



7.0 Access

This section explains the pedestrian, cycle, public transport and road infrastructure network. The street hierarchy is set and street characters are proposed.

7.1 Access and Movement Strategy

7.2 Street Network

7.3 Street Types

7.4 Cycle Network

7.5 Cycle Route Character

7.6 Parking Strategy

7.7 Provision for Waste Storage and Collection

7.8 Future Eastern Link

7.1 Access and Movement Strategy

Spine Road

The development at North Taunton is predicated on the delivery of a Spine Road from Kingston Road on the east, across to a point close to Silk Mills roundabout on the west. This road will be of sufficient width to accommodate bus services and will have some development fronting onto it. The Spine Road will come forward as part of phase 1 of the development and housing numbers will be restricted until such time as it is completed. The route of the Spine Road has been informed by significant due diligence and liaison with officers.

A roundabout junction is proposed at the junction of the Spine Road with Kingston Road to the east and a traffic signal controlled junction is proposed at the junction of the Spine Road with A358 Staplegrove Road to the west in the vicinity of Silk Mills Roundabout. These proposed access junctions include pedestrian crossing facilities and have been developed following discussions with Somerset County Council as Local Highway Authority.

With the Spine Road providing an east-west link, bus services will be able to operate through the development, putting all parts of it within a reasonable walking distance of the nearest bus stop. Continuation of new and improved bus services through neighbouring areas will benefit the wider community as well as serving the development.

Within the development a clear hierarchy of road space, influenced by the purpose and setting of the space, will allow safe movement for pedestrians and cyclists.

Alignment of Spine Road

Following the first consultation period, the consultant teams have considered the most appropriate route for the Spine Road to take through the site in further detail. There were two potential options for this route. The first route followed a northern alignment travelling north of the properties on Whitmore Lane and at the top of the proposed Green Wedge. The second was a more southerly alignment which runs south of the properties on Whitmore Lane and closer to the existing road infrastructure of Corkscrew Lane. (These options are shown on the plan on the following page.)

The team used the public consultation and pre-application discussions with statutory consultees to consider this alignment in more detail. Following this, it was determined that a northern alignment would be preferable.

Transport Improvements

A transport assessment has been undertaken which identifies proposed transport improvements and considers the impact of the proposed development on the local highway network. In addition to the proposed site access junctions, highway improvements are proposed at the junction of Kingston Road/Corkscrew Lane/Hope Corner Lane. In addition, contributions will be made to strategic transport improvements in Taunton.

Travel Plan

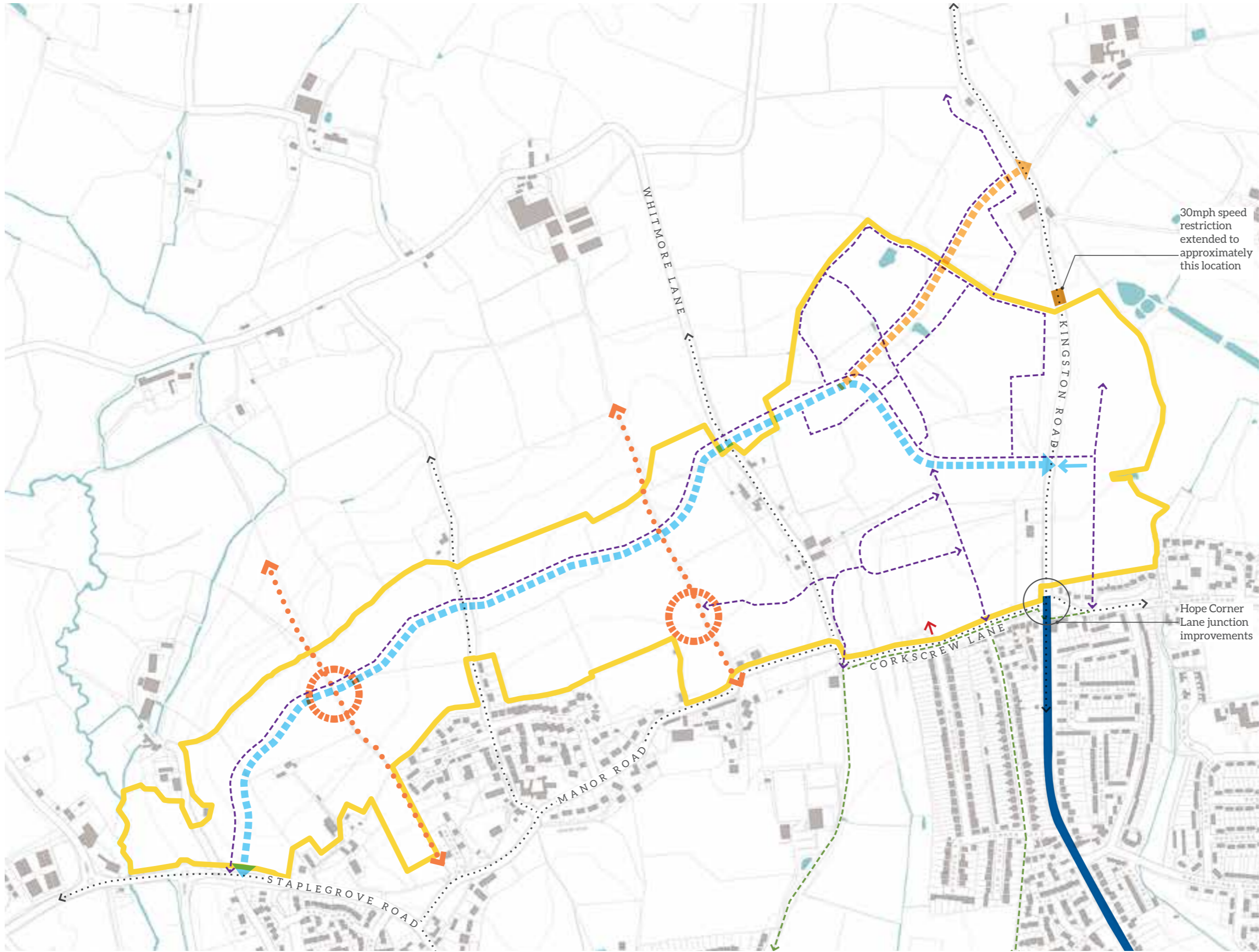
A preliminary travel plan to encourage new residents to use sustainable modes of transport to meet their travel needs will form an important element of the strategy to reduce the number of car movements generated by the development, and has been submitted with this application. Measures will encourage walking and cycling for travelling on short local journeys and the use of public transport for journeys to work especially to local employment centres such as Taunton. This travel plan accords with Somerset County Council's adopted Travel Plan guidance. More detailed travel plans will be considered at the Reserved Matters stages.

Pedestrian and Cyclist Connectivity

The Spine Road will offer the principal walking and cycling connection east-west through the site. A shared footway/cycleway will be located on the northern side of the Spine Road and a footway located on the southern side. This will provide full walking and cycling connections through the site from Staplegrove Road in the west to Kingston Road in the east, linking the residential development with on-site facilities and amenities. The Spine Road also provides pedestrian and cycling connections into Rectory Road and Whitmore Lane. Staplegrove Road and Kingston Road are the principal routes to Taunton Town Centre. The existing cycle connection to the south of Whitmore Lane provides an onwards connection to Greenway Road (via Gypsy Lane), an alternative route to Taunton Town Centre.

Two Public Rights of Way (PROWs) traverse the site north to south (including the West Deane Way). The interface between the PROWs and the Spine Road will be sensitively managed. An additional cycle connection will be promoted to connect the proposed primary school to Corkscrew Lane which will be of benefit to parents accessing the school from the existing residential dwellings in the vicinity of the Kingston Road/Corkscrew Lane junction. This will also offer a connection into Clifford Avenue which is a signed cycle route to Taunton Town Centre (via Greenway Road).

Additional pedestrian and cycle access to the development is proposed on Corkscrew Lane in the vicinity of the pedestrian/cycle link to Gypsy Lane. Further pedestrian and cycle access to the development is proposed on Hope Corner Lane and pedestrian and cycle crossing facilities are proposed to link the development to existing facilities. In addition, improvements have been identified to the key pedestrian and cycle routes between the development and the town centre.



Key

- Framework Plan Boundary
- Proposed Spine Road
- Safeguarded Route
- Sensitively managed interface
- Existing cycle routes
- Proposed cycle routes
- Existing roads
- PROW
- Traffic and environmental management zone
- Access for small pocket of development only. No through route to wider development except for cycle and footpath

Access Strategy



7.2 Street Network

Transport Strategy

The scheme aims to develop a sustainable transport strategy providing for safe, efficient and convenient access for all major modes of transport.

Key junctions have been considered in detail to understand their future operation and the anticipated impacts of this development.

Delivery of the North Taunton development in its entirety is predicated on provision of the spine Road and the phasing of development will be in line with construction of this road. (This is discussed further in chapter 10.)

The phasing of the development will be married with the appropriate level of transport infrastructure, both on and off-site. The new Spine Road will not only accommodate the traffic from the development but will also facilitate the removal of through traffic that is currently using Manor Road and Corkscrew Lane.

Within the development site a clear hierarchy of road space, influenced by the purpose and setting of the space, will allow safe movement for pedestrians and cyclists.

Street Network

The site adopts six different street types. These are:

- Spine Road
- Safeguarded Link Road
- Major Residential Road
- Secondary Residential Road
- Mews Road
- Park Edge

Pedestrian and Cycle Access


















The aim of the scheme is to maximise permeability of the site for pedestrians and cyclists and provide for safe movement for pedestrians to/from and within the development through considerate design. The scheme should also bolster, improve and provide new routes to key local amenities and retain and enhance existing public rights of way.

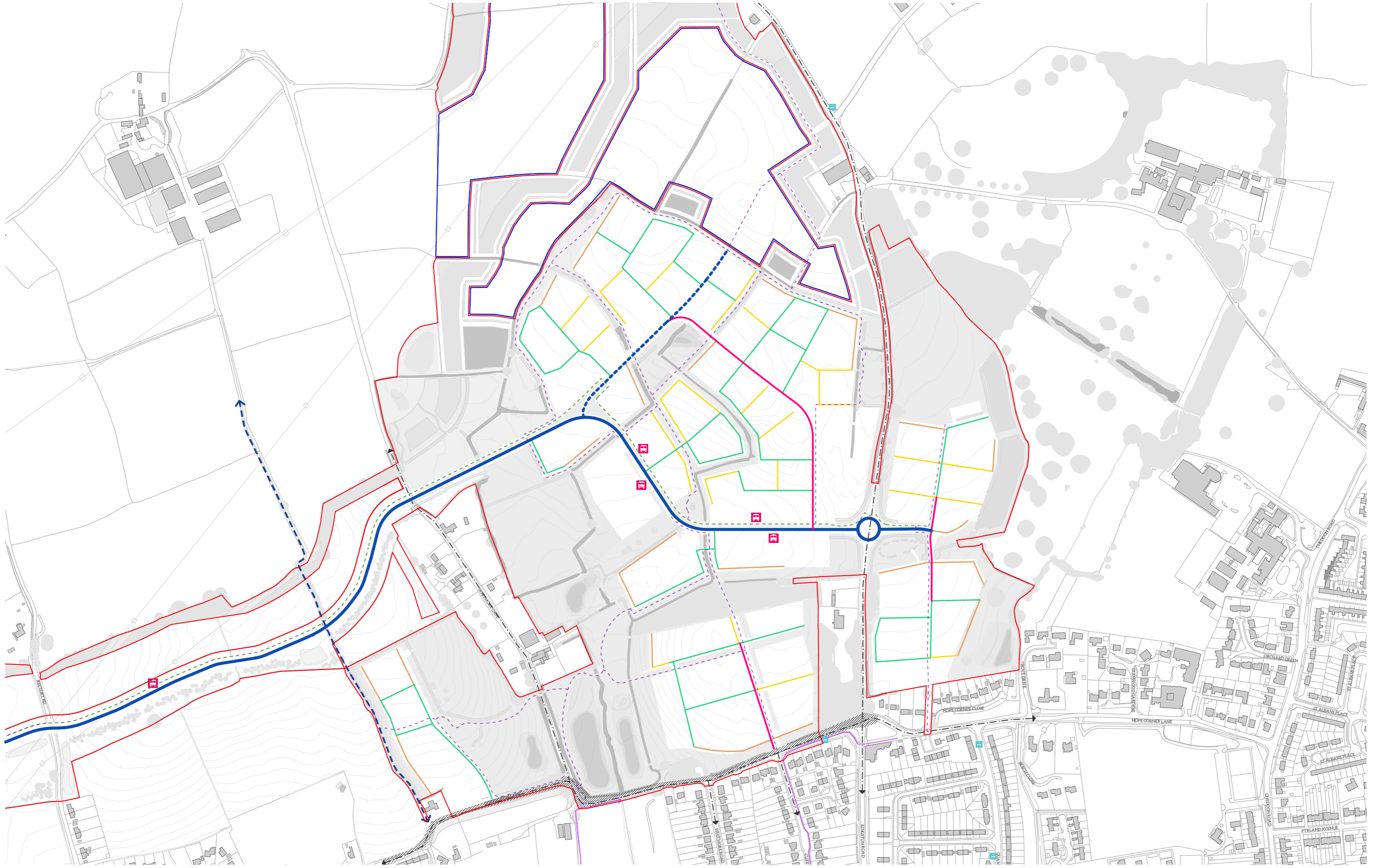
A dedicated pedestrian and cycle route will be provided along the Spine Road corridor, linking to a network of key strategic pedestrian/cycle routes within the development areas. This network will include retention of and increased connectivity to the retained PROW between Manor Road and Smoky Farm.

Public Transport

The scheme would allow provision for existing and new bus services to be routed through the development, as well as providing an increased level of bus services benefiting the wider community.

Provision will be made to incorporate a bus route along the Spine Road into the mixed use local centre by putting all parts of the development within a reasonable walking distance of the nearest bus stop (approx. 400m). It is inevitable that new and improved bus services will benefit the wider community as well as serving this development. Direct and safe access for pedestrians and cyclists from the development to nearby key destinations will be provided.

Key	
Site Boundary	
Other Land in Ownership Boundary	
Spine Road	
Safeguarded Link Road	
Major Residential Road	
Secondary Residential Road	
Mews Road	
Park Edge	
Existing Roads	
Local Service Bus Route	
Existing Public Right of Way	
Key Strategic Cycle/Pedestrian Route within the Site	
Pedestrian/Cycle Route Along Spine Road	
Key Cycle Connections Beyond Site	
Existing Bus Stop	
Proposed Bus Stop	
Corkscrew Lane Highway Improvements Corridor	



Access Plan 1:5000@A3



7.3 Street Types

General Road Design Principles

Some overarching design principles that can be applied to all road types are:

- On-street parking should not be on both sides of the carriageway
- Roads should be well lit
- Street furniture should be consistent

The Street Types

- a. Spine Road
- b. Safeguarded Link Road
- c. Major Residential Road
- d. Secondary Residential Road
- e. Mews Road
- f. Park Edge



	Spine Road	Safeguarded Link Road	Major Residential Road	Secondary Residential Road	Mews Road and Park Edge
Target Speed	30mph	20mph <i>increasing to 30mph once Future Eastern Link Road (FELR) is built</i>	20mph	10mph	10mph
Minimum Carriageway	6.75m	5.5m with a 1.25m verge, allowing future carriageway widening to 6.75m	6m at Local Centre 5.5m elsewhere along the loop road	4.8 - 5m	4.2 - 4.8m
Footway (N)	3.5m	3.5m	2m (3.5m in node locations)	1.8m	1.8m
Footway (S)	2m	2m	2m	1.8m	n/a
Verge/Parking	2.5m	2.5m	2m on one side of carriageway	2m on one side of carriageway	2m on one side of carriageway
Direct Plot Access (Vehicles)	No	No	Yes	Yes	Yes
Public Transport Access	Yes	Once the FELR is built	No	No	No
Trees	5.75m min centre of tree to frontage	5.75m min centre of tree to frontage	/	/	/
Other Planting	Must not exceed 600mm in height	Must not exceed 600mm in height	/	/	/
Direct Vehicular Access (Driveways)	No	No	Yes	Yes	Yes
Traffic Calming	Surface outside school	/	/	/	/
Pedestrian Crossing Points	Yes	Yes	Yes	Yes	Yes
Vehicle Sweep Paths	All	All	Refuse + Removals	Refuse + Removals	Refuse + Removals
Junction Sightlines	43m	43m	25m	11m	11m
Junction Radii	10m	10m	5m	5m	5m
Statutory Services	In footway north side. Drainage below carriage	In footway north side. Drainage below carriage	Footways	Footways	Service Strip
Maintenance Strip	No	No	No	No	No
On Street Parking Bay	6 x 2.5m combined with tree bays	6 x 2.5m combined with tree bays	2m width	2m width	2m width
Minimum Front Garden Length	1m	1m	1m	1m	0.5m
Storey Height	Up to 3 storeys	Up to 2.5 storeys	Up to 2.5 storeys	Up to 2.5 storeys	Up to 2.5 storeys

Table summarising the characteristics of the road types

7.3 Street Types

7.3.1 Spine Road Design Principles

The Spine Road is the primary road in the street hierarchy, and provides access into the site. The Spine Road will provide the principal means of access across and within the Comprehensive Development area by means of a new roundabout junction on Kingston Road in the east and with Staplegrove Road to the west.

