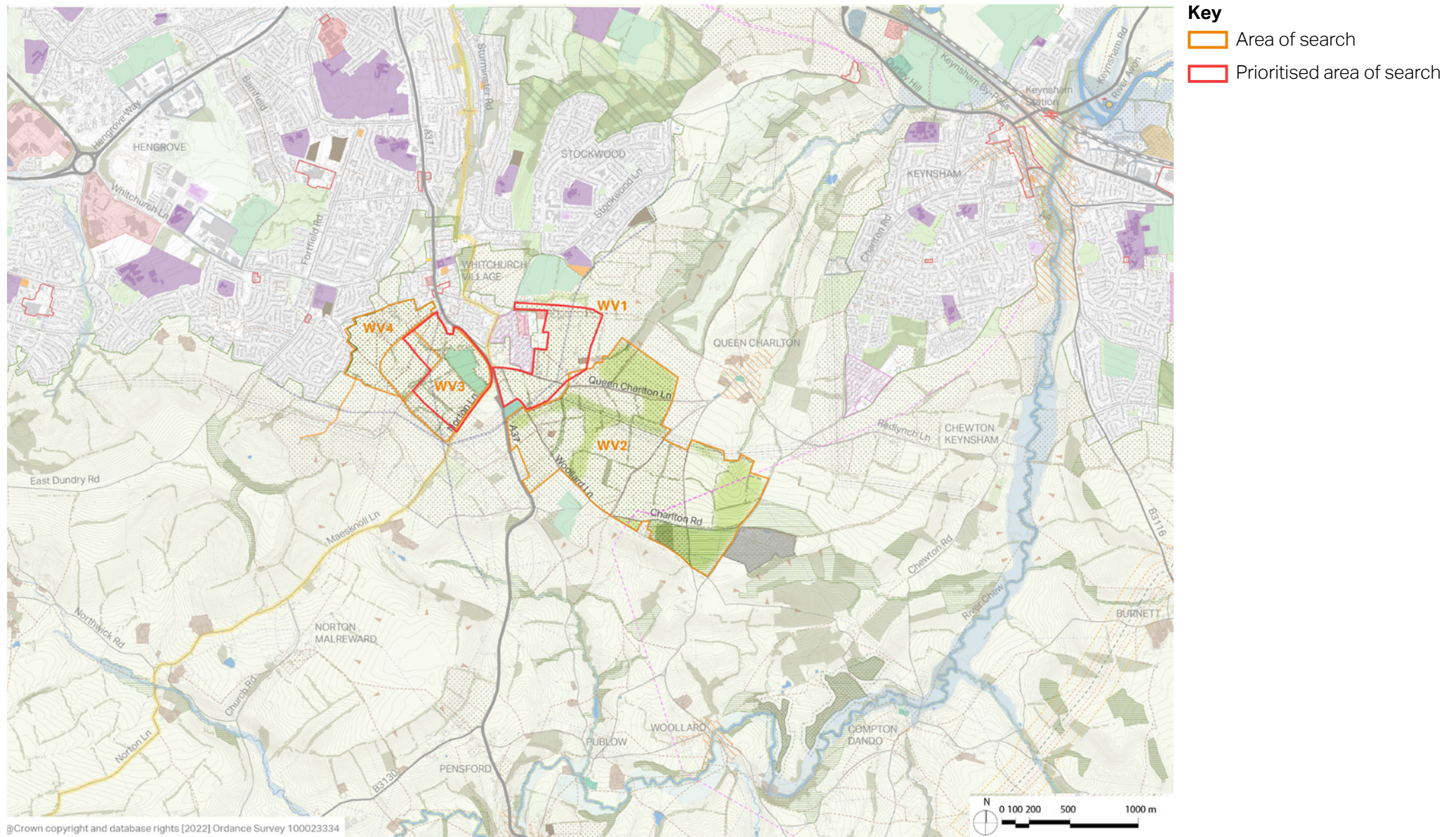


Figure 24. Area of search



PLACEMAKING VISION AND PRINCIPLES AND PRIORITIES

07

7. PLACEMAKING VISION AND PRINCIPLES AND PRIORITIES

7.1. Placemaking vision

*“Whitchurch Village will be a **sustainable village** with an enhanced range of shops and services and where people walk or cycle for their daily errands, social activities and leisure via safe and attractive routes. The **village identity** will be bolstered by a strong sense of belonging where families and individuals will thrive for multiple generations bonding together within an **inclusive community**.*

*The residents will **easily access the countryside** and live physically and emotionally healthy lives. They will enjoy improved and **enhanced pedestrian and cycle routes and bus services** that provide access to their works, schools and the surrounding settlements.”*

7.2. Components of the vision

Village identity

7.2.1. The natural landscape surrounding the village, such as farms and scenic views, will be protected and enhanced to boost the village's identity. The community will grow stronger around easily accessible community facilities, open spaces and shared village pride.

Local living

7.2.2. Local living will be encouraged by creating strong communities where residents can access the local amenities required to meet their daily needs within a walking journey. A high-quality, attractive and safe network of walking/wheeling and cycling infrastructure will encourage residents to choose active travel modes for most trips and contribute to enhancing health and wellbeing, reducing congestion and improving air quality. New local mobility hubs and public realm improvements will provide easier access to sustainable transport.

Protecting natural environment

7.2.3. The sensitive landscape setting of Whitchurch Village will be retained and enhanced, and strategic and attractive views, specifically towards Maes Knoll and Dundry plateau, will be protected. The green buffer will continue to help the village to preserve its separation from nearby settlements.

7.2.4. Existing blue and green infrastructure will continue to provide the setting for leisure, recreation and active travel, with existing and new cycle and pedestrian routes helping to connect people to their destinations of choice, including access to the wider countryside.

7.3. Placemaking principles

7.3.1. The key Placemaking Principles are:

- Create opportunities to become climate resilient, carbon neutral and nature positive by 2030.
- Protect the green buffer between the village and the city.
- Preserve and enhance the village identity.
- Protect and reinforce the heritage assets and their settings.
- Enhance health and well-being of the local community through easier access to open spaces and countryside, and through the promotion of active modes.
- Introduce new local facilities such as a village shop, community facilities and spaces to increase social interaction and encourage local living.
- Create a safe and attractive walking route between the village and the playpark.
- Utilise habitat opportunity areas and aspirational connectivity identified in the Nature Recovery network to safeguard existing habitats and seek opportunities to deliver 20% biodiversity net gain.
- Maximise the delivery of affordable housing responding to social and economic needs, and local demographics.
- Encourage the use of sustainable travel choices and reduce reliance on car use.
- Improve public transport accessibility and build a network of fully integrated transport interchange hubs to support seamless, convenient, end to end mobility for longer journeys through the district.
- Deliver fairer economic growth through an accessible and socially inclusive transport system, by removing the barriers to travel and ensuring that social impacts are addressed.