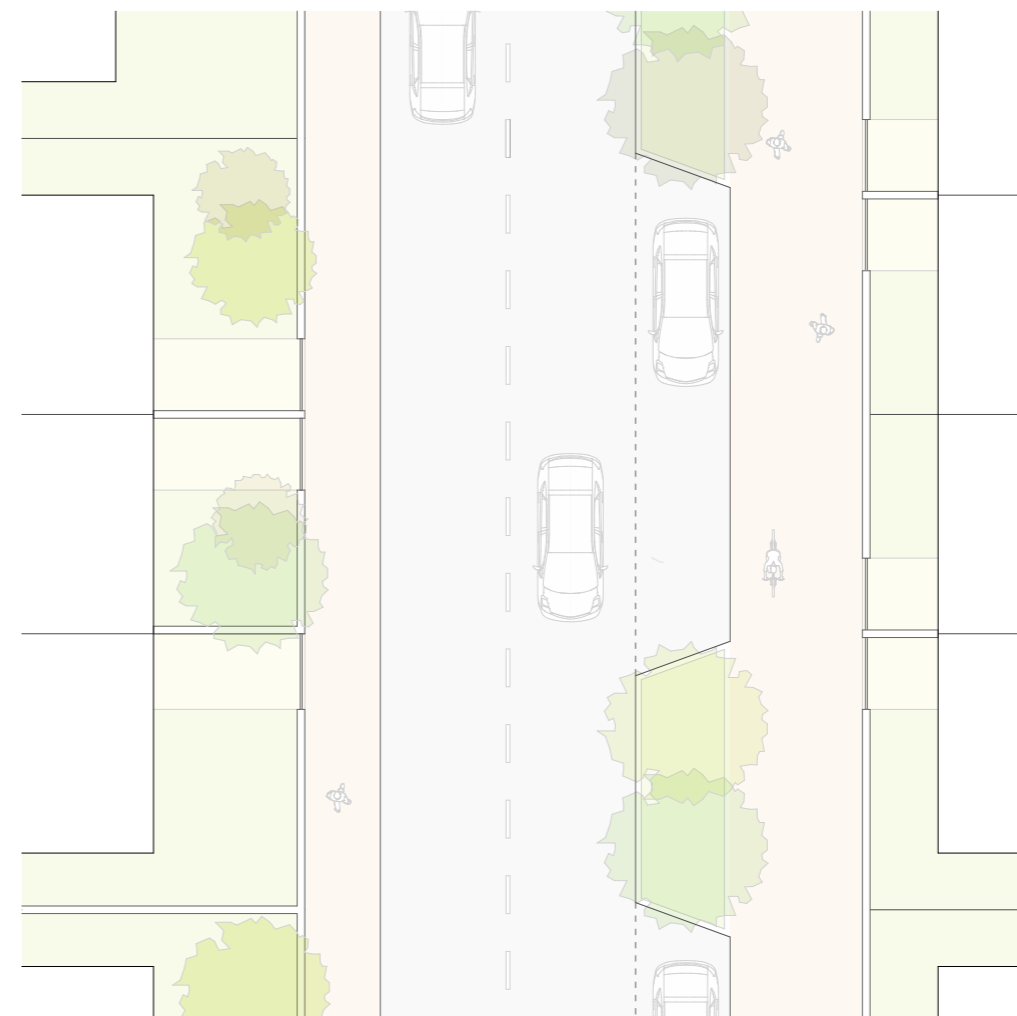
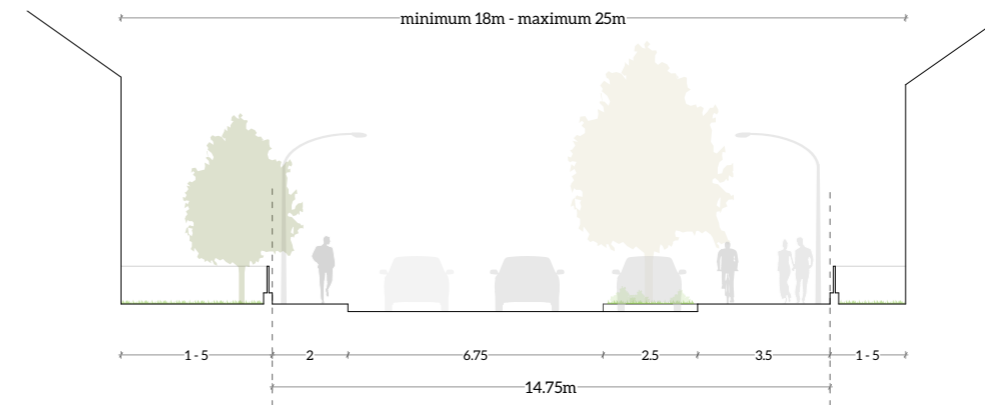
New bus stops will be provided along the Spine Road in close proximity to the new primary school and the also the mixed-use local centre.

The Spine Road in some places has a landscaped verge, with tree planting.

There is no direct vehicular access onto the properties along the Spine Road.

Key Characteristics:

- 30mph speed limit.
- 20mph speed limit in school zone.
- Up to 3 storeys.
- Carriageway width is minimum of 6.75m.
- 5.75m is the minimum distance from the centre of planted tree to frontage.
- No direct vehicular access to properties from this road.
- No on-street parking outside Local Centre and School.
- Street furniture consistent along the Spine Road's length.
- Where visibility splays prohibit tree planting, shrubs may be planted. These must not exceed 600mm in height.
- Key Frontages and denser plots.



Spine road section and plan
1:200 @ A3

7.3 Street Types

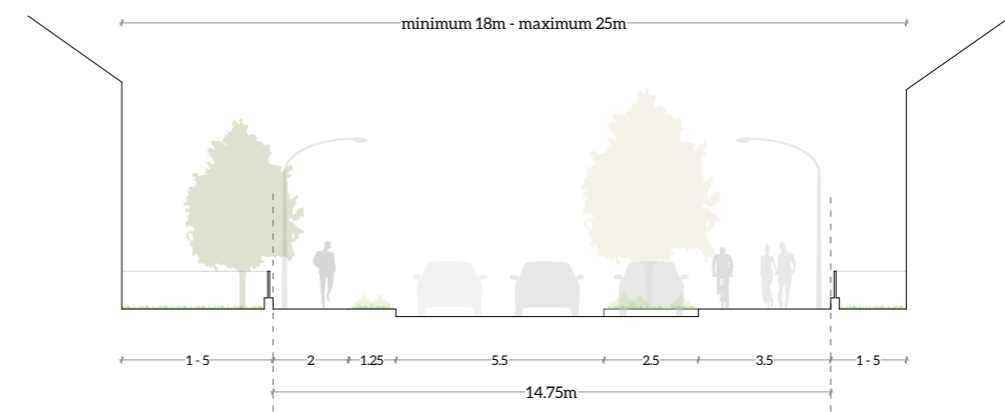
7.3.1 Safeguarded Link Road Design Principles

The Safeguarded Link Road allows for a Future Eastern Link Road. The same width as the Spine Road is safeguarded through a grass verge which allows future widening. The characteristics of this road are very similar to the Spine Road.

Key Characteristics:

- 20mph speed limit, increasing to 30mph when Future Link Road is built.
- Up to 2.5 storeys.
- Carriageway width of 5.5m, with a 1.25m safeguarded verge to enable future road widening to 6.75m.
- 5.75m is the minimum distance from the centre of planted tree to frontage.

- No direct vehicular access to properties from this road.
- Where visibility splays prohibit tree planting, shrubs may be planted. These must not exceed 600mm in height.
- Residential density varies.



Safeguarded link road section and plan 1:200 @ A3

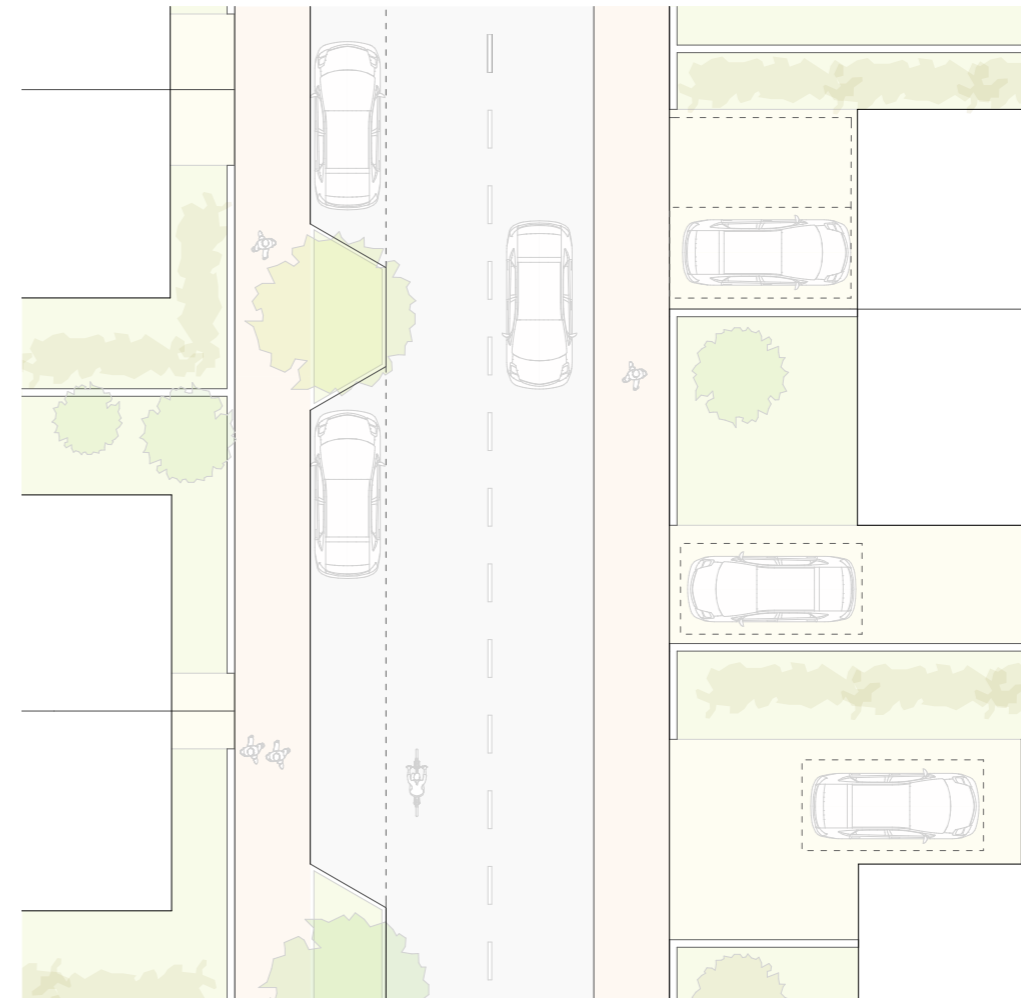
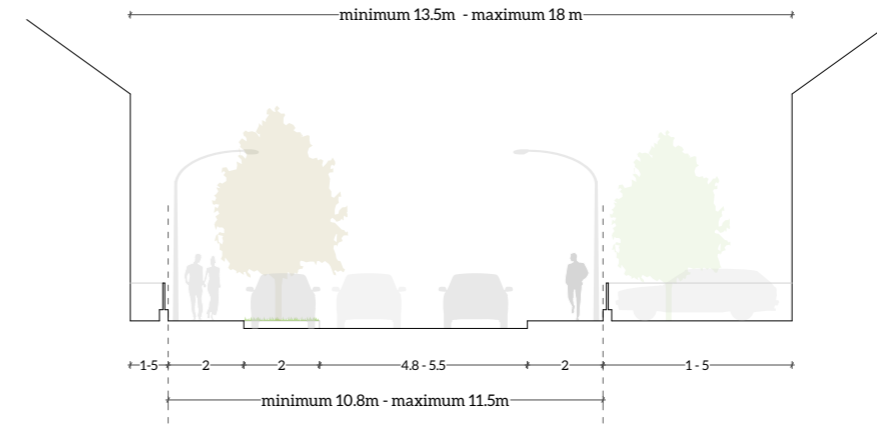
7.3 Street Types

7.3.3 Major Residential Road Design Principles

The Major Residential Road is second in the road hierarchy. This road type creates a loop off of the Spine Road. It provides the access to the local centre and employment hub and is the feeder road for the residential parcels.

Key Characteristics:

- 20mph speed limit.
- Up to 2.5 storeys.
- Road widens to 6m outside the Local Centre and Employment.
- Carriageway width elsewhere along the road is 5.5m.
- Maximum distance from frontage to frontage is 18m.
- Combined front garden plot length should not exceed 6m.
- Some on-street parking provision.
- Some driveways.



Major residential road
section and plan
1:200 @ A3

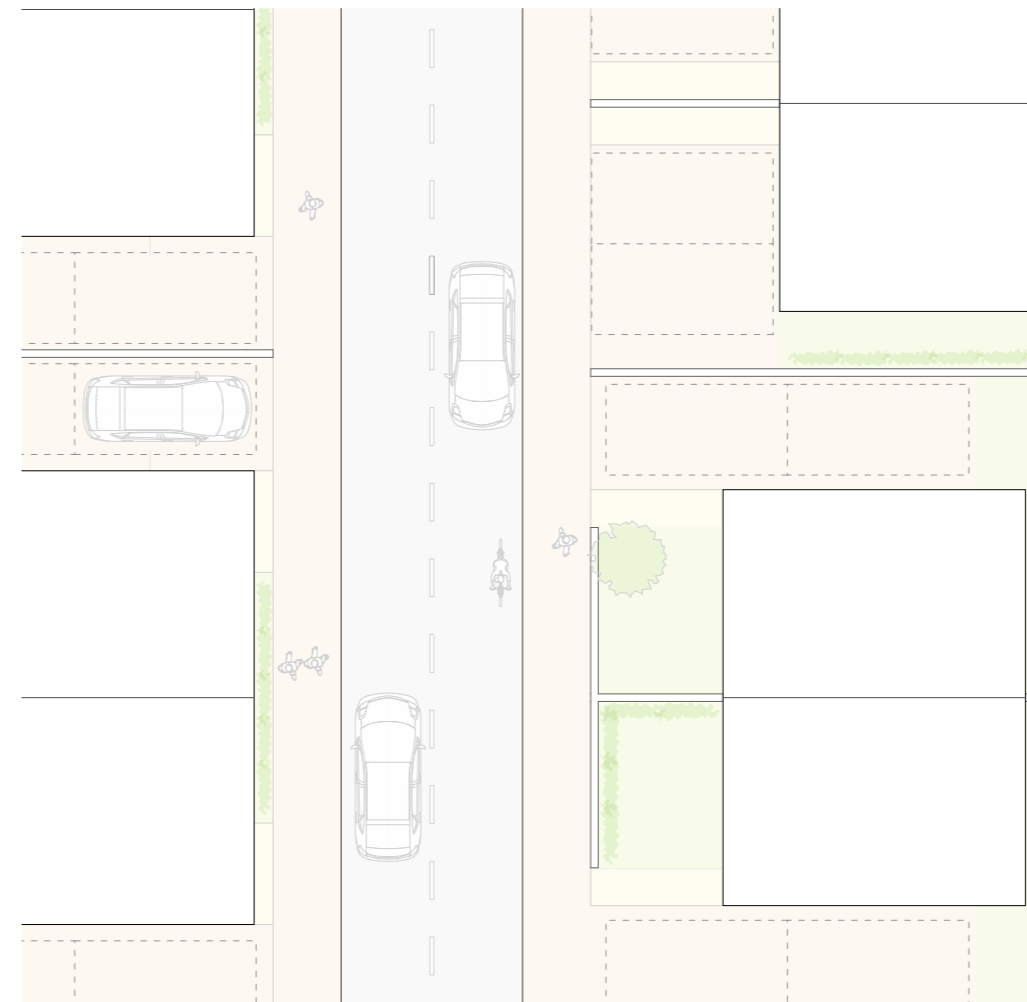
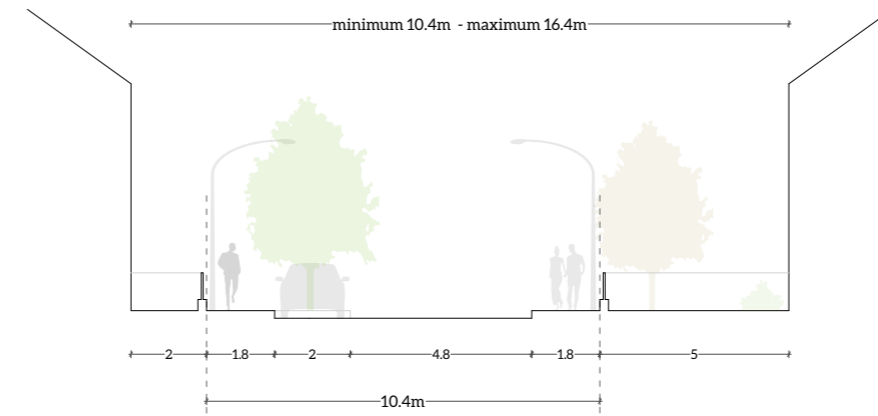
7.3 Street Types

7.3.4 Secondary Residential Road Design Principles

The Secondary Residential Road is the tertiary road. This road feeds off of the Major Residential Road and provides access to residential parcels.

Key Characteristics:

- 20mph speed limit.
- Up to 2.5 storeys.
- Carriageway width approximately 4.8m.



Secondary residential road section and plan 1:200 @ A3



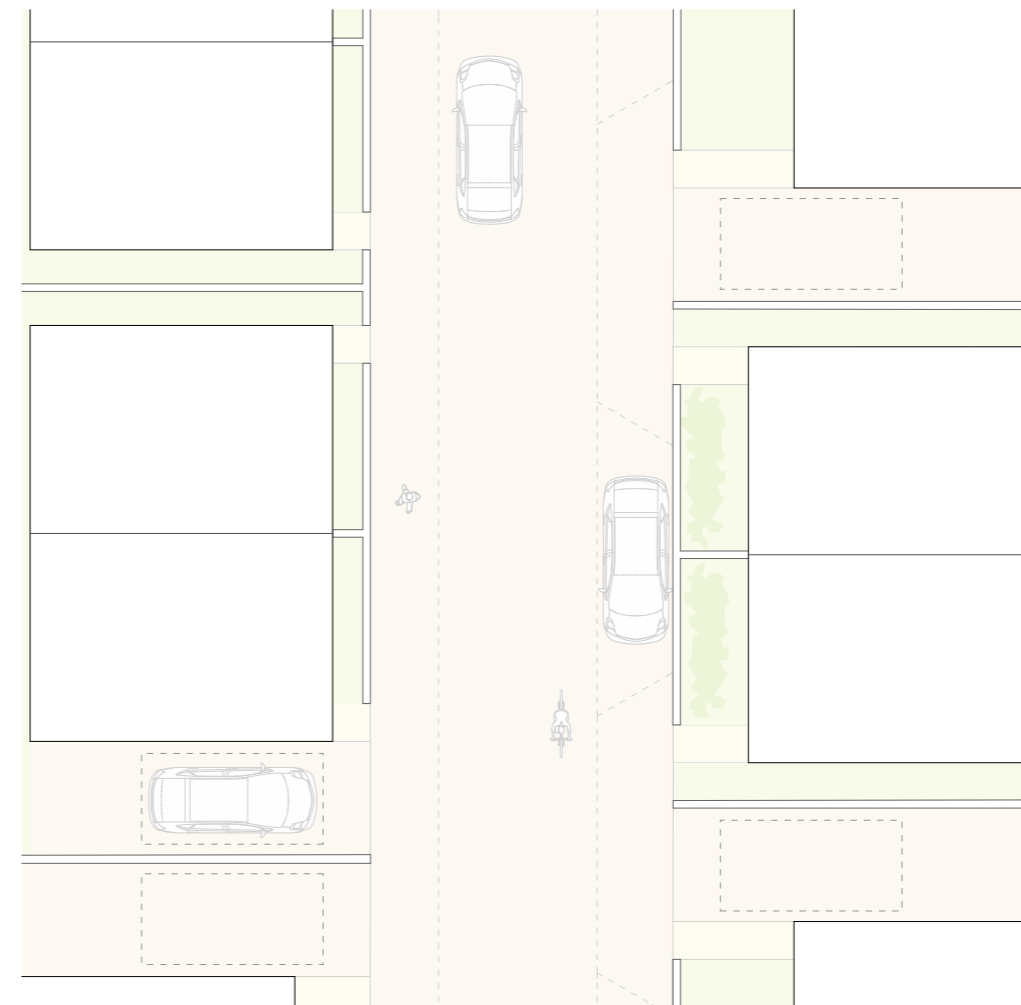
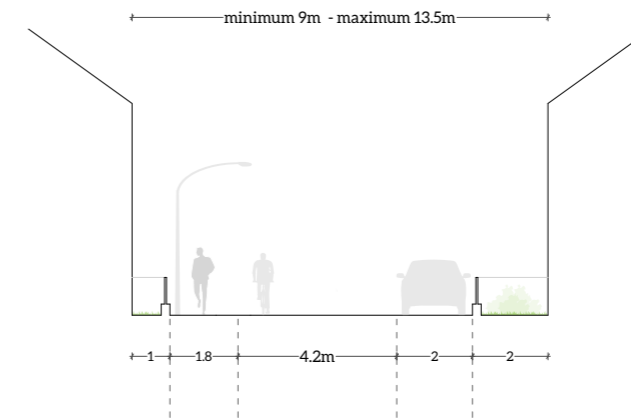
7.3 Street Types

7.3.5 Mews Road Design Principles

The Mews Road is a short street which houses only a few dwellings. The road is shared surface.

Key Characteristics:

- 10mph speed limit.
- Carriage width of 4.2m.
- Up to 2.5 storey height.
- Shared surface.
- Road should be well lit.
- Due to narrow width of road, care should be taken to avoid overlooking issues.
- A buffer privacy strip, a minimum of 500mm, including landscaping, between building frontage and the footpath must be maintained at all times.



Mews road section and plan
1:200 @ A3

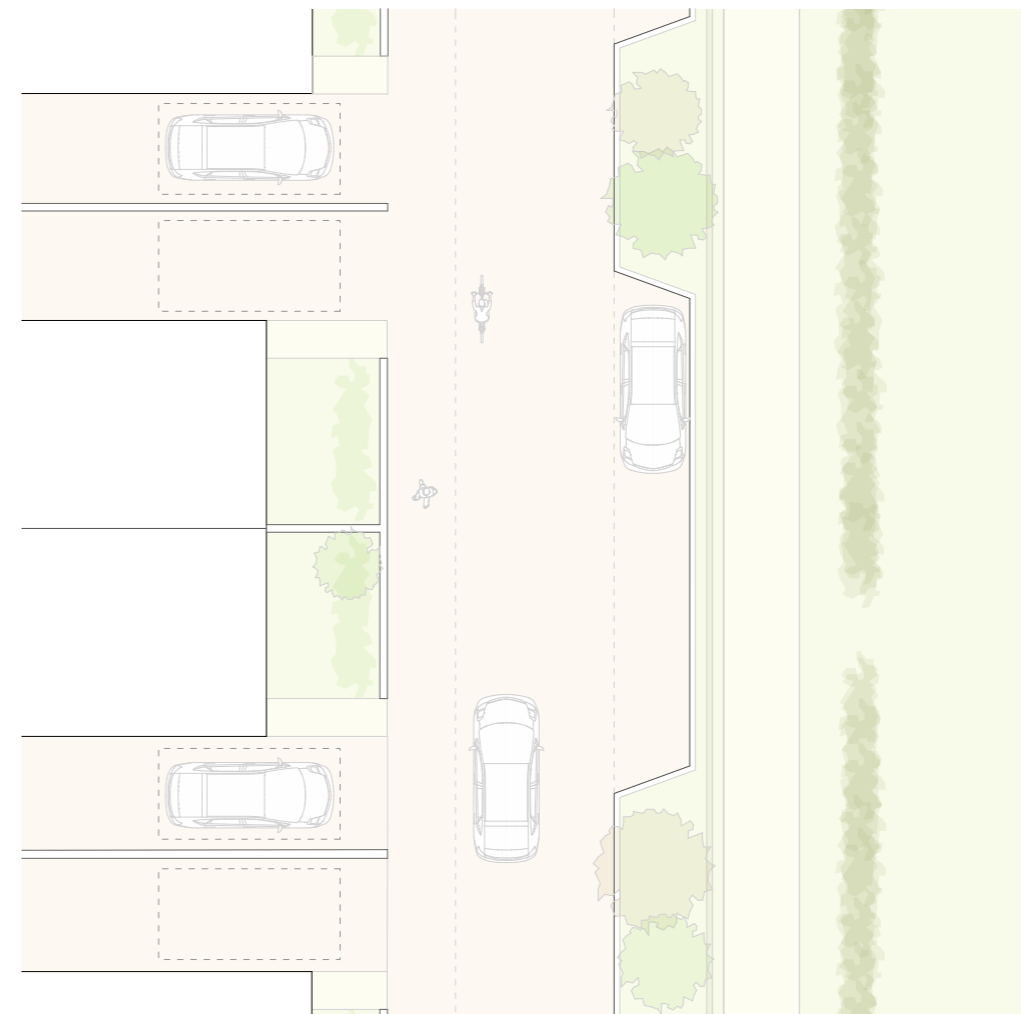
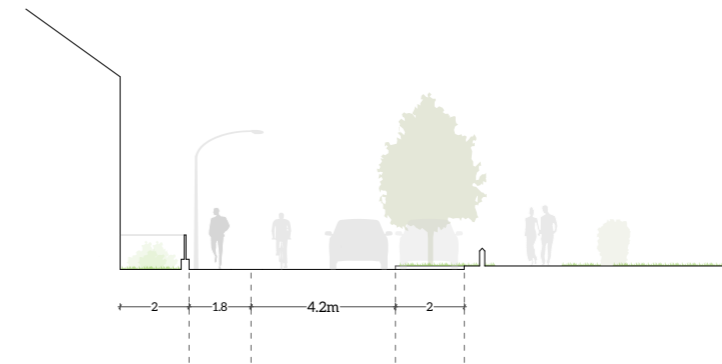
7.3 Street Types

7.3.6 Park Edge Design Principles

The Park Edge is a short street which houses only a few dwellings off one side of the street, and green space on the other. The road is shared surface.

Key Characteristics:

- 10mph speed limit.
- Carriage width of 4.2m.
- Up to 2.5 storey height.
- Shared surface.
- Road should be well lit.
- A buffer privacy strip, a minimum of 500mm, including landscaping, between building frontage and the footpath must be maintained at all times.



Park Edge section and plan
1:200 @ A3

7.4 Cycle Network

The cycle and pedestrian network for Staplegrove East has been designed in accordance with principles as set out in the Manual For Streets, and is guided by advice given by the sustainable transport charity, Sustrans. These sources provide both general design principles, and specific design guidelines which can be implemented in order to produce a coherent, useful and efficient cycle network.

Network Design

In general, coherence and legibility is a key theme that must be considered as a network-wide design principle. In the Manual for Streets, it states (in reference to cycle and pedestrian networks) that:

“Routes should form a coherent network linking trip origins and key destinations, and they should be at a scale appropriate to the users” (Para 6.2.1.)

Sustrans’ Handbook for Cycle Friendly Design states that cycle networks should:

“Link all potential origins and destinations;

be continuous and recognisable;

be based on desire lines;

result in minimal detours or delays;

provide a positive advantage in terms of directness and priority over motor traffic.”

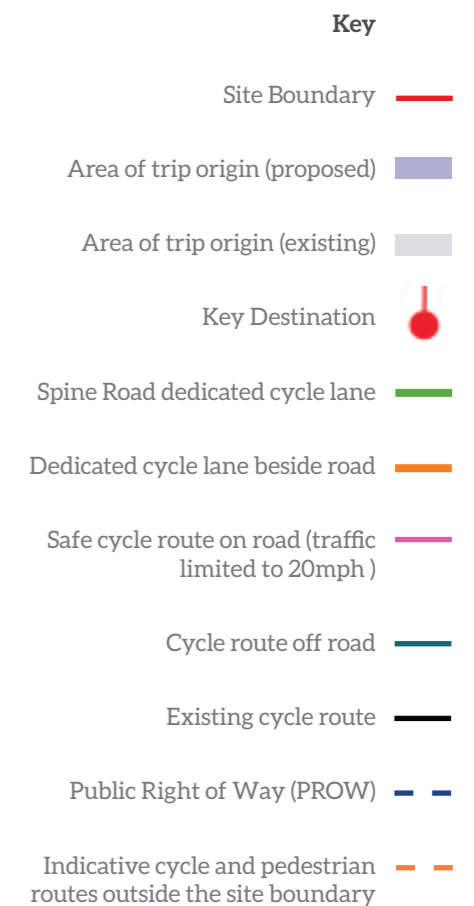
Staplegrove presents a series of new destinations within a residential area which must be easily accessed via protected cycle routes. The masterplan is also surrounded by an established network of existing cycle routes that connect Staplegrove to Taunton and the wider countryside.

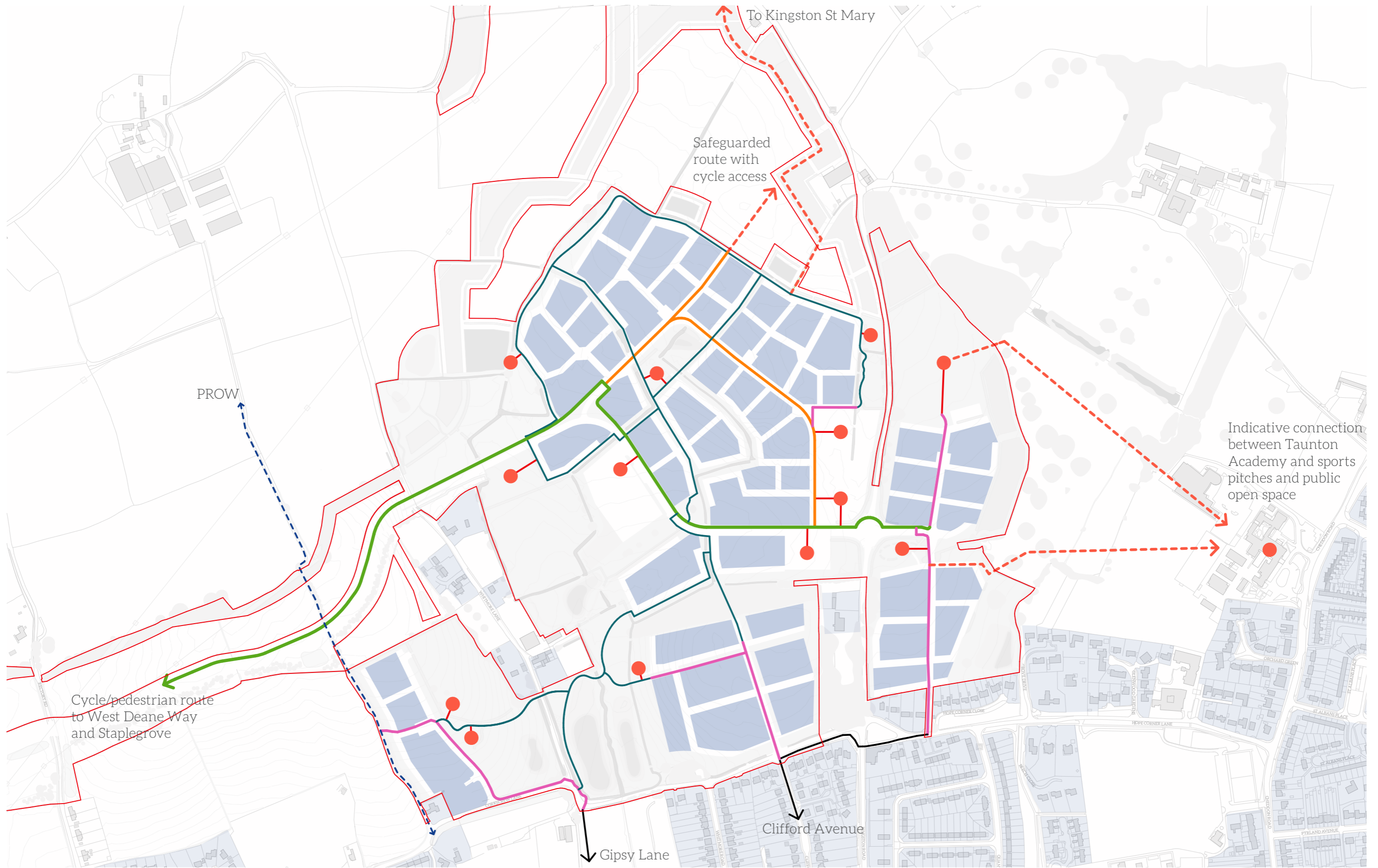
A Convenient Cycle Network

Integral to the functional transport network within Staplegrove East is the need to encourage travel by bicycle for local journeys, as well as providing access to the wider cycle network for ease of cycling on longer journeys as well. Cycling should be so convenient that it is the preferred option. Where appropriate, cycle routes follow street lines either as a dedicated cycle lane, or are accommodated for within the main traffic flow. It is ensured that all destination points within the scheme are connected by safe cycle routes. This includes:

- Play Areas (LEAPs and NEAPs)
- Schools
- Playing Fields
- Employment
- Local Centre
- Allotments

Cycle routes are also included on non-vehicular routes in order to respond to possible ‘desire lines’ in the most direct way. This is most apparent across the Green Wedge, where cycle routes cut short journeys that would take a less direct route by road.