DEVELOPMENT CONCEPT OPTIONS

08

Figure 26. Separator image

8. DEVELOPMENT CONCEPT OPTIONS

8.1. Whitchurch Village

The area description

8.1.1. The Whitchurch Village area of potential change explored in this section is located to the east and west of the A37.

8.1.2. The area to the west of the A37 covers the area from Norton Lane in the south to Blackacre to the north, and it extends up to the PRoW to the west. The area is primarily arable fields with a gentle sloping topography to the south. The Bristol Barbarians RFC club is located in the south-eastern part of the area and accessed from Norton Lane.

8.1.3. The area to the east of the A37 covers the arable fields and extends towards the north, covering the Horse World Land.

Constraints and opportunities

8.1.4. The whole area of potential change area lies within the Green Belt. The area to the west of the A37 has some mature hedgerows defining the field boundaries, and there are some mature trees along the alignment of the old railway line. A raw water pipe cuts diagonally across this area in the northeast-southwest direction. There is a culverted watercourse to the south of Church Road.

The area to the north west is affected by surface water flooding zone 2 and 3.

8.1.5. The area between the A37 and Queen Charlton Lane has a few mature hedgerows. A raw water pipe and a high-pressure gas main align to the southeastern edge of the area. It then crosses Queen Charlton Lane and extends to the north through the middle of the area of potential change.

8.1.6. Both of these areas can be accessed directly from the A37. The area to the west could connect to Norton Lane with emergency access, and the area to the east can connect to Stockwood Lane using Horse World's existing access lane.

8.1.7. There are public realm improvement opportunities along the A37 within the existing village to improve pedestrian and cycle connectivity along and across the road. Some of the existing commercial premises located to the west of the A37 (central garage, estate agency and the building with the work clothing shop) could be regenerated to create a village shop to provide for day to day needs of the residents.

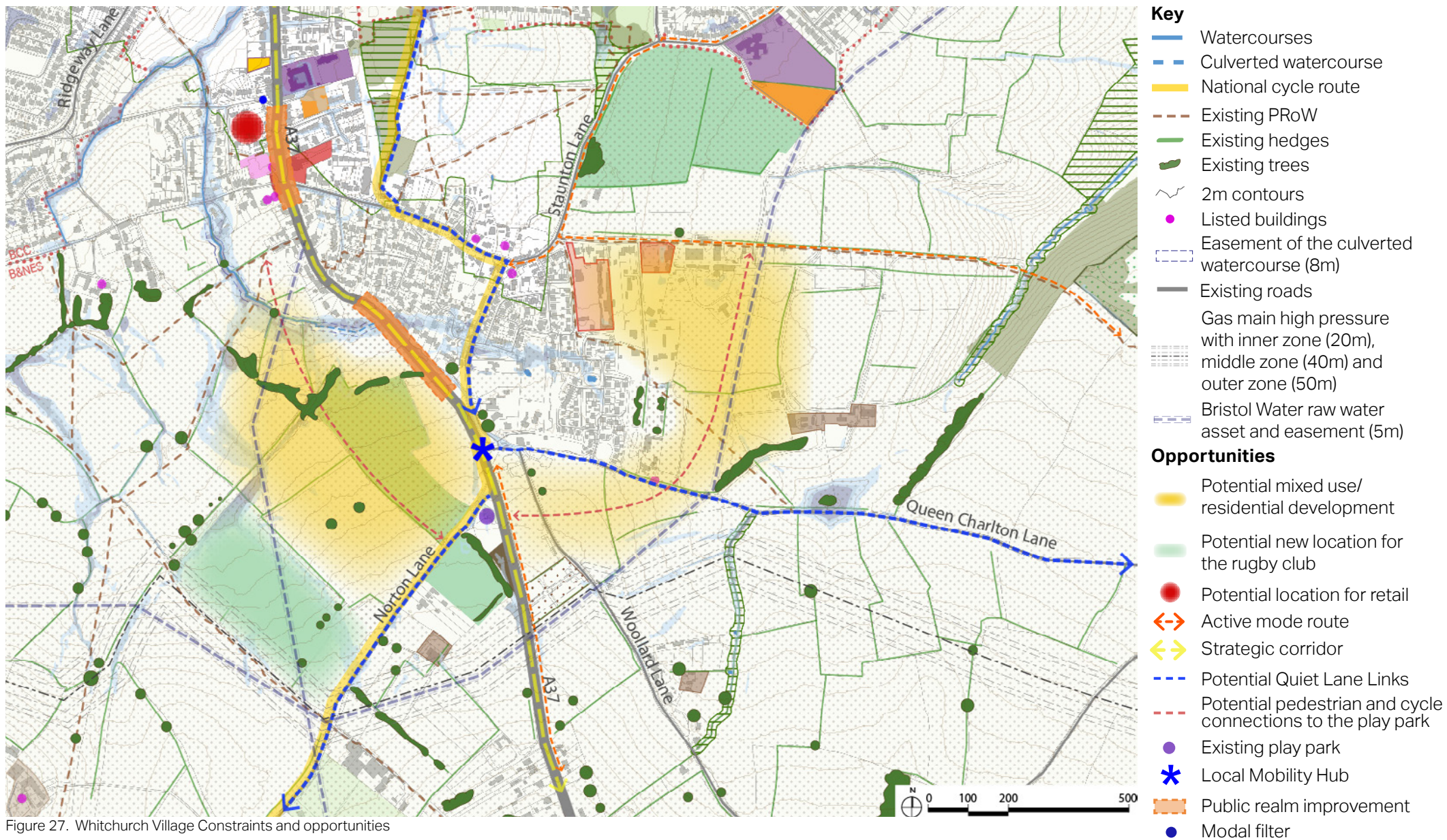
8.1.8. A new residential neighbourhood to the west of the A37 could create a positive critical mass to provide new community facilities for the new and existing residents with easy and direct access from the village.

It could also provide a safe and attractive pedestrian and cycle link from the village to the playpark located at the junction of Norton Lane and the A37. In addition, a new residential neighbourhood to the east of the A37 could also contribute further to the provision of new local community facilities.

8.1.9. Further opportunities are explained within the development options section.

Key

- District boundary
-  SNCI
-  Green belt
-  Existing woodland
-  Parks, open spaces and Local Green spaces
-  HELAA sites
-  Farm
-  School
-  Business park
-  Retail
-  Community centre
-  Nursing home
-  Leisure / playing field
-  Nursery
-  Allotments
-  Golf club
-  Cemetery
-  Flood risk from surface water - Zone 2
-  Flood risk from surface water - Zone 3



Option 1

Placemaking

8.1.10. Option 1 provides an ambitious placemaking approach with the proposition of a new primary school, the relocation of the existing rugby pitch and a new local centre based around a new village green.

8.1.11. New development is focused to the south and west of the village. An important benefit of this option is the improved and proposed local facilities which are easily accessed by pedestrian and cycle links from the residential development. The location of the proposed neighbourhood square, local centre and green is also advantageous as it provides the opportunity to cohesively incorporate public realm improvements on the A37.

8.1.12. Another advantage of this option is the provision of safe pedestrian and cycle access from the village to the existing playpark located at the junction of Norton Lane.

Green and blue infrastructure and nature recovery

8.1.13. Option 1 would be within the gently sloping arable field land to the south and west of the village. The mature hedgerows

which define the existing field boundaries and mature trees along the alignment of the old railway line would be retained with the new development. Open space would be created around the north, eastern and western edges of the residential parcels as well as a village green between existing residential and the proposed development.

8.1.14. Green buffer areas provided to the western part near new primary school and proposed rugby field and to the southeast to avoid any adverse impact on historic assets such as Maes Knoll and Wansdyke.

8.1.15. The new access network would connect both the proposed open spaces and the existing facilities within the village, encouraging both existing and future residents to explore, enhancing connectivity within the new development and out into the wider countryside.

Access and movement

8.1.16. For Option 1, a local mobility hub proposed at the junction of Queen Charlton Lane and A37 to improve the traffic flow in the existing and proposed developments. There are three vehicular access points into the development. One directly from the A37 into the northern area of the development, which also provides access to the new

primary school. The others are from the existing Norton Lane and Queen Charlton Lane providing access to the west and east parts of the development, respectively. There are routes providing access to the square through the village green, from the school to the St Nicolas Church, Norton Lane and from Queen Charlton Lane to Woollard Lane.

Key

- District boundary
- Existing allotment
- Existing woodland
- Existing school
- Existing sports field
- Village green
- New primary school
- Local centre
- Residential parcel

Land use budget

Developable area	15.3 ha
Green and other infrastructure	13.7 ha
Relocated rugby club	8 ha
Primary school	2.2 ha
Homes	500-600
Total area	39.2 ha