Cycle and Pedestrian Strategy Plan 1:5000@A3



7.5 Cycle Route Character

Both Sustrans and Manual for Streets suggest that place and movement should be considered as one in order to create a desirable street character. Sustrans in particular emphasises the importance of placemaking in their Design Manual, stating that:

“Placemaking is the integration of urban design with the highway environment, to create memorable routes and places.”

When considering the detailed design of the cycle network in the Design Code and at Reserved Matters, the intention should be to create a network which is attractive, safe, comfortable and convenient to use. The route should be coherent and cohesive throughout, thereby encouraging users to travel by bike rather than by car. In order to do this, the following specific criteria from Sustrans' Handbook for Cycle-Friendly Design should be implemented at Reserved Matters:

Overall principles for design of the cycle network:

- Gives a message to the traveller that they are well catered for and welcome.
- Safe, convenient, continuous and attractive to encourage new cyclists.
- Useful for all manner of routine journeys for local people and existing cyclists.
- Memorable such that occasional users are persuaded to cycle more.

In addition to general principles, the following specific design attributes should be integrated into the cycle network:

Coherence

- Link all potential origins and destinations.
- Be continuous and recognisable.
- Offer consistent standard of protection throughout.
- Be properly signed.
- Include well located cycle parking.

Directness

- Be based on desire lines.
- Result in minimal detours or delays.
- Provide a positive advantage in terms of directness and priority over motor traffic.

Safety

- Be safe and perceived as safe.
- Provide personal security.
- Limit conflict between cyclists and pedestrians and other vehicles.
- All roads will ideally be limited to a speed which is safe to cycle on (20mph where no dedicated cycle lane is provided)

Comfort

- Be smooth, non-slip, well maintained, drained and free of debris.
- Have sufficient width for the level of use.
- Have easy gradients.
- Be designed to avoid complicated manoeuvres.
- Enable cyclists to maintain momentum.
- Minimise impacts of noise, spray and headlight dazzle from other traffic.

Attractiveness

- Be attractive and interesting.
- Integrate with and complement their surroundings.
- Contribute to good urban design.
- Enhance personal security.
- Be well maintained.



An example of safe cycling within the main carriageway.



A cycle lane separated from the main flow of traffic can provide an easy alternative to driving.



An off-road cycle route can provide a pleasant shortcut with a distinctive character.

7.6 Parking Strategy

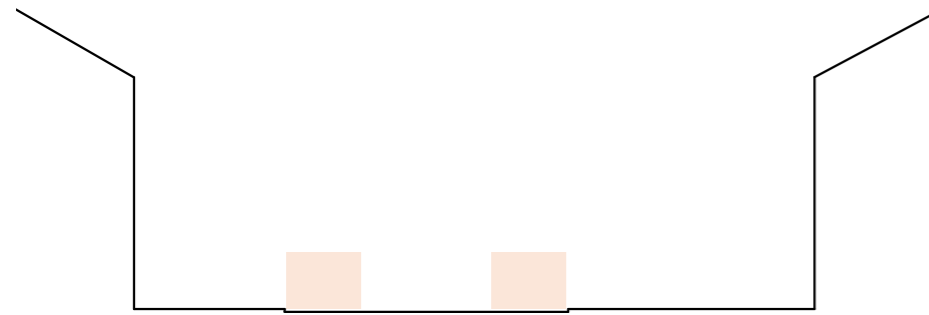
More detailed guidance for parking will be provided in the Design Code and in any Reserved Matters Application.

Parking provision will be in line with the Parking Standards set out in TDBC's Site Allocations and Development Management Plan document (Appendix F p.135). Parking numbers are shown in the table on the opposite page.

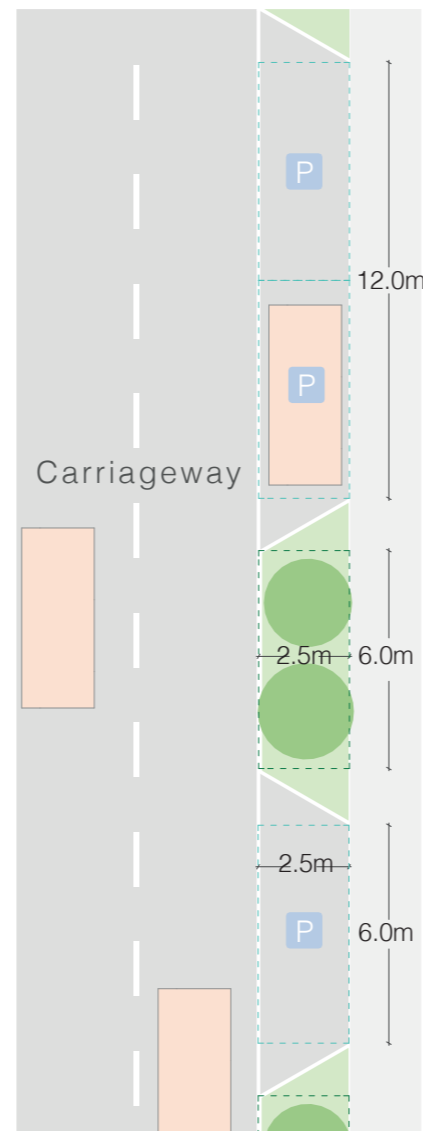
Spine Road Parking Strategy

In general, provision for parking should not overwhelm the Spine Road layout so as to achieve an active street frontage with a focus on pedestrian footfall. As such, there is no driveway parking; dedicated residential parking is provided in rear parking courts, accessed via side roads.

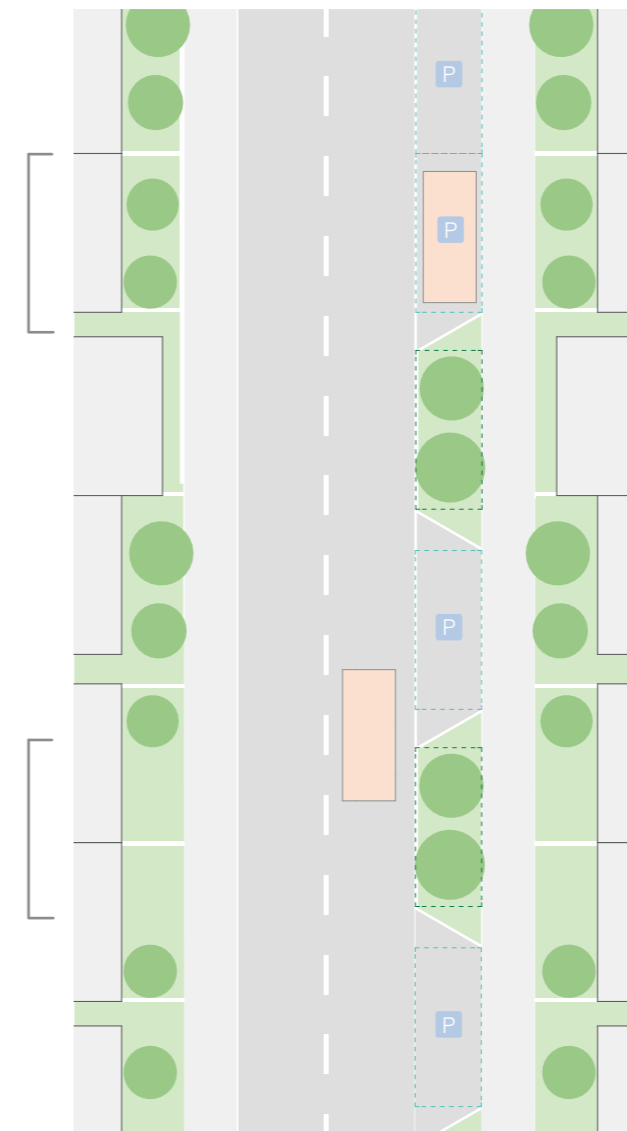
There will be, however, a certain amount of on-street parking provided in dedicated bays along one side of the road. The verge can be divided into 6m x 2.5m modules, alternating between parking bays and landscaped bays.



On street parking should not be on both sides of the carriageway



Indicative parking bay layout alternating with planted bays.



Indicative road layout with residential + parking bays and landscaped bays

7.7 Provision for Waste Storage and Collection

Parking Requirements for Residential (Indicative)

No. Beds	Number of Car Parking Spaces (maximum)	Number of Cycle Parking Spaces (minimum)
1	1	1
2	1	2
3	2	3
4 +	3	4+

Visitor Parking: None where at least 50% of parking is unallocated. Otherwise 0.2 spaces per dwelling where less than 50% is unallocated.

Motorcycle Parking: A minimum of 1 space per 5 dwellings or per 20 car spaces, whichever is greater.

Minimum dimensions for a single garage to be 3 x 6m, for a double garage 6 x 6m, and for a single car port 2.9 x 5m.

Parking Requirements for Other Uses (Indicative)

Use	Number of Car Parking Spaces (maximum)	Number of Cycle Parking Spaces (minimum)
A1 Retail Stores < 1000sqm	Provision for servicing only	1 space / 80sqm
A1 Non-food Retail > 1000sqm	1 space / 70sqm	1 space / 70sqm
A1 Food Store > 1000sqm	1 space / 28sqm	1 space / 70sqm
A2	1 space / 55sqm	1 space / 80sqm
A3/A4/A5	1 space / 45sqm	1 space / 20sqm
B1	1 space / 55sqm	1 space / 80sqm
B2	1 space / 100sqm	1 space / 130sqm
B8	-	1 space / 250sqm
D1e Primary School	1 space / FTE employee + 2 visitor spaces	1 space / 10 pupils + 1 space / 5 employees

Disabled Parking: 5% of total capacity + 2 spaces

Motorcycle Parking: 1 space / 20 cars

It is important that a logical and efficient refuse strategy is provided. It is proposed that secure refuse is provided either for each individual property or communally in denser areas.

The masterplan has been designed so a refuse vehicle will access the majority of the site but not to the front of every property. The reason for this is that the necessary space for refuse vehicle manoeuvring has a detrimental effect on urban design. To overcome the need for an appropriate refuse strategy to each residence, it is suggested that a few properties will have communal bins close to properties as well as the need for refuse collectors to walk a short distance to reach these storage areas. This will happen mostly in areas with mews roads proposed.



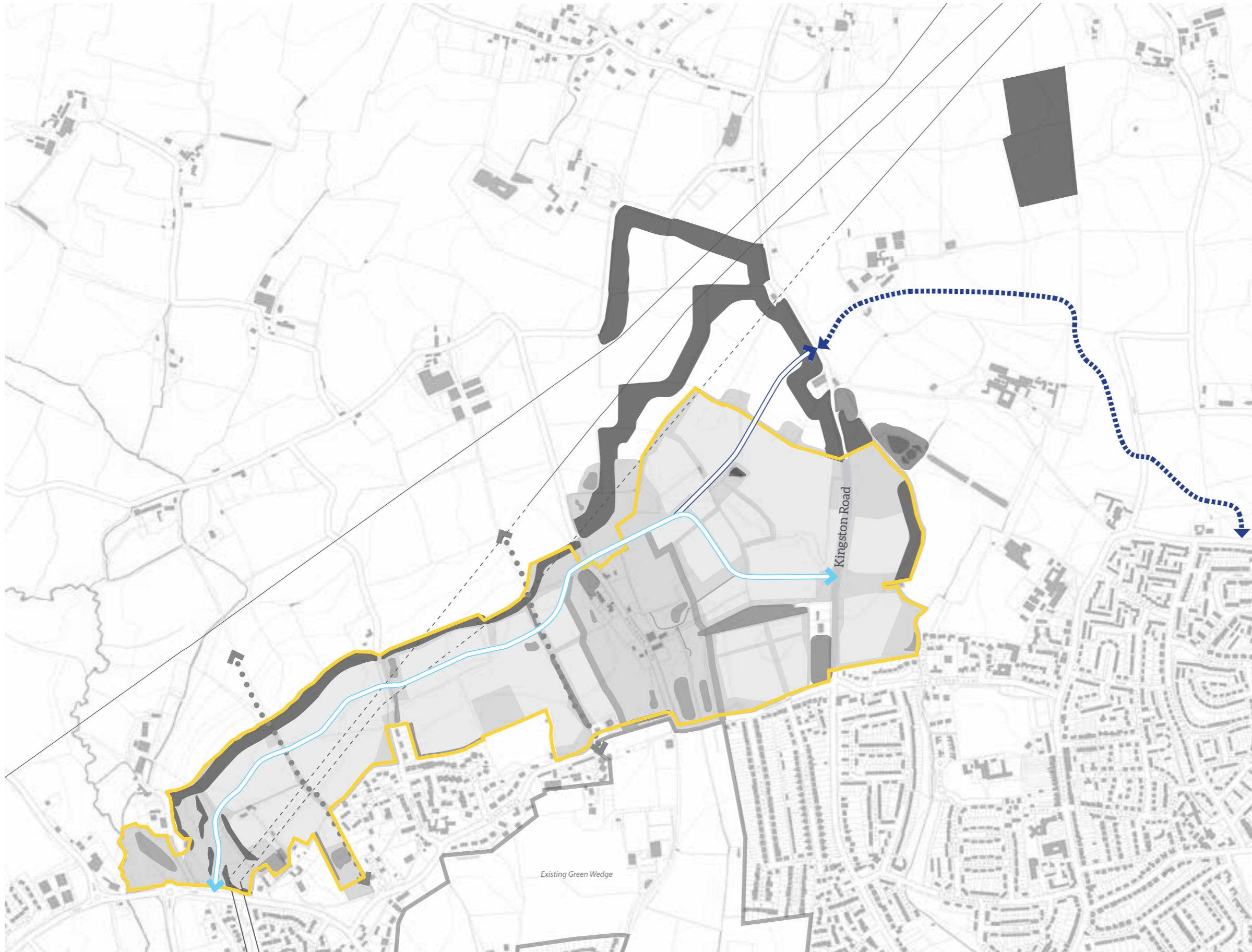
7.8 Future Eastern Link

Taunton Deane Borough Council's Draft Site Allocations and Development Management Plan sets out policy TAU2 for the development at Staplegrove.

Specifically with regards to access:

A new Northern Link Road extending from the Silk Mills Road roundabout on the A358 to Kingston Road, with provision for a future eastern extension around North Taunton.

The proposed Spine Road provides the function of the Northern Link Road between A358 Staplegrove (near Silk Mills Roundabout) and Kingston Road. The design of the Spine Road is compatible with the Taunton Deane Borough Council policy for a future extension around North Taunton. The design of the Spine Road includes a northern spur serving the northern part of the development which has been designed with the ability to function as part of a future extension around North Taunton should this extension be delivered in the future.



Key

- Framework Plan Boundary
- Safeguarded Route (part of this application)
- Illustrative Future Eastern Link
- Proposed Spine Road

Concept Plan for Future Eastern Link





8.0 Green Infrastructure, Play Areas and Recreation

This section discusses the landscape strategies for the site and the provision of green infrastructure for the site. The ecological mitigation is also presented in this section.

8.1 Green Infrastructure Strategy

8.2 Green Wedge

8.3 Landscape Character Areas

8.4 Public Open Space Provision and Play Space Provision

8.5 Ecology Strategy

8.6 Flood Risk and Drainage Strategy

8.1 Green Infrastructure Strategy

The site occupies an important location in that it will act as the new interface between part of the city's urban edge and the countryside to the north, thereby creating an opportunity to create robust green infrastructure links connecting existing resources within the urban fringe to the wider countryside, fostering sustainable connections for both people and wildlife.

In providing Green Infrastructure a core part of the masterplanning process has been to craft a matrix of typologies which would include a network of informal and formal open spaces, semi-natural areas, play areas, allotments, orchards and gardens within the layout. The location and approach to this network has been strongly influenced by the desire to reinforce the existing green wedge (and its proposed extension), existing public rights of way running through the site, and the need to provide a robust and resilient appropriate visual buffer and framed views of the site as seen from the surrounding countryside.

Where possible the layout has been crafted around notable trees and hedgerows which can provide a sustainable positive contribution to the site and its environs. Accordingly, the two north-south public footpaths which cross the site have been incorporated within green linear corridors, with the existing hedgerows and trees retained. In other parts of the site new footways will be created as part of the proposed network of green corridors woven into the new neighbourhood. Development alongside these corridors is orientated to face onto the wider space to provide natural surveillance and hopefully, through sensitive management and consultation, engender a sense of ownership and pride in the green spaces around people's homes and across the site. Where east-west roads need to cut through these hedgerows consideration has been given to where best to break the hedge lines to retain best lengths of existing hedgerow and trees and robust lengths capable of contributing to flora and fauna movement along these linear green spaces.

An important element of green infrastructure is the site's northern boundary and its role in forming the city's new landscape and visual relationship with the surrounding countryside. In this regard new linear belts and stands of tree planting are proposed along the site's western, northern and eastern boundaries.

Careful planning has been made to ensure the key views retained and visual screen buffers provided to and from the adjacent historic Pyrland Hall and estate, and listed building of Okehills. The scheme both retains and enhances important protected species habitats including wildlife corridors and features. The principle of sustainable urban drainage (SUDs) has been used throughout with ponds and swales proposed.