Table 1. Whitchurch Village Option 1 land use budget

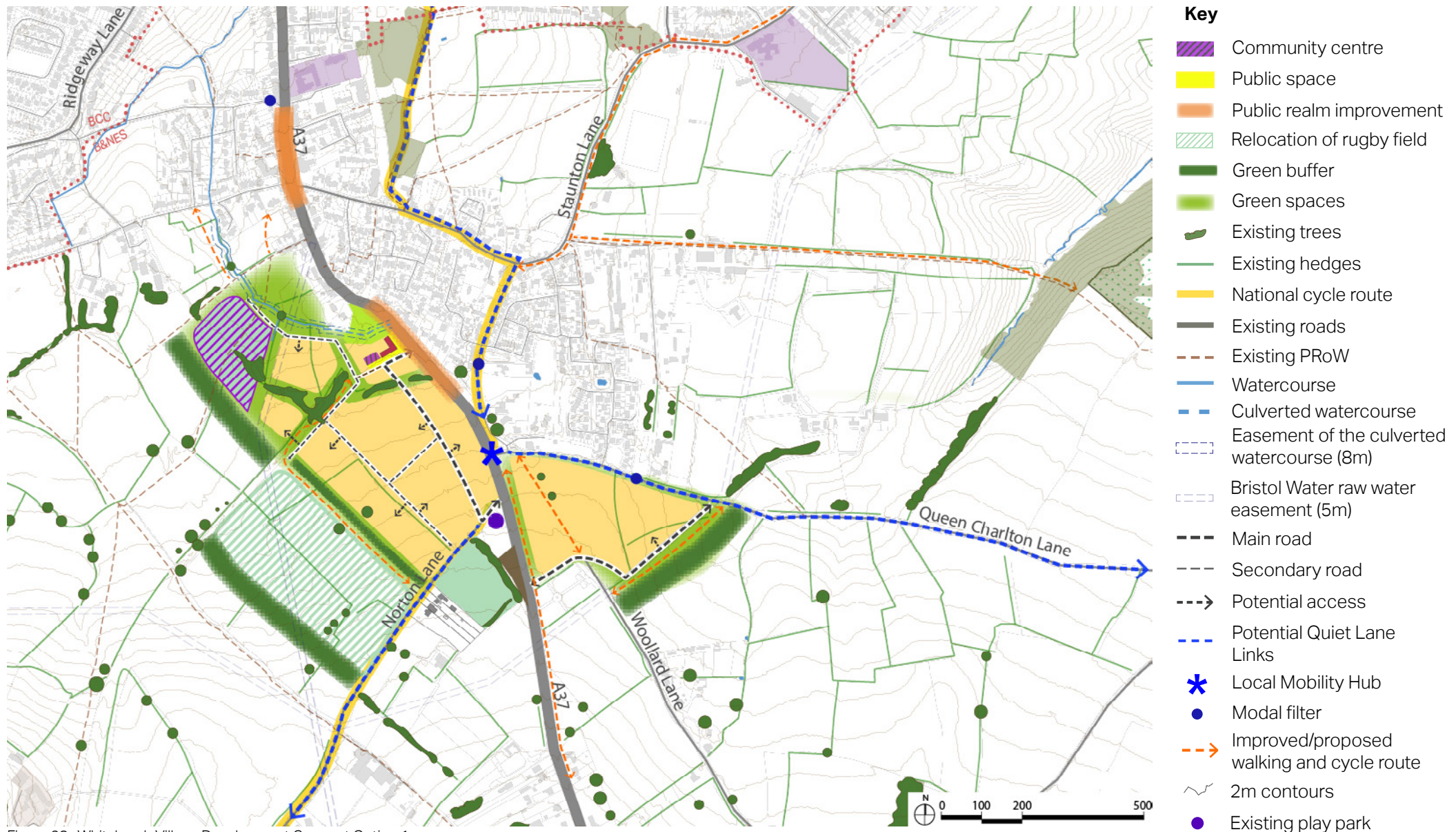


Figure 28. Whitchurch Village Development Concept Option 1

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Transport	Walking	* On-site pedestrian routes to connect with the A37
	Cycling	* On-site cycle routes to connect with Norton Lane and the A37
	Public transport	* On-site pedestrian and cycle routes to connect with the proposed Mobility Hub on the A37, which incorporates bus stops for fixed time and DRT services
	Access and movement	* Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A37 and / or Norton Lane
Utility Diversions/ Protections	Potable water	<p>Eastern Parcel:</p> <p>With reference to Bristol Water asset maps, a 9" main is located beyond the northern boundary of the eastern parcel, along Queen Charlton Lane. This main will likely need to be diverted (e.g. lowered and slewed) across any new access off Queen Charlton Lane. In the other direction, a 600mm asbestos cement (AC) main, a 500mm Ductile Iron (DI) main and a 250mm asbestos cement (AC) run parallel to each other. The concept layout includes for new roads and a footpath/cyclepath along the routes of these three mains. They may need to be lowered and/or protected along the new roads. A 15" AC main cuts across the south-west corner and may need to be diverted along the site boundary to accommodate new residential plots.</p> <p>Western Parcel:</p> <p>Multiple water mains are located on the western parcel and will likely require diversions to accommodate proposals.</p>
	Waste water and drainage	<p>The Wessex Water mapping indicates that there are no public sewers located within the boundary of the eastern parcel. An existing watercourse crosses the western parcel.</p> <p>A 300mm diameter culverted watercourse is shown to be located along the western side of the A37 Bristol Road. This may need to be diverted to accommodate public realm improvements and/or new vehicular accesses.</p>
	Electricity	National Grid asset maps show various overhead 11kV routes crossing the site. These will need to be diverted to accommodate new residential plots.
	BT	BT asset plans not obtained.
	Gas	<p>With reference to Wales & West Utilities asset maps, an existing low-pressure gas main crosses the western parcel and runs through the site to serve the existing rugby club. This low-pressure gas main will become redundant as the existing rugby club is proposed to be relocated.</p> <p>Low-pressure gas mains are located each side of the A37 Bristol Road carriageway and may need to be diverted to accommodate public realm improvements and/or new vehicular accesses.</p>

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Utility Supplies	Potable water	There are a number of existing water mains in and around the site which may be able to serve the development. Bristol Water will need to confirm which mains have capacity to serve the new development.
	Waste water and drainage	<p>The Wessex Water mapping indicates that there are no public sewers located within the site boundary. An existing 150mm foul water sewer is located immediately beyond the north-west corner of the eastern parcel, at the junction between Queen Charlton Lane and Woollard Lane. An existing 150mm/225mm diameter foul water sewer is located along the A37 Bristol Road. Wessex Water will need to confirm whether these foul sewers have capacity to serve the development.</p> <p>Eastern Parcel: If infiltration is not possible, surface water flows shall be discharged to the existing watercourse which runs just beyond the south-eastern boundary and 200m beyond the eastern site boundary.</p> <p>Western Parcel: If infiltration is not possible, surface water flows shall be discharged to the existing watercourse located across the northern corner of the site.</p>
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
Flood Risk	Flood risk and drainage	<p>With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year.</p> <p>The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk. A small area across the eastern parcel has a 'medium' risk (a chance of flooding of between 1% and 3.3% each year). The route of the existing watercourse and some low spots along field boundaries on the western parcel are reflected by the 'high' and 'medium' risk areas.</p> <p>For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).</p>

Infrastructure requirements - Option 1

Infrastructure Category	Item	Commentary
Social infrastructure	Early years	Early years education to be provided within the new primary school
	Primary school	A new primary school is required for new development as the existing one doesn't have enough capacity.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.
Green infrastructure	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.47 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.47 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 2.05 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.08 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.05 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (with min size 0.1 ha) • NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural Green Space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 2.05 ha

Option 2

Placemaking

8.1.17. Option 2 would deliver a new development to the east of the A37. It would deliver a new primary school with a new open space between the existing neighbourhood and the school creating a new focal point providing easy access from the new and existing neighbourhoods by bike and on foot.

Green and blue infrastructure and nature recovery

8.1.18. Option 2 would be with new development on the plateau landscape surrounding the village of Whitchurch to the east and south. A continuous band of open space would be created around the outside edge of the new development, forming a green buffer which helps to protect long-distance views whilst providing biodiversity creation and recreational opportunities.

8.1.19. The planting of new trees and shrubs and the strengthening of existing hedgerows, tree belts and tree groups would maximise the landscape setting for the residential parcels, help deliver nature recovery and provide a framework for creating a network of footpaths and cycleways, linked to existing PRoWs.







8.1.20. A green buffer zone proposed to the eastern part of the option, to avoid any adverse affect on the sensitive heritage assets towards Queens Charlton and the countryside.

8.1.21. The new access network would connect both the proposed open spaces and the existing facilities within the village, encouraging both existing and future residents to explore, enhancing connectivity within the new development and out into the wider countryside.

Access and movement

8.1.22. A local mobility hub proposed at the junction of Queen Charlton Lane and A37 to improve the traffic flow in the existing and proposed developments. The vehicular access point is proposed on the A37 along the existing Queen Charlton Lane. There are further new proposed access roads into the development north and south and improved/ proposed walking and cycle routes running along the northern and eastern boundary of the north development parcel, between the primary school and proposed development parcel and along the A37 towards the south.

Key

-  District boundary
-  Existing allotment
-  Existing woodland
-  Existing school
-  Existing sports field
-  New primary school

Land use budget

Developable area	15.5 ha
Green and other infrastructure	15.9 ha
Employment	0.4 ha
Primary school	2.2 ha
Homes	500-600
Total area	33.9 ha

Table 2. Whitchurch Village Option 2 land use budget

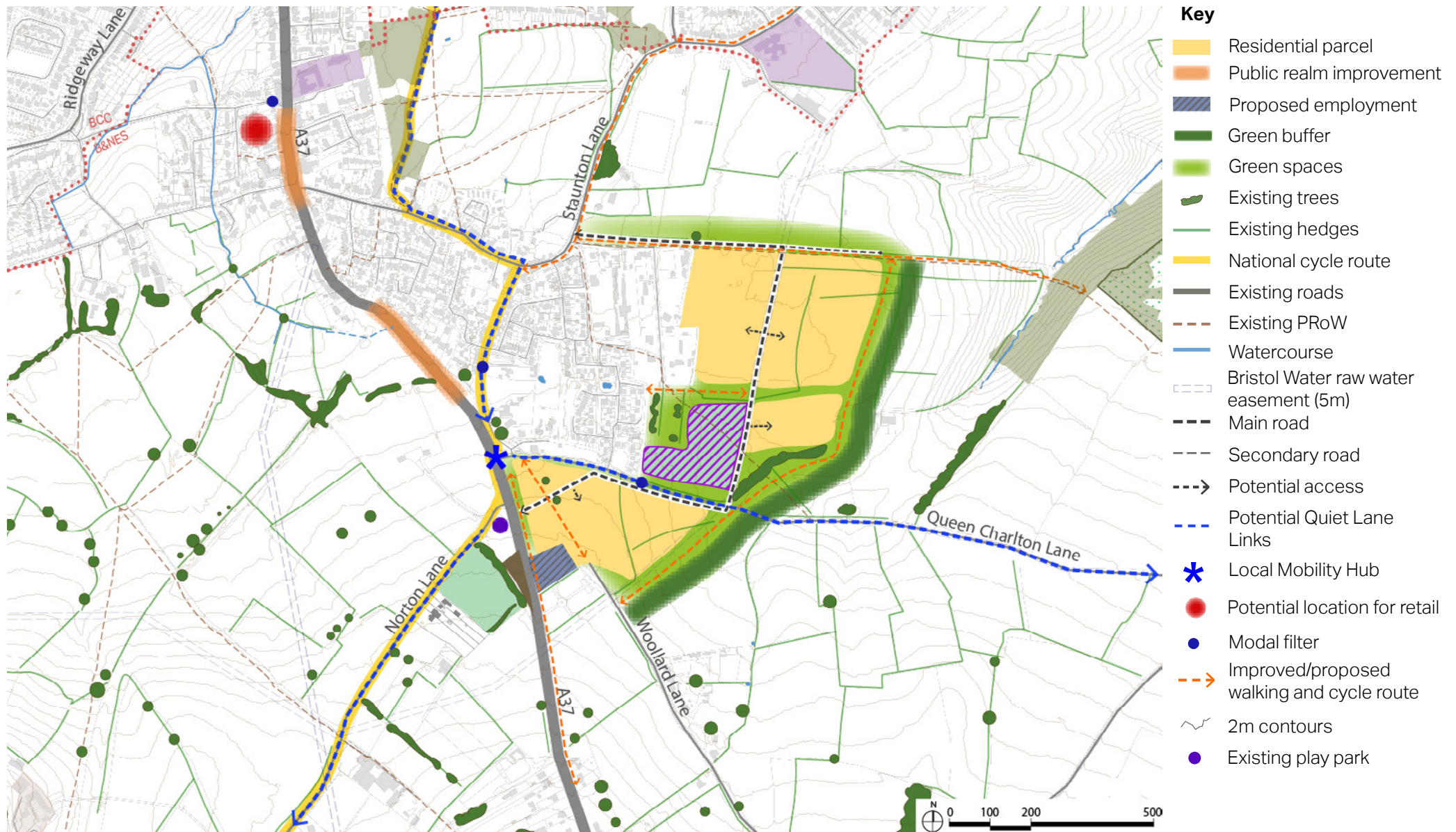


Figure 29. Whitchurch Village Development Concept Option 2

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Transport	Walking	* On-site pedestrian routes to connect with Queen Charlton Lane, Staunton Lane and the A37
	Cycling	* On-site cycle routes to connect with Queen Charlton Lane, Staunton Lane, Woollard Lane and the A37
	Public transport	* On-site pedestrian and cycle routes to connect with the proposed Mobility Hub on the A37, which incorporates bus stops for fixed time and DRT services
	Access and movement	* Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A37, with an potential emergency access onto Wollard Lane
Utility Diversions/ Protections	Potable water	<p>With reference to Bristol Water asset maps, a 9" main crosses the site in a west-east direction along Queen Charlton Lane. This main will likely need to be diverted (e.g. lowered and slewed) across any new access off Queen Charlton Lane.</p> <p>In the other direction, a 600mm asbestos cement (AC) main and a 500mm Ductile Iron (DI) main run parallel to each other on the northern parcel. These mains are also located on the southern parcel (south of Queen Charlton Lane), and a third main (250mm asbestos cement (AC)) runs alongside them. The concept layout includes for new roads and a footpath/cyclepath along the routes of these three mains. They may need to be lowered and/or protected along the new roads.</p> <p>A 15" AC main cuts across the south-west corner of the site and may need to be diverted along the site boundary to accommodate new residential plots.</p>
	Waste water and drainage	The Wessex Water mapping indicates that there are no public sewers located within the site boundary.
	Electricity	<p>National Grid asset maps indicate that an overhead 11kV route is located along and close to the south-eastern site boundary. The Concept Layout suggests this can be avoided.</p> <p>Overhead 11kV routes are shown on the southern parcel, where residential plots are currently proposed. The current proposals mean that these will need to be diverted.</p> <p>The asset maps show overhead and underground LV/service routes serving Keynes Farm (Horse World). The Concept Layout indicates that Keynes Farm will be replaced by residential plots. If this is the case, these existing supplies to the farm will not be required.</p>
	BT	BT asset plans not obtained.
	Gas	Wales & West Utilities asset maps indicate that there are no gas mains within or around the site boundary.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Utility Supplies	Potable water	There are a number of existing water mains in and around the site which may be able to serve the development. Bristol Water will need to confirm which mains have capacity to serve the new development.
	Waste water and drainage	If infiltration is not possible, surface water flows shall be discharged to the existing watercourse which runs just beyond the south-eastern boundary and 200m beyond the eastern site boundary. The Wessex Water mapping indicates that there are no public sewers located within the site boundary. An existing 150mm foul water sewer is located immediately beyond the north-west corner of the southern parcel, at the junction between Queen Charlton Lane and Woollard Lane. An existing 150mm foul water sewer is located 100m beyond the north-west corner of the northern parcel, in Staunton Lane. Wessex Water will need to confirm whether these foul sewers have capacity to serve the development.
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
Flood Risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year. The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk, with a small area across the southern parcel having a 'medium' risk (a chance of flooding of between 1% and 3.3% each year). For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within the new primary school
	Primary school	A new primary school is required for new development as the existing one doesn't have further capacity.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 2

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.47 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.47 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 2.02 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.08 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.05 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (with min size 0.1 ha) • NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural Green Space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 2.02 ha

Option 3

Placemaking

8.1.23. Option 3 runs from north to south optimising further growth to the east of the village. The existing primary school has enough capacity to accommodate the quantity of homes that this option generates.