The Green Infrastructure strategy aims to respond to the key green infrastructure issues and opportunities relating to the site, which have been identified within the Taunton and Deane Green Infrastructure Strategy 2009, Green Space Strategy 2010 and the emerging SADMP. Matters relating to green infrastructure for this development area are guided by these alongside the proposal. Key green infrastructure objectives identified as relevant at the local level for Taunton include:

- Maintaining the openness of the 'green wedges' such as the Vivary, French Weir and Staplegrove Green Wedges.
- Maintaining important views to key landmarks and distinctive/memorable features within Taunton and its setting (including church towers and views to the surrounding Quantock Hills AONB and Blackdown Hills AONB), which contribute to a sense of identity.
- Visual sensitivity of the slopes and ridge line/skyline of Rag Hill.
- Sensitive historic landscape features.
- The issue of climate change, particularly the management of water levels within low-lying parts of Taunton's setting, provide opportunities for nature conservation (i.e. restoration of wetlands), agri-environment schemes (i.e. promotion of arable reversion to grassland) and sustainable urban drainage systems which deal with changing surface drainage patterns (associated with development pressures).
- Management of important landscape features within the Taunton's setting, including small deciduous woods and copses, high hedges along rural lanes, hedgerow trees and veteran trees.










Possible opportunities identified for conservation and enhancement of the historic/ existing landscape, related to the masterplan site and the immediate surroundings, include:

- Specimen tree planting / re planting;
- Orchard re-creation;

- Hedge tree protection and reinstatement;
- Extant tree belt management / species diversification;
- Hedge bank restoration and re-creation;
- Water body restoration / creation;
- Tree avenue reinstatement / re-creation;
- Parkland pasture management.

Opportunities identified to complement the development proposals for the site include:

- New woodland and tree belts to facilitate visual integration of the development and create habitat;
- New orchards and allotments as a resource for the local community;
- Open recreational space, including equipped play areas and opportunities for natural play in line with GI standards;
- Integration of SUDs including retention ponds within parts of the site;
- Sports field provision.

Key	
Site boundary	 Site boundary
Other land in ownership boundary	 Other land in ownership boundary
Existing trees to be retained	 Existing trees to be retained
Existing hedgerows to be retained	 Existing hedgerows to be retained
Open space	 Open space
Strategic northern tree belts	 Strategic northern tree belts
Proposed orchard planting	 Proposed orchard planting
Proposed shrub planting	 Proposed shrub planting
Proposed hedgerow	 Proposed hedgerow
New tree planting	 New tree planting
Attenuation ponds	 Attenuation ponds
Proposed allotments	 Proposed allotments
Equipped areas of play / youth activity areas	 Equipped areas of play / youth activity areas
Proposed playing pitches	 Proposed playing pitches
POS boundary	 POS boundary
Trees and hedgerows removed	 Trees and hedgerows removed
Provision of new road culvert	 Provision of new road culvert
Estate fence to protect veteran trees	 Estate fence to protect veteran trees
Timber knee rail	 Timber knee rail
Fence and gate	 Fence and gate
Existing Public Rights of Way (PROW)	 Existing Public Rights of Way (PROW)
Proposed strategic pedestrians routes	 Proposed strategic pedestrians routes
Informal footpaths through POS	 Informal footpaths through POS
Existing power lines	 Existing power lines
Existing pylons	 Existing pylons
Power lines to be grounded	 Power lines to be grounded



Landscape Parameter Plan 1:5000@A3



8.2 Green Wedge

The Green Wedge

An extension to the Green Wedge was outlined in the Adopted Core Strategy 2011-2028 for the Broad Location of Staplegrove:

“[...] two development areas separated by an extension to the Staplegrove green wedge to the north on either side of Mill Lease Stream.”

The key policy objectives of Green Wedges are to:

- Prevent the coalescence of settlements and maintain a sense of place and identity for neighbourhoods;
- Maintain the open character of a green lung contributing to health and wellbeing for residents;
- Bring the countryside into the heart of town;
- Provide accessible formal and informal recreation, sport and play;
- Provide valuable wildlife corridors and habitat;
- Protect areas of landscape importance and visual amenity; and
- Provide a positive approach to land use.

TDBC Green Wedge Assessment Document, September 2013

Green Wedge Assessment

An appraisal of the existing Green Wedge, and the proposed extension, was carried out by the team. The appraisal found the existing Green Wedge to be an attractive and well used landscape. Whilst the existing Green Wedge provides most of the objectives stated in the Core Strategy, the ever present visual and aural influences coupled with the fact that a large proportion of the Green Wedge is given over to sports pitches, allotments and a sports centre, it could not be said that the wedge ‘brings the countryside into the heart of the town’. The wedge’s landscape and visual inter-relationship with the countryside beyond Corkscrew Lane is greatly limited by a combination of intervening built form and a small, but visually strong block of trees to the south of the lane.

The area which is proposed as future Green Wedge is currently rural in nature. The proposed Green Wedge boundary broadly extends from the line of existing built form out into the wider landscape. This edge would offer the opportunity for the development at the edges of the proposed urban extension to be orientated towards the Green

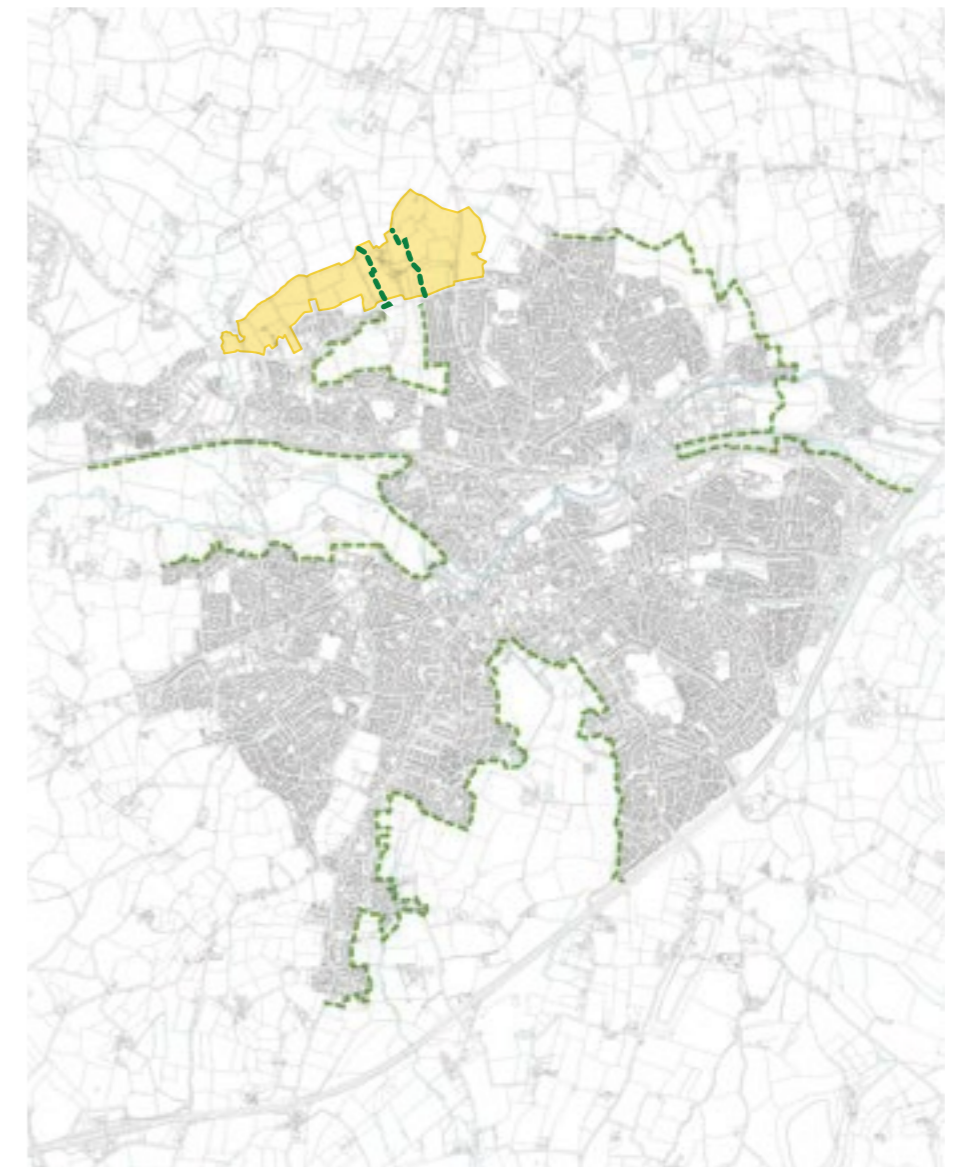
Wedge resulting in an active frontage and a sympathetic interface between the development and the adjoining open space. In character terms, the residential development that would come forward would reflect that found in the locality in contextual pattern, scale and form, thus maximising the opportunity for integration with the local landscape character.

On the higher ground at the wedge’s northwestern corner, it is proposed that the landscape treatment proposed along the ridgeline from Rag Hill is extended, visually separating the proposed urban extension from the wider landscape to the north.

The central view across the wedge to the Quantocks in the north (see photograph on opposite page) is noted as a ‘view to conserve’ in the Green Infrastructure Strategy and would be retained. This is considered to be of particular importance as the existing Green Wedge does not enjoy this visual relationship.

When viewed from the elevated ground to the north, Taunton is visible in the middle distance, but the existing Green Wedge is barely discernible. The shallow valley of the Mill Lease Stream, where the extension is proposed, appears well vegetated and screens much of the built form on the northern edge of the town.

With a sensitive approach to the development of the masterplan which responds to and is respectful of the local landscape character it is considered that proposed development and the Green Wedge could be successfully integrated into their setting and would be in accordance with the council’s identified Green Wedge objectives.



Key

- Proposed Site Boundary
- - Existing Green Wedge Edge
- - Proposed Green Wedge Edge

Taunton existing and proposed green wedge



The proposed Green Wedge could include:

- Woodland/hedgerows/grassland
- Public open space
- Attenuation ponds/reed beds
- Allotments
- Play areas (formal and informal)
- Routes for cycling and walking
- Space for wildlife
- Space for uniformed organisations and community groups to use
- Underground utility corridors
- Orchards

The Green Wedge could also include other suitable activities and features that are desirable and acceptable in the context of the local authority planning policy relating to the Green Wedge and commensurate with the capacity of the land to accommodate such activities and features.



Central view across the wedge to the Quantocks Hills in the north

8.3 Landscape Character Areas

Eight Green Infrastructure (GI) Zones and three Green Infrastructure Elements have been identified for incorporation into the masterplan, these are listed below. This includes existing features to be integrated into the site design and a selection of new elements which will have a benefit to the scheme when established on and/or off-site.

GI Zones and Elements have been located and designed in outline to fit in with the receiving landscape context. Species mixes are based upon those existing within the local landscape and those identified as present within the associated landscape character areas, 1A Vale of Taunton and Deane and 3A Quantock Fringes, as defined in Taunton Deane Landscape Character Assessment.

The GI Zones and Elements also have a key role to play as part of the off-site green infrastructure and include: Historic Recreated Orchards, Pasture with Parkland Trees and New Native Tree Belts.

Informed consultations were carried out at an early stage in 2013 and then in 2015 with TDBC Landscape and Biodiversity Officers. The outcomes of these consultations have been incorporated into this strategy.

Green Infrastructure Zones and Elements identified and defined within the strategy are listed below.

Green Infrastructure Zones

- GI Zone 1- Residential Area: Spine Road, gardens, shrub hedges, street trees and verges, access and circulation space
- GI Zone 2 - Green Wedge Network: open recreation and play space, SUDS, scrapes, allotments, school site, access and circulation space
- GI Zone 3 - School Site: hedgerows, playing fields, play space, trees and veteran trees
- GI Zone 4 - Active Public Open Space: playing fields, hedgerows, trees, shrub planting, amenity grassland, formal and informal play space, access and circulation
- GI Zone 5 - Historic Recreated Orchards: trees, species rich

grassland, hedgerows, access and circulation

- GI Zone 6 - Landscape Buffer Zones to Listed Buildings: tree and shrub planting, grass areas, hedges
- GI Zone 7 - Passive Public Open Space: hedgerows, trees, shrub planting, amenity grassland, informal grassland, informal play space, access and circulation, SUDS
- GI Zone 8 - Spine Road Corridor: hedgerows, trees, shrub planting, amenity grassland, access and circulation, SUDS

Green Infrastructure Elements


- GI Element 1 - retained and managed existing tree belts/ blocks, to include supplementary planting
- GI Element 2 - replacement habitat, new native tree and shrub belts, hedgerows and maintenance access rides
- GI Element 3 - retained and managed native hedgerow network with trees in verges, access and circulation


For further information please see the 'Green Infrastructure Strategy' document prepared by Nicholas Pearson Associates.

Key

Site Boundary 


Other Land in Ownership Boundary 


GI Zone 1- Residential Area: Spine Road, gardens, shrub hedges, street trees and verges, access and circulation space 


GI Zone 2 - Green Wedge Network: open recreation and play space, SUDS, scrapes, allotments, school site, access and circulation space 


GI Zone 3 - School Site: hedgerows, playing fields, play space, trees and veteran trees 


GI Zone 4 - Active Public Open Space: playing fields, hedgerows, trees, shrub planting, amenity grassland, formal and informal play space, access and circulation 


GI Zone 5 - Historic Recreated Orchards: trees, species rich grassland, hedgerows, access and circulation 


GI Zone 6 - Landscape Buffer Zones to Listed Buildings: tree and shrub planting, grass areas, hedges 

GI Zone 7 - Passive Public Open Space: hedgerows, trees, shrub planting, amenity grassland, informal grassland, informal play space, access and circulation, SUDS 

GI Zone 8 - Spine Road Corridor: hedgerows, trees, shrub planting, amenity grassland, access and circulation, SUDS 

GI Element 1 - retained and managed existing tree belts/ blocks, to include supplementary planting 

GI Element 2 - replacement habitat, new native tree and shrub belts, hedgerows and maintenance access rides 

GI Element 3 - retained and managed native hedgerow network with trees in verges, access and circulation 



Landscape Character Plan 1:5000@A3



8.4 Public Open Space Provision and Play Space Provision

The key principles in providing for outdoor sport and play are:

- Local needs varying from place to place according to different socio-demographic and cultural characteristics of local communities and those working, studying and visiting the local environment.
- Good quality planning, creative urban and landscape design, effective management based on an inter-disciplinary approach and, where appropriate, inter-agency partnership arrangements.
- Improving and enhancing the accessibility and quality of existing provision as well as providing additional facilities to enhance the network.
- The value of open spaces for sport and play – which in turn are dependent upon both the extent to which they meet local needs and the wider benefits they generate for people – wildlife, biodiversity and the wider environment.

The three types of Play Areas are introduced in the document Planning and Design for Outdoor Sport and Play published by Fields in Trust.

These are:

- Local Area for Play (LAP)
- Local Equipped Area for Play (LEAP)
- Neighbourhood Equipped Area for Play (NEAP)

This masterplan provides space for LEAPs and NEAPs. LAPs are provided as informal play spaces within the public open spaces.

The plan on the right shows the location of the eight public open spaces, and the six play areas:

- POS 1 includes a 0.04ha LEAP
- POS 2 includes a 0.09ha LEAP
- POS 3 includes a 0.18ha NEAP
- POS 4 includes a 0.08ha LEAP
- POS 5 includes sports pitches
- POS 6 provides an extension to the tree lined avenue from the Pyrland Estate
- POS 7 includes a 0.04ha LEAP
- POS 8 includes a 0.08ha LEAP

For further information please see the 'Play Strategy' document prepared by Nicholas Pearson Associates.