8.1.24. The option 3 development area lies on the existing HorseWorld site. It is accessed through the existing lane which connects to Staunton Lane to the west. It provides generous open space to its south and east to allow a soft transition between the development and the countryside.

Green and blue infrastructure and nature recovery

8.1.25. This option involves implementing new development in the plateau landscape surrounding the eastern village of Whitchurch. A continuous open space would encircle the outer perimeter of the new development, forming a green buffer. This buffer serves the dual purpose of safeguarding distant views, promoting biodiversity, and offering recreational opportunities.

8.1.26. The strategy includes planting new trees and shrubs, reinforcing existing hedgerows, tree belts, and groups to optimize the landscape for residential parcels. This approach aims to support nature recovery, establish a foundation for footpaths and cycleways, and connect to existing Public Rights of Way and Potential Quiet Lane Links.

8.1.27. To preserve sensitive heritage assets towards Queens Charlton, a green buffer zone is proposed in the eastern part of the option. This measure is intended to prevent any adverse effects on these assets. The plan also involves creating a new access network that links both the proposed open spaces and existing village facilities. This network aims to encourage exploration by both current and future residents, enhancing connectivity within the new development and extending into the surrounding countryside.







Access and movement

8.1.28. Similar to other options, a local mobility hub proposed at the junction of Queen Charlton Lane and A37 to improve the traffic flow in the existing and proposed developments.

8.1.29. For Option 3, the suggested vehicular access point stems from Staunton Lane. In addition, a new tertiary access road proposed into the development, connecting to the existing road network, with plans for improvement.

8.1.30. Additionally, enhanced or proposed walking and cycling routes are outlined along the northern boundary of the development parcel, and extending along the north and the A37 towards the southern direction.

Key

-  District boundary
-  Existing allotment
-  Existing woodland
-  Existing school
-  Existing sports field
-  New primary school

Land use budget	
Developable area	3.7 ha
Green and other infrastructure	3.4 ha
Homes	150
Total area	7.1 ha