	Local Equipped Area for Play (LEAP)	Neighbourhood Equipped Area for Play (NEAP)
Distance from Home	5 minute walk (400m)	15 minute walk (1000m)
Active Area of Play	400m ²	1000m ² (465m ² of Hardscaped Area)
Activities of Play	Active Discovery, Interactive	More Active Play, Sports Play, Social Play
Surfaces Provided	Mixture of Soft and Hard	Mixture of Soft and Hard
Buffer	20m	30m

Table explaining the characteristics of the different types of play area

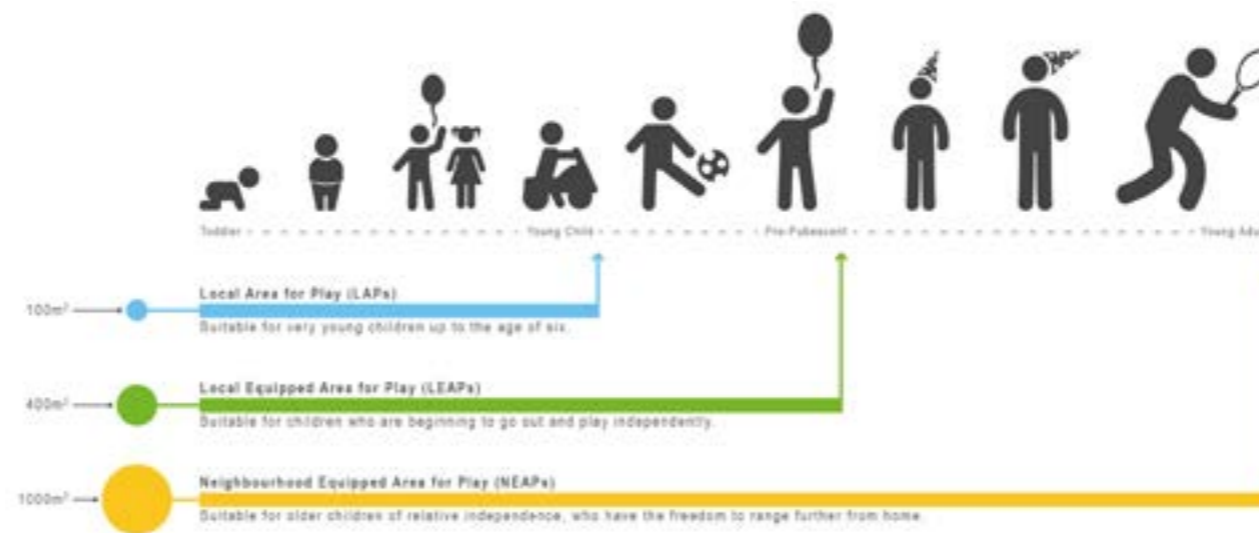


Diagram showing the characteristics of the different age groups associated with play areas

Key

- Site Boundary
- Other Land in Ownership Boundary
- Local Equipped Areas of Play
- Neighbourhood Equipped Areas of Play
- Distance from Play Area
- Proposed Playing Pitches
- Existing Trees to be Retained
- Existing Hedgerows to be Retained
- Open Space
- Strategic Northern Tree Belts
- Proposed Orchard Planting
- Proposed Shrub Planting
- Proposed Hedgerow
- New Tree Planting
- Attenuation Ponds
- Informal Footpaths Through POS



Plan showing proposed public open space



8.5 Ecology Strategy

Ecology Strategy

Careful design has enabled the most sensitive and valuable features on the site to be retained and incorporated into the design of the site. Features such as woodland, ponds, over 80% of the mature hedgerows and important veteran trees will all be retained.

Special measures will be taken during construction to minimise any risk of harm to ecological features, and a long-term Landscape Environmental Management Plan will be prepared to ensure that the management of habitat areas is enhanced and the newly created habitat areas are appropriately managed into the future.

Protected Species

Populations of several protected species were found on site and will be carefully protected during the construction phase, with additional consents and ecological watching briefs implemented during the working phase. In the long term the development will seek to enhance the available habitat for these populations. This will include the creation of more than 10 hectares of newly planted native woodland (both as an on-site buffer along the northern boundary and in a new off-site woodland area) and a new bat roosting structure will be created to support the lesser horseshoe bat population at Hestercombe House. A lighting strategy will be produced to ensure that lighting across the site will have the least possible effect on bats and other wildlife whilst still ensuring the site remains safe and convenient for the human users of the development.

The most important hedgerows will be retained and managed more favourably for dormice, and new hedgerows will be created to provide new habitat and create linkage through the landscape. Ponds used by breeding great crested newts will be protected and improved and links will be made for this species under the spine road. Amphibian friendly gully pots will be installed to prevent them falling into drains, and several large new pond and wetland areas will be created.

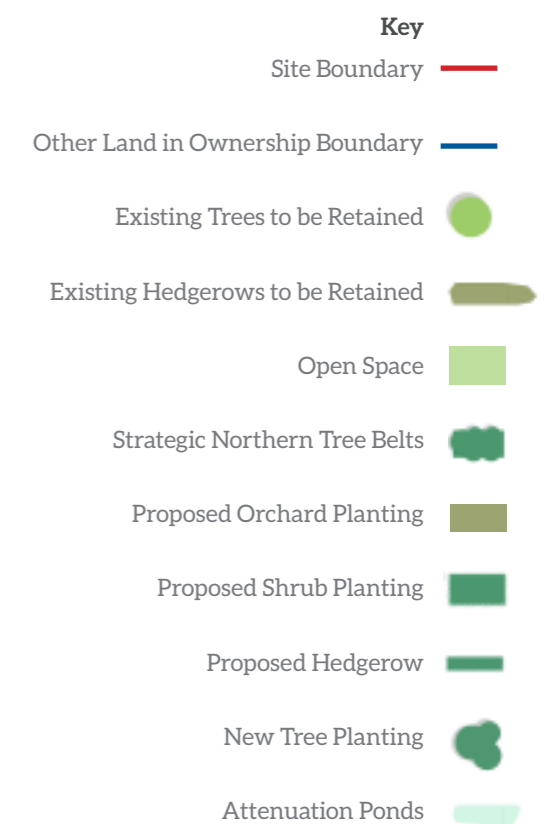
Staplegrove West

A similar process of surveys, impact assessment and mitigation planning has been carried out for Staplegrove West and the two ecology teams have liaised closely on the design of mitigation. This will include more new woodland planting, retained bat flight lines, sensitive lighting schemes and mitigation for protected species.

Management and Maintenance

Matters relating to Green Infrastructure (GI) and Ecology would be monitored and managed under a Green Infrastructure Management Scheme (GIMS) or equivalent and would be based on the outline GI strategy document that accompanies this application and would incorporate the specific details for the ecological mitigation strategies provided in relation to protected species.

Further details of the assessment of mitigation for Staplegrove East can be found in the Environmental Statement produced by Wildwood Ecology Limited.





Bat mitigation and visual screening



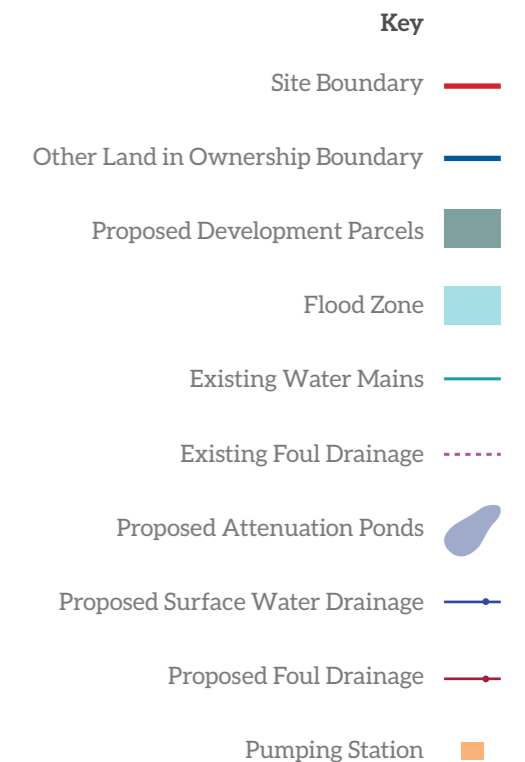
8.6 Flood Risk and Drainage Strategy

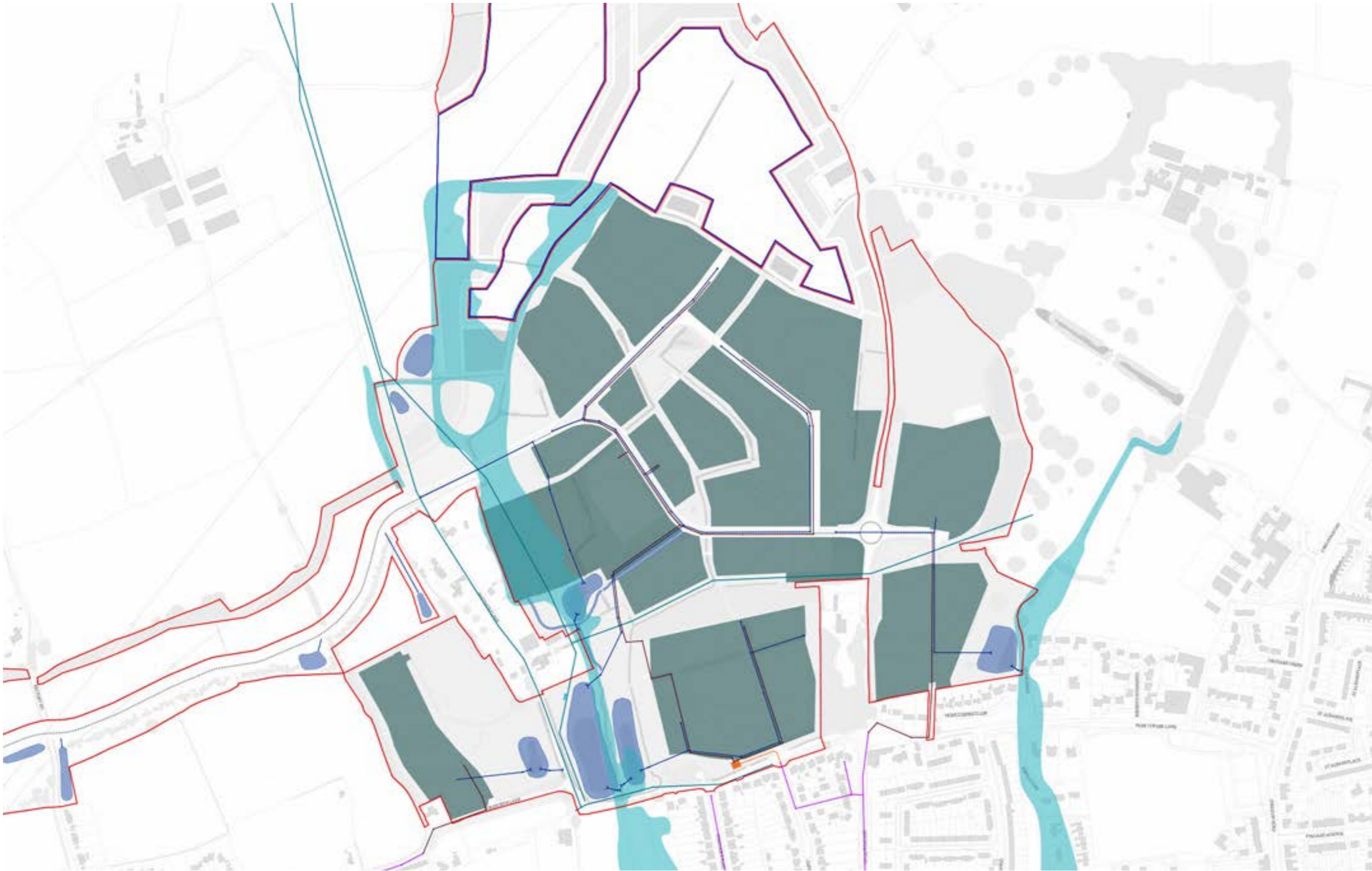
The majority of the site is shown by the Environment Agency's (EA's) Flood Zone Mapping to be classified as Flood Zone 1 which is the low risk flood zone. This is considered suitable for all forms of development. There are however, small sections of the site that are within Flood Zone 3 which is the high risk flood zone. This is land that is assessed as having a greater than 1 in 100 annual probability of river or sea flooding in any year (>1%). The source of this risk is fluvial, and associated with the Mill Lease Stream. This flows through the western section of the site in a predominantly north to south direction and passes under Corkscrew Lane near its junction with Whitmore Lane. The site generally falls towards this watercourse. There is also a small section of the site towards the south-east limit that falls eastwards to the catchment of the Kingston Stream which forms the south-eastern boundary to the site.

A sequential approach to the development layout has been adopted that ensures only water compatible uses such as public open space are proposed within the areas indicated as being potentially at risk of flooding from the Mill Lease stream. The assessment of flood risk has also confirmed that the site is considered to be at a low risk of flooding from all other sources (i.e. groundwater, surface water, tidal, sewer and infrastructure failure).

Development of the site has the potential to significantly increase surface water runoff. This has been appropriately addressed by the incorporation of a sustainable drainage solutions that direct all run-off from impermeable areas of development to five new on site ponds. Flow controls will be used to attenuate outfall into the local watercourses to a proposed 2l/s/ha trickle rate recognising downstream catchment issues and to provide a betterment where possible.

Provision for climate change within the scheme is addressed by increasing peak rainfall intensity by 30% for all design computations undertaken based on the proposed 100 year design life of the development.





Drainage plan 1:5000@A3





9.0 Character Areas

In this section the site is divided into proposed character areas, and an overview of each character area is presented. This section is designed to provide a flavour of the characters and will be expanded upon in the Design Code.

9.1 Proposed Character Areas

9.2 The Spine Road

9.3 Local Centre and Employment Gateway

9.4 Core Residential

9.5 School

9.6 Green View

9.7 Green Wedge and the Wider Strategic Tree Planting

9.8 North Whitmore

9.9 West Pyrland

9.10 Western Edge

9.1 Proposed Character Areas

Introduction

The proposed development must respect the character of the existing locality, whilst establishing a distinctive sense of place. The proposed masterplan is formed of nine character areas:

1. Spine Road
2. Local Centre and Employment Gateway
3. Core Residential
4. School
5. Green View
6. Green Wedge and Tree Planting
7. North Whitmore
8. West Pyrland
9. Western Edge

Each character area will adopt a distinct set of design principles, whilst enhancing the overall local character. These design principles are derived from the specific constraints and opportunities associated with each area, as well as the parameters set for the overall development.

The following information seeks to provide an overview of each character area, highlighting the following:

Scales of Analysis	
Settlement Pattern	e.g. urban grain, density, open space.
Urban Form	e.g. street form, plot form, building lines.
Built Form	e.g. building heights, townscape features, materiality.
Landscape & Public Realm	e.g. edge treatment, landscape features, materiality.



1. Spine Road



2. Local Centre and Employment Gateway



3. Core Residential



4. School



5. Green View



6. Green Wedge and Tree Planting



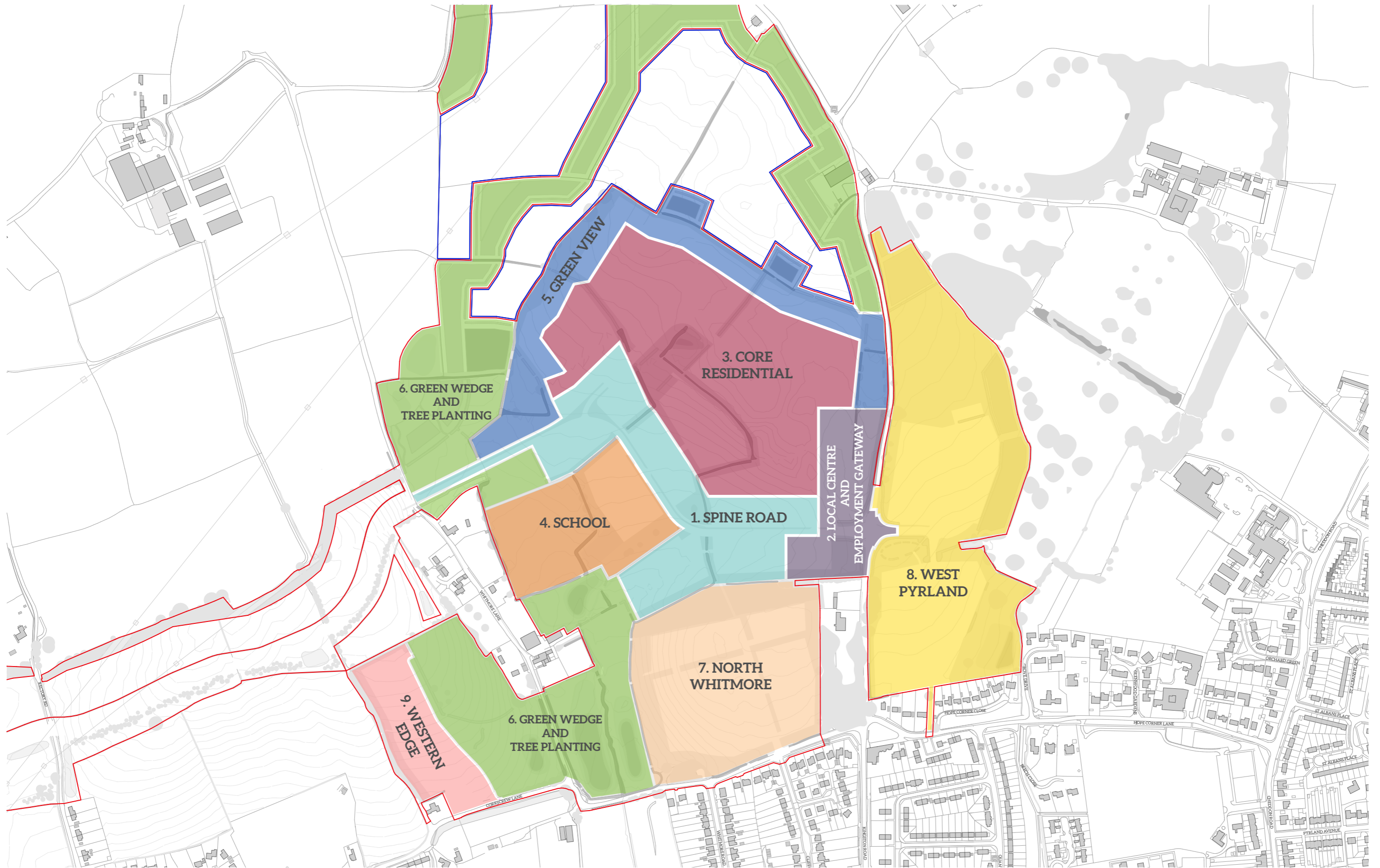
7. North Whitmore



8. West Pyrland



9. Western Edge



Land Use Plan 1:5000@A3



9.2 The Spine Road

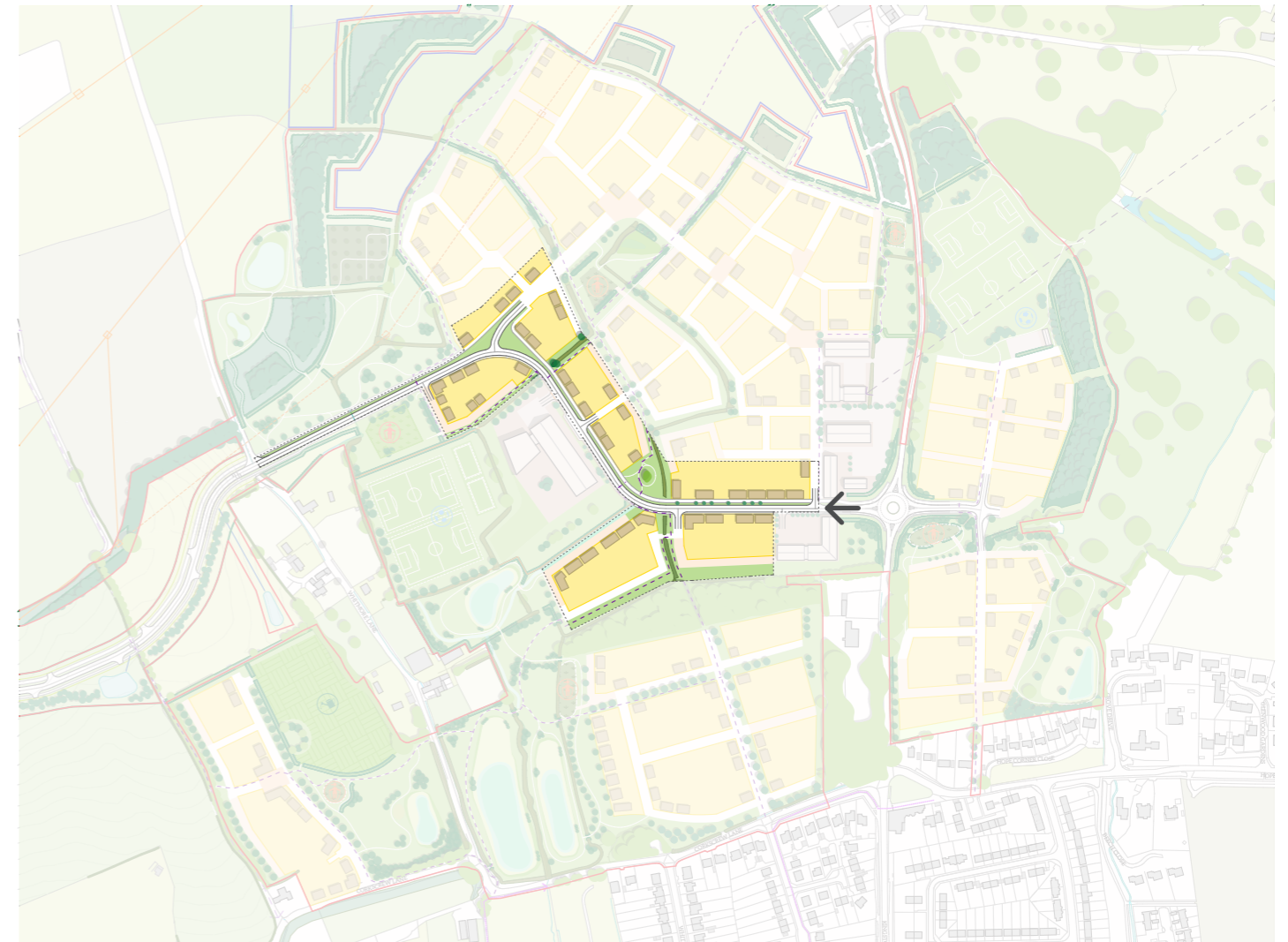
Location and Use

The Spine Road character area contains the main access route through the site. The area includes residential parcels at various densities, mostly high density and informal open space.

Scales of Analysis	
Settlement Pattern	High density (60 - 40dph) housing, with some informal open space. This character area contains the Spine Road, which is the main access route. There are a number of uses that come off the Spine Road, including residential, a primary school, a mixed use area housing the local centre, and employment. The Spine Road character area includes just the residential aspect, with the other uses being described in other character areas. There is a cycle/footway running along the Spine Road. Connections for cyclists and pedestrians connect the Spine Road to the wider masterplan and the surrounding areas.
Urban Form	The feel of the Spine Road should be that of a high street, with activity, frontages facing onto it, smaller green spaces coming off it, as well as connectivity to the wider masterplan. There should be no driveways directly off the Spine Road to avoid cars reversing on to the road and crossing the footpaths and cycleway. On-street parking is provided along the street in bays which alternate between parking and planting.
Built Form	Residential units facing onto the Spine Road are up to 2.5 storeys (maximum 11.75m to ridge) or 3 storeys (maximum 13m to ridge). To accommodate the higher densities, the housing typology would be mostly terraced housing and town houses, with some semi-detached housing. All houses should have some defensible space at the front; boundary treatments could include low walls to match the material of the house, railing, or low level hedge planting. Street planting is proposed in the verge, where the planting bays alternate with parking bays. More information on the parking and planting along the Spine Road can be found in chapter 7. The materials shown on the opposite page are illustrative, but a mixture of stone, brick and render along the Spine Road is currently proposed.
Landscape & Public Realm	A footway/cycleway is proposed as part of the Spine Road, and is separated from the carriageway by the planted parking verge. The wider network of pedestrian and cycle ways cross the Spine Road and join onto it. There are a few informal green spaces that come off the Spine Road. Housing surrounding these spaces should front onto the green areas to provide natural surveillance. There are a number of existing hedgerows within this area and these should be retained as indicated on the plans, and the appropriate buffers allowed. Housing should never back onto hedgerows.

Opportunities and Constraints

The main constraint regarding the alignment of the Spine Road were the existing hedgerows that required retention to allow for the connectivity of dormice. The Spine Road is the main access route connecting the site from Kingston Road via a new roundabout, to Staplegrove Road.



Spine Road - Illustrative Plan



Anne mews, Barking



Lime Tree Square, Street



Illustrative material palette showing stone, brick and render



Illustrative sketch of the Spine Road character

9.3 Local Centre and Employment Gateway

Location and Use

The Local Centre and Employment Gateway is located next to Kingston Road. A new roundabout is proposed where the Spine Road meets Kingston Road, and this forms the eastern gateway into the new development.

A Local Centre

A local centre will be provided for the community in order to encourage a walkable neighbourhood, reducing the need for cars. The Local Centre has been positioned at the intersection of the Spine Road and Kingston Road, in accordance with the Council's draft Site Allocations and Development Management. This ensures that the Local Centre is accessible to the new community, and the existing local community. A variety of facilities could be included such as retail, leisure, health facilities, employment and a limited amount of apartments.

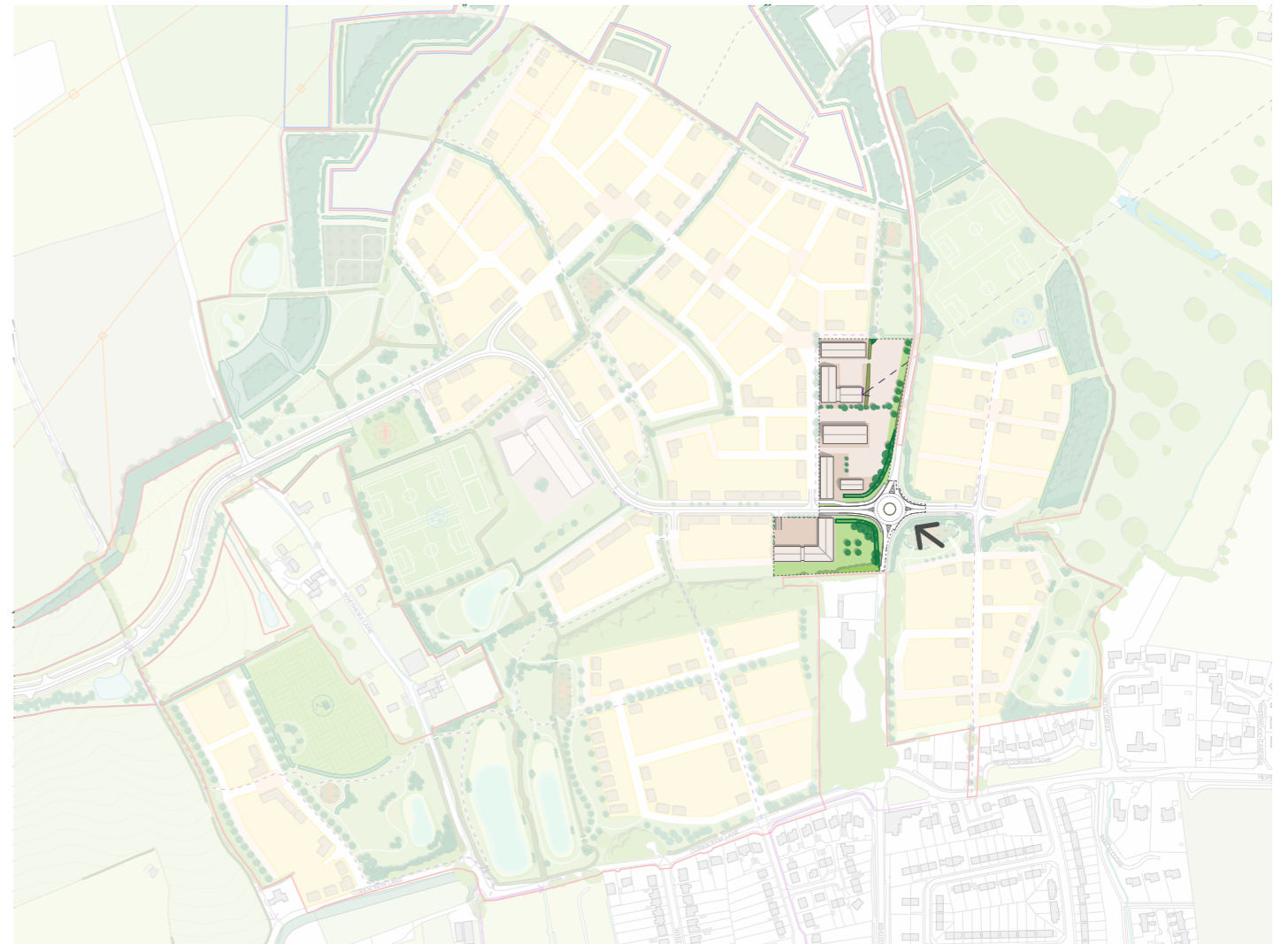
Employment

The masterplan makes provision for 1ha of employment land across two locations, in accordance with the requirements of the Council's draft Site Allocations and Development Management DPD. The delivery of the employment land will be dependent on the market, although the sites will be provided as serviced land in line with the phasing strategy. The future use of the employment land will depend on market requirements and consideration of the parcel's specific characteristics such as neighbouring land uses, access to the strategic transport network and massing constraints.

Scales of Analysis	
Settlement Pattern	Local centre and employment buildings, as well as a limited number of apartments above the local centre. Access to the southern employment plot is off the Spine Road. Main access and delivery access to the local centre and the northern employment plot is off the Major Residential Road. Cycle and pedestrian access is provided to the employment parcels and the local centre, either via the Spine Road, or the strategic routes.
Urban Form	The buildings should provide active frontages onto the streets. Within the parcels public areas should be provided as well as car parking. These should be designed to complement the area and not to engulf it.
Built Form	The mixed use area at the local centre and the northern employment site are proposed as up to 3 storeys (maximum 15m to ridge) above proposed ground level. The southern employment site is limited to 2.5 storeys (approximately 12m to ridge) above proposed ground level. The materiality proposed for this area is shown on the opposite page and includes brick, render and slate roof tiles.
Landscape & Public Realm	The public realm at the local centre should be designed to invite people to use the space and not be swamped with cars. The material treatment of the public realm should be kept simple and should complement the materiality of the buildings.

Opportunities and Constraints

To retain as much of the character of Kingston Road as possible, the amount of hedgerow loss along Kingston Road that will occur as part of the earthworks for the Spine Road and roundabout would need to be mitigated against, and new hedgerows would need to be planted. An area of land that cannot be built on has been left adjacent to Kingston Road. These areas would be used for car parking or green space for the local centre and employment sites.



Local Centre and Employment Gateway - Illustrative Plan



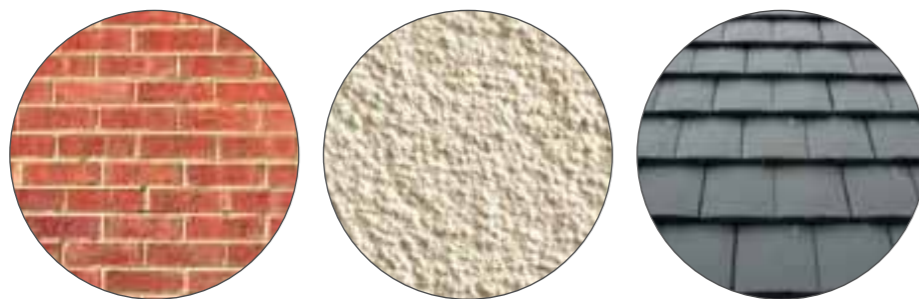
Lawley Village District Centre



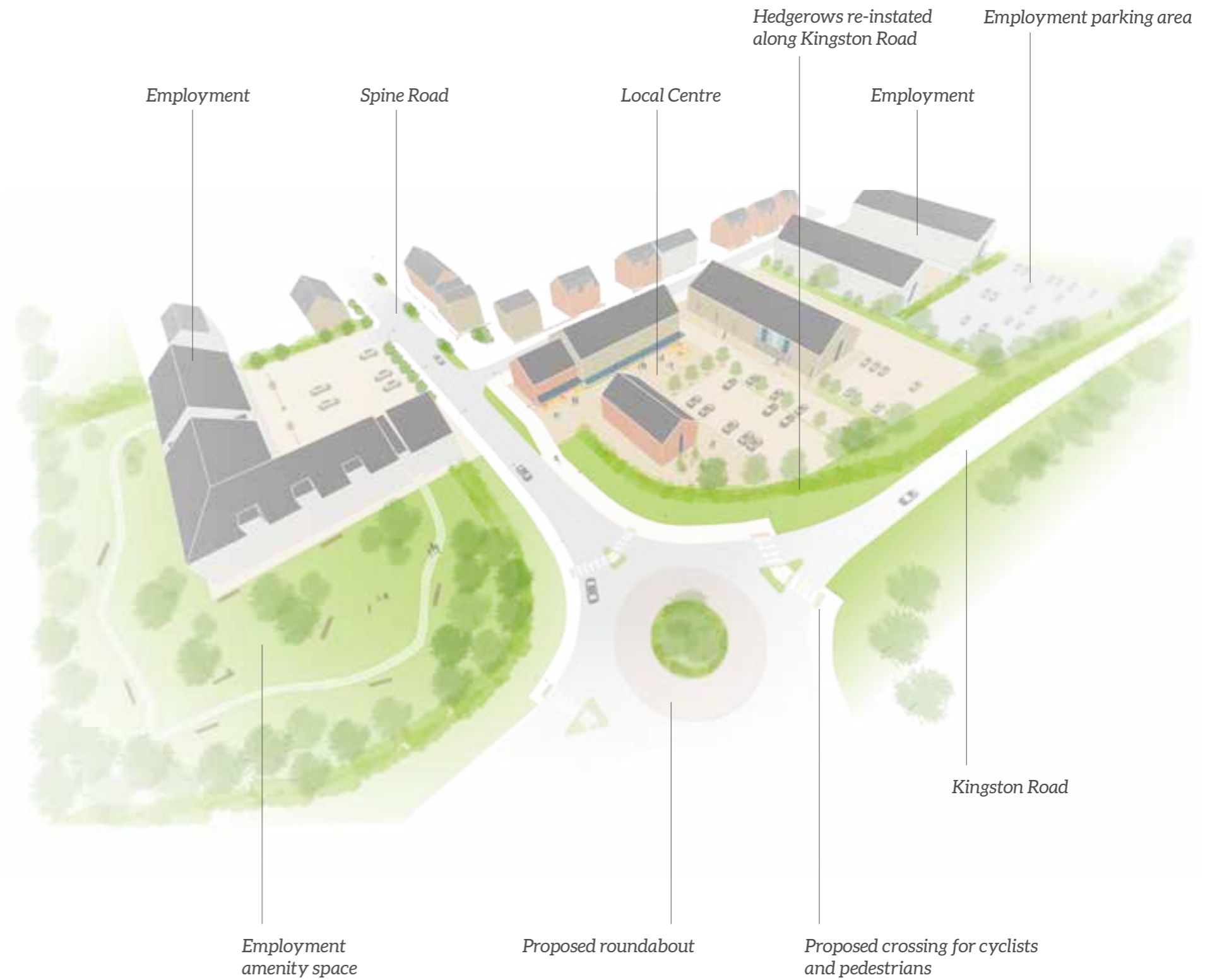
Mixed use facing onto public open space, Springfield Properties, Perth