Table 3. Whitchurch Village Option 3 land use budget

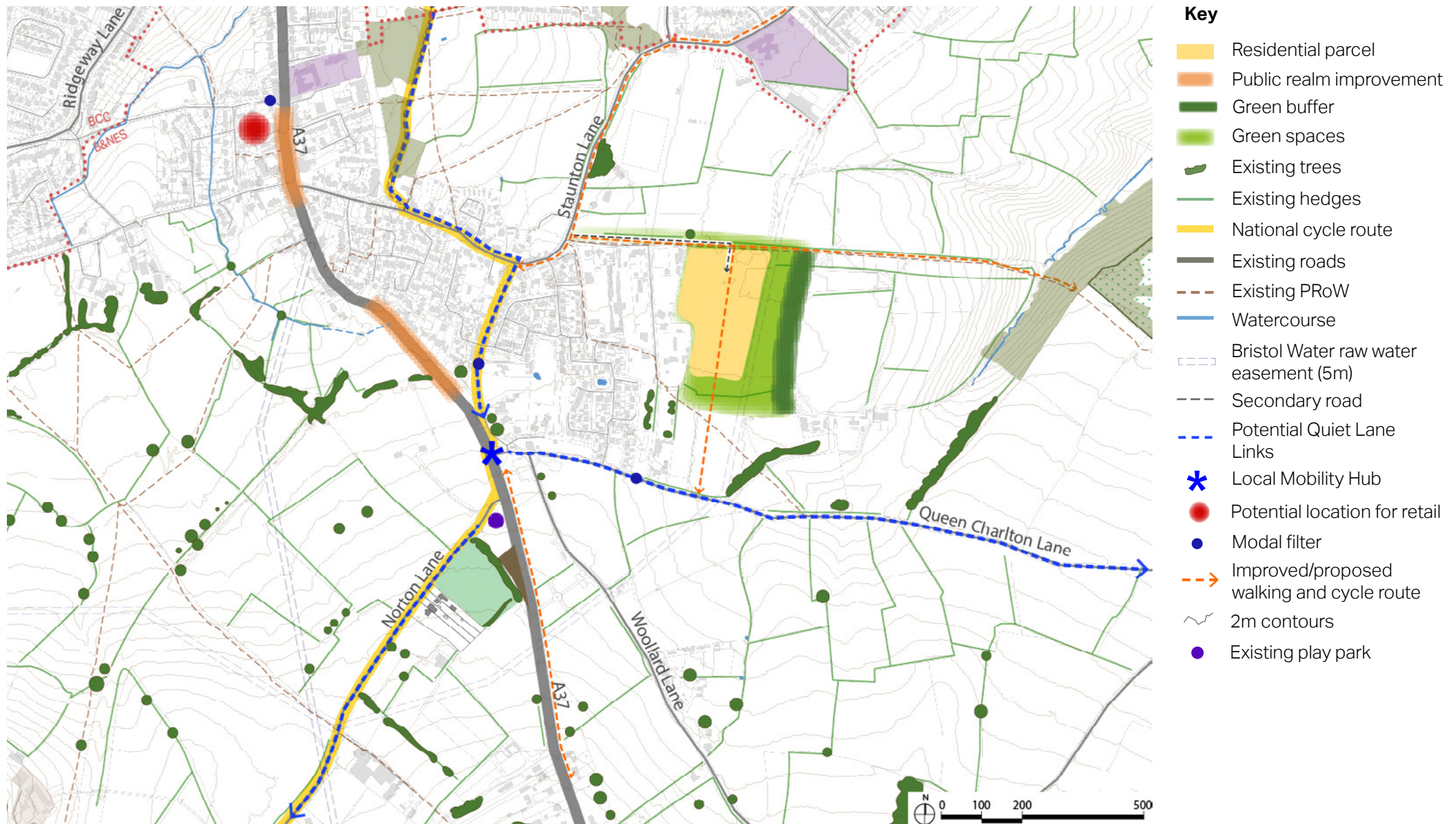


Figure 30. Whitchurch Village Development Concept Option 3

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect to the public right of way
	Cycling	* On-site cycle routes to connect with Queen Charlton Lane, Staunton Lane, Woollard Lane and the A37
	Public transport	* On-site pedestrian and cycle routes to connect with the proposed Mobility Hub on the A37, which incorporates bus stops for fixed time and DRT services
	Access and movement	Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto Stounton Lane.
Utility Diversions/ Protections	Potable water	With reference to Bristol Water asset maps, a 600mm asbestos cement (AC) main and a 500mm Ductile Iron (DI) main run parallel to each other across the site. The concept layout shows the main to be retained within a public open space.
	Waste water and drainage	The Wessex Water mapping indicates that there are no public sewers located within the site boundary.
	Electricity	National Grid asset maps show overhead and underground LV/service routes serving Keynes Farm (Horse World). The Concept Layout indicates that Keynes Farm will be replaced by residential plots. If this is the case, these existing supplies to the farm will not be required.
	BT	BT asset plans not obtained.
	Gas	Wales & West Utilities asset maps indicate that there are no gas mains within or around the site boundary.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Utility Supplies	Potable water	The existing water mains which cross the site may be able to serve the development. Bristol Water will need to confirm which main/s have capacity.
	Waste water and drainage	If infiltration is not possible, surface water flows are likely to be discharged to the existing watercourse which is located 360m beyond the eastern site boundary.
	Electricity	The Wessex Water mapping indicates that there are no public sewers located within the site boundary. An existing 150mm foul water sewer is located 100m beyond the north-west corner of the site, in Staunton Lane. Wessex Water will need to confirm whether this foul sewer has capacity to serve the development.
	BT	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
Flood Risk	Flood risk and drainage	BT asset plans not obtained.
		With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year.
		The Environment Agency's Surface Water Flood Map indicates that the site predominantly has a 'very low' (less than 0.1% annual probability) surface water flood risk. Some small pockets are shown to have a 'low' risk (a chance of flooding of between 0.1% and 1% each year).
Social infrastructure	For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).	
	Early years	Early years education to be provided within the existing primary school
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 3

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.11 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.11 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.46 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.02 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.01 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (with min size 0.1 ha) • NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural Green Space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.46 ha

Option 4

Placemaking

8.1.31. The residential development in option 4 is located on the west side of the A37, extending from the west to the south.

8.1.32. Similar to Option 3 this option provides a small development. The existing primary school has enough capacity to accommodate the quantity of homes that this option generates.

8.1.33. The location of the proposed development creates direct pedestrian and cycle access connections to the existing village core and the primary school by connecting to Church Lane. It provides generous open spaces close to the existing neighbourhoods in the village.

Green and Blue Infrastructure and Nature Recovery

8.1.34. An open space is provided in the northern part of the development, which helps to preserve the historic setting of St. Nicolas Church. A pedestrian and cycle connection is created to provide a direct connection to the existing village core via the churchyard from the new development.

8.1.35. The concept option involves planting new trees and shrubs, reinforcing existing hedgerows, tree belts, and groups to enhance the landscape for residential parcels. This strategy is designed to contribute to the recovery of nature, lay the groundwork for footpaths and cycleways, and establish connections to existing Public Rights of Way.





8.1.36. A green buffer zone is proposed in the southern section of the option to maximize nature recovery and biodiversity within the development as well as reducing the impact on the settings of the heritage assets to the south.

Access and Movement

8.1.37. A vehicular access is provided from A37 in the southern part and runs toward the new development in the north. A local mobility hub is proposed at the junction of Queen Charlton Lane and A37 to improve traffic flow in both existing and proposed developments.

8.1.38. Pedestrian and cycling links created from the development to Church Lane and to St Nicolas Church for an easy and direct access to the existing village core.

Key

-  District boundary
-  Existing allotment
-  Existing woodland
-  Existing school
-  Existing sports field

Land use budget	
Developable area	3.8 ha
Green and other infrastructure	5.4 ha
Homes	150
Total area	9.2 ha

Table 4. Whitchurch Village Option 4 land use budget

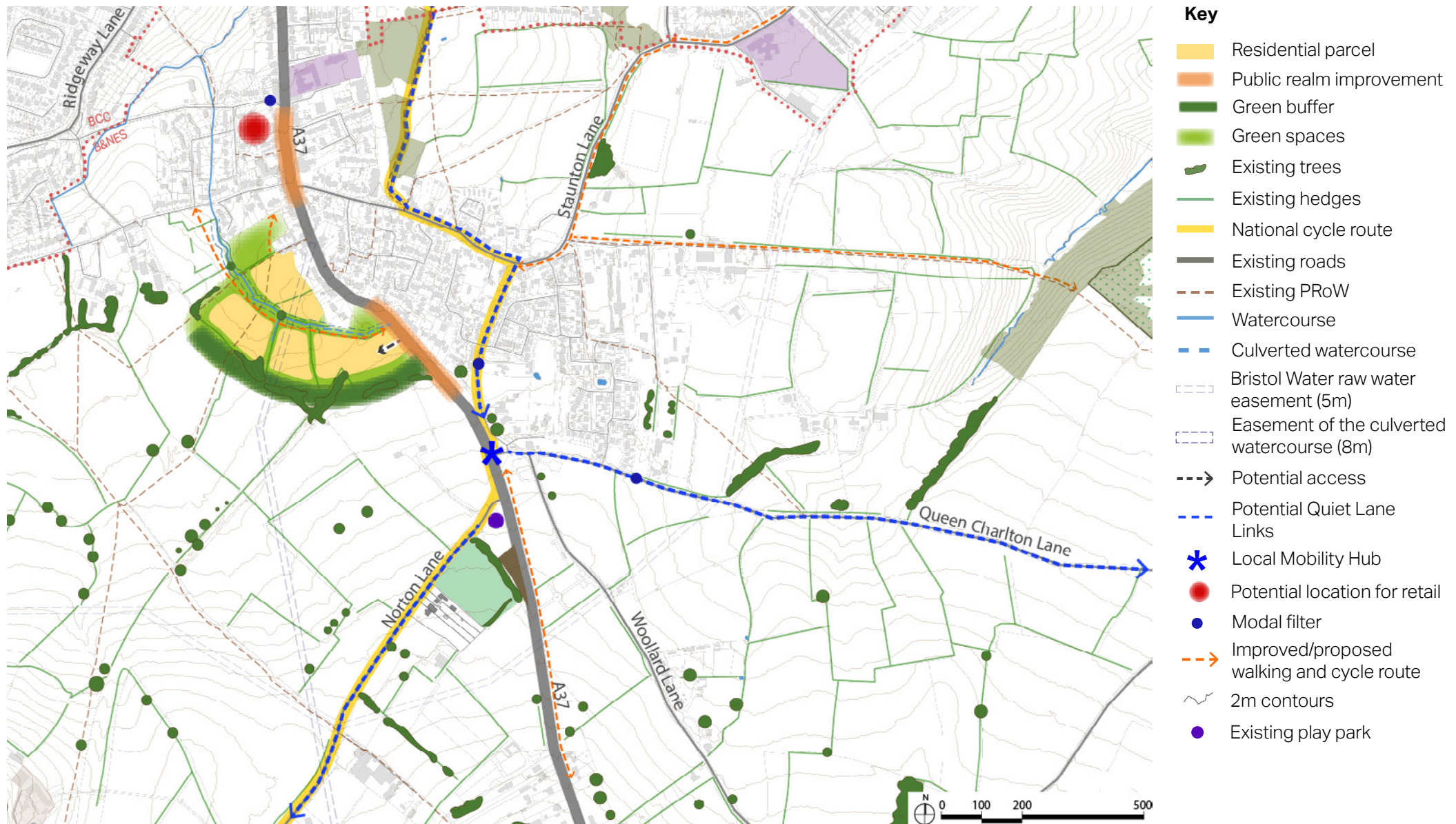


Figure 31. Whitchurch Village Development Concept Option 4

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Transport	Walking	On-site pedestrian routes to connect with the A37
	Cycling	On-site cycle routes to connect with Church Road and the A37
	Public transport	On-site pedestrian and cycle routes to connect with the proposed Mobility Hub on the A37, which incorporates bus stops for fixed time and DRT services
	Access and movement	* Parking provision will accord with adopted B&NES policy, currently the 'Transport and Development SPD.' Vehicle access connecting onto the A37
Utility Diversions/ Protections	Potable water	With reference to Bristol Water asset maps, multiple water mains are located on the site and will likely require diversions to accommodate proposals.
	Waste water and drainage	The Wessex Water mapping indicates that there are no public sewers located within the site boundary. An existing watercourse crosses the site, across areas currently proposed for residential plots. This existing watercourse, which is partly culverted (600mm diameter), will need to be diverted to accommodate proposals.
	Electricity	National Grid asset maps indicate that 3 overhead 11kV routes cross the site and may require diversions.
	BT	BT asset plans not obtained.
	Gas	With reference to Wales & West Utilities asset maps, low-pressure gas mains are located each side of the A37 Bristol Road carriageway and may need to be diverted to accommodate public realm improvements and/or a new vehicular access.

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Utility Supplies	Potable water	There are a number of existing water mains in and around the site which may be able to serve the development. Bristol Water will need to confirm which mains have capacity to serve the new development.
	Waste water and drainage	The Wessex Water mapping indicates that there are no public sewers located within the site boundary. An existing 225mm diameter foul water sewer is located along the A37 Bristol Road. Wessex Water will need to confirm whether this foul sewer has capacity to serve the development.
		If infiltration is not possible, surface water flows shall be discharged to the existing watercourse currently located across the site, which is likely to be diverted.
	Electricity	National Grid (NG) have commented that the council's development plans should not be influenced by the existing grid capacity. B&NES should inform NG of their plans so that NG can factor them into their forecasts. By the time the site comes forward for development, there should already be sufficient capacity as NG should have been able to schedule any required upgrades into their general reinforcement programme.
	BT	BT asset plans not obtained.
Flood Risk	Flood risk and drainage	With reference to the Environment Agency's Flood Map for Planning, the site is within Flood Zone 1: land with a low risk (less than 0.1% annual probability) of river or sea flooding, i.e. there is less than 1 in 1,000 chance of flooding from rivers or the sea in any given year.
		The Environment Agency's Surface Water Flood Map indicates that a large proportion of the site has a 'low' surface water flood risk (a chance of flooding of between 0.1% and 1% each year). The route of the existing watercourse and some low spots along field boundaries are reflected by the 'high' and 'medium' risk areas.
		For the development of the site, various SuDS techniques will need to be utilised to deal with the runoff from the creation of new impermeable surfaces. Surface water attenuation will be required within the development so that run-off can be discharged from the site at a restricted rate and these features will need to include appropriate allowances for climate change and urban creep. The site is located in the Avon Bristol Management Catchment and the drainage strategy will need to be approved by the Lead Local Flood Authority (B&NES Council).
Social infrastructure	Early years	Early years education to be provided within the existing primary school
	Primary school	The existing primary school has enough capacity to accommodate the new development.
	Secondary school	The existing secondary school has enough capacity to accommodate the new development.
	Health centre	Contribution towards primary care provision
	Affordable housing provision	Affordable housing to be provided at 30% in line with policy CP9.

Infrastructure requirements - Option 4

Infrastructure Category	Item	Commentary
Green infrastructure	Allotments	Compensation event: As per B&NES Planning Obligations SPD Jan 2023 • 0.11 ha, 960 m / 20 minutes walk time
	Amenity Green Space	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.11 ha, 600 m / 12-13 minutes walk time
	Parks and Recreation Grounds (incl. Outdoor Sports)	Provided on site: As per B&NES Planning Obligations SPD Jan 2023 • 0.47 ha, 600 m / 12-13 minutes walk time
	Play Space (Children)	Provided on site As per B&NES Planning Obligations SPD Jan 2023 • 0.02 ha, 480 m / 10 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • requires LAP (min size 0.01 ha, within 100m/1 minute walk time, requires no play equipment) • requires LEAP (min size 0.04 ha, within 400 m, provision for a minimum number of 6 play experiences and imaginative play)
	Play Space (Youth)	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.01 ha, 600 m / 12-13 minutes walk time As per Fields in Trust, Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard, England, 2020 • MUGA (with min size 0.1 ha) • NEAP - (min size 0.1 ha, within 1000 m, play equipment, ball games, roller skating, cycling, skateboarding, rebound walls, shelters for socialising)
	Natural Green Space	Compensation event As per B&NES Planning Obligations SPD Jan 2023 • 0.47 ha

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