Illustrative sketch of Local Centre



Illustrative material palette, showing brick, render and slate roof tiles



Illustrative sketch of the Local Centre and employment gateway character

9.4 Core Residential

Location and Use

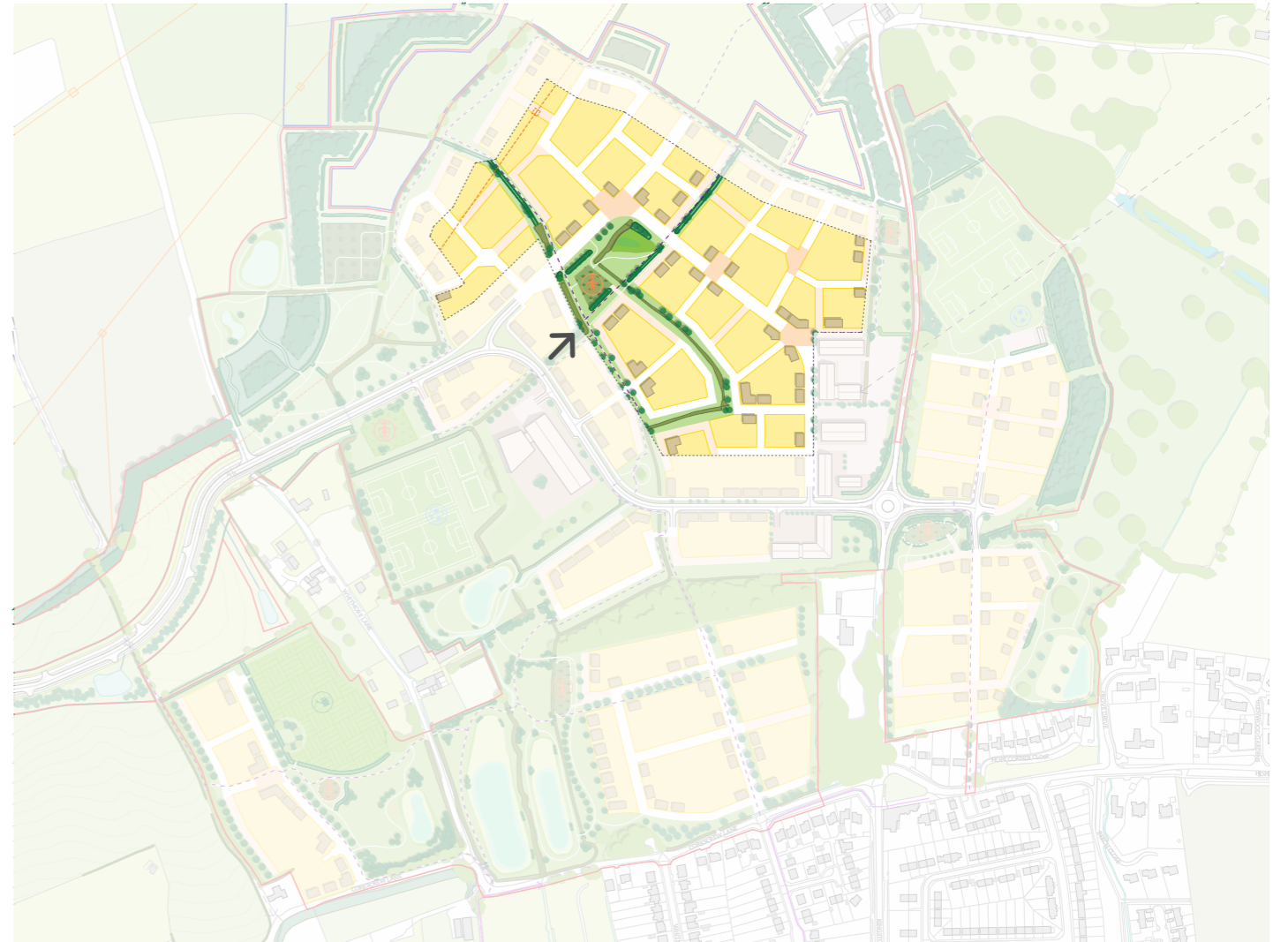
The Core Residential character area includes residential parcels that make up the majority of the housing within the main part of the site. This area is unique in that its outer edges do not face onto any significant green space, and do not form any part of the site boundary. Despite this, there is significant public open space at its heart, comprising an equipped area of play, existing pond and block of trees. A network of existing and proposed hedgerows link this green space to the rest of the site, providing vital connectivity for the local wildlife.

A Major Residential Road feeds off the Spine Road and provides a loop through this Core Residential area. There is a mixture of secondary residential and mews street types, contrasting to the scale and density of the Spine Road.

Scales of Analysis	
Settlement Pattern	The character area is comprised of high density (60 - 40dph) and medium density (40 - 30dph) housing. A mixture of terraced and semi-detached housing will be used to meet these densities. A network of hedgerow footpaths and pedestrian routes connect the residential streets with the major public open space at the core of the site, promoting use of open space in the local area on foot. The Major Residential Road provides a loop that connects this area to the Spine Road, and provides an efficient and legible road hierarchy through the core residential area.
Urban Form	Houses along the major residential road have front gardens of 1-5m, providing a gap between frontages of 13.5-18m, and allowing for some driveway parking. On street parking is provided in parallel bays, alternating with planted verges. On Secondary Residential streets, parking is on driveways, contributing to a lower density in the urban fabric. House frontages are between 10.4m and 16.4m apart. Mews streets use a shared road surface to allow pedestrian, cycle, and vehicular routes to occupy the same space. These streets are more compact, with some on-street and some driveway parking, and frontages at 9-13.5m apart.
Built Form	Residential units facing onto the Major Residential Road are up to 2.5 storeys (maximum 11.75m to ridge), and will be predominantly terraced or town houses. Residential units facing onto open green space or mews roads are up to 2 storeys (maximum 10.5m to ridge), and will be predominantly semi-detached. An illustrative material palette would include brick, render and painted timber boarding.
Landscape & Public Realm	The public open space at the heart of the core residential area provides a focal point and meeting place, as well as providing varied green open space. This will include an equipped play area (LEAP) and informal open space. Pedestrian routes that follow the line of the hedgerow network will connect the central public open space with other green areas throughout the site, and provide essential connecting routes for local wildlife.

Opportunities and Constraints

The need to provide connecting hedgerows for local wildlife has allowed for public pedestrian green routes to stretch across this area, following the hedgerow routes. These in turn connect key green spaces throughout the site. The loop road is situated to create a main central route through this character area, creating an efficient and legible local road network.



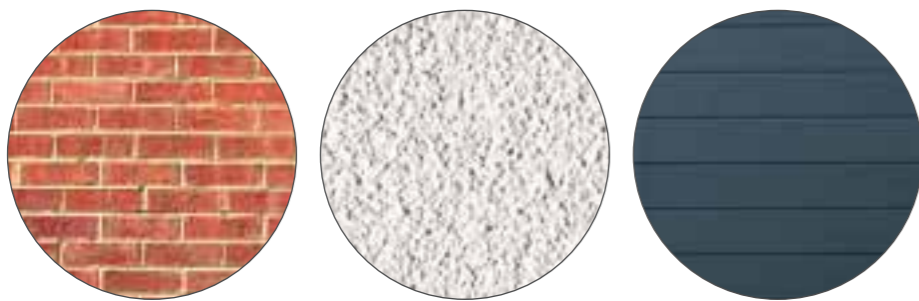
Core Residential - Illustrative Plan



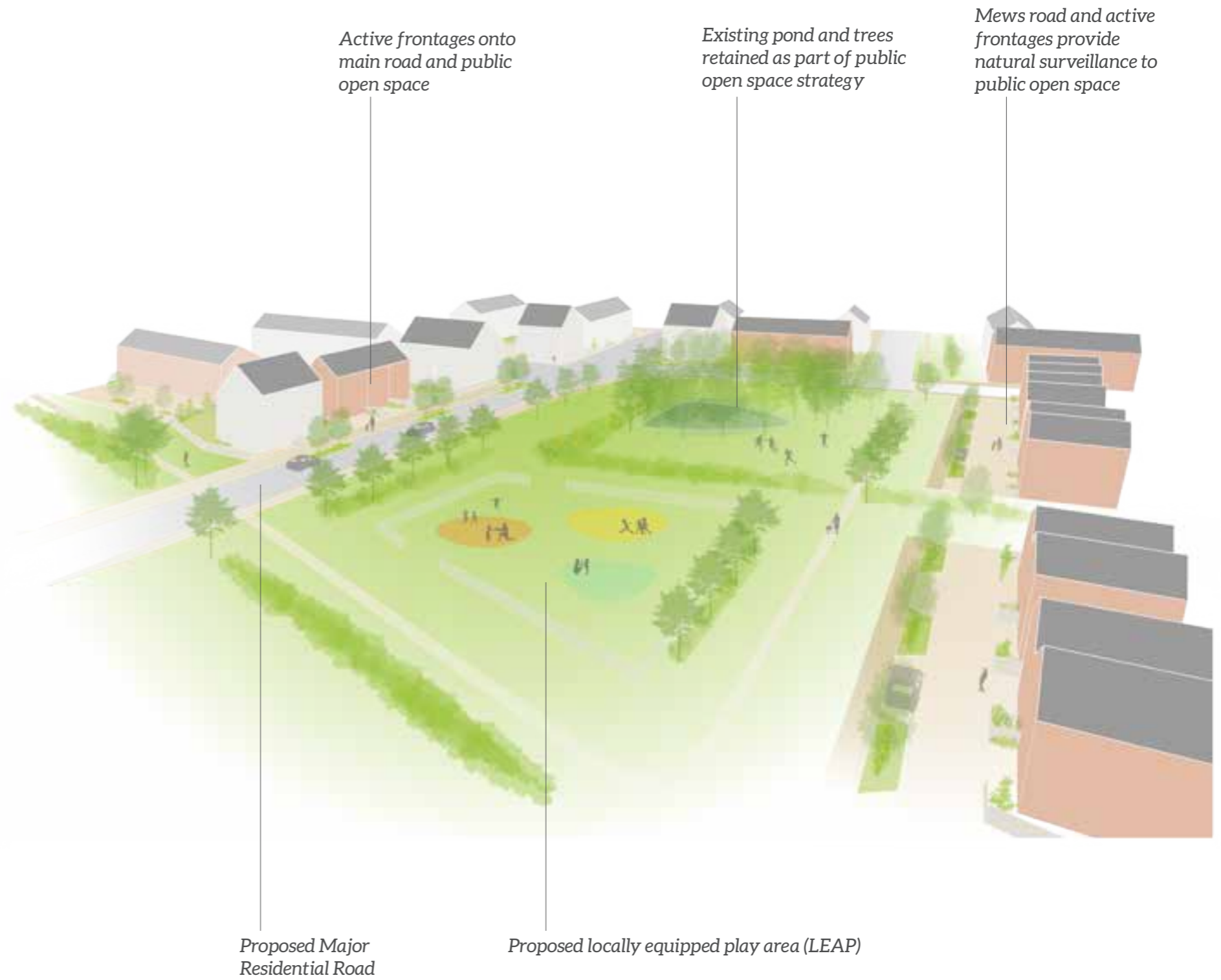
Pimhole, Bury



Manor Kingsway, Derby



Illustrative material palette showing brick, render and boarding



Illustrative sketch of the core residential character

9.5 School

Location and Facilities

A primary school will be provided within the proposed development. This would be a two-form entry school. The school is located within the centre of the comprehensive development, to ensure easy and safe walking and cycling access for pupils. Furthermore, the location of the school bordering the Green Wedge enables nature to be designed into the school and significant open space to be provided for the school's use.

In response to emerging local and county educational needs, the school site may be provided with:

- Two form primary school.
- Playing pitches.
- Soft and hard play areas.
- Games courts.
- Habitat areas.
- Wildlife area.
- Bus routes to the school.
- Safe routes to school.
- Cycle/scooter parking.

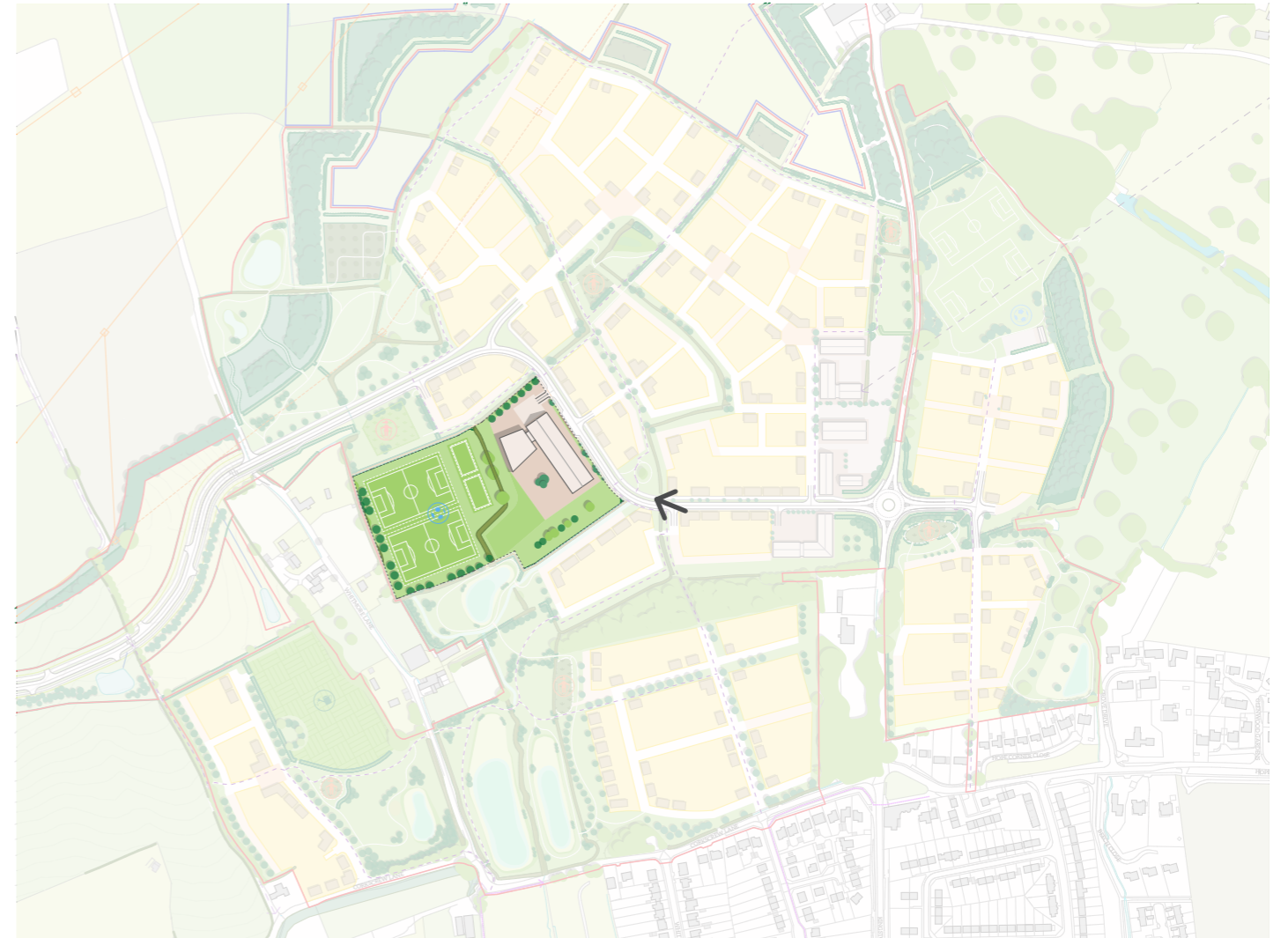
Timing of the provision of the primary school is subject to further discussions with Somerset County Council and Taunton District Borough Council. It is anticipated that this will be funded using CIL contributions, with land being provided by the developers.

Scales of Analysis	
Settlement Pattern	The school will be easily accessible via safe pedestrian and cycle routes. It is centrally located within the masterplan to allow easy access from the surrounding residential areas.
Urban Form	The school will have an active frontage which interacts with the Spine Road. A hard surface play area will be situated behind the main school building, protecting it from the road. Green play areas and playing fields will be adjacent to this, also keeping them separate from the Spine Road.
Built Form	The main school building will be up to 1.5 storeys (maximum 8m to ridge). The school hall will be a maximum of 14m in height to the ridge.
Landscape & Public Realm	Enough space has been allocated for the school to have hard and soft play areas, as well as playing fields. The masterplan also allows for habitat and wildlife areas within the school grounds. The school's proximity to the Green Wedge means that its open space provision could be integrated effectively into green space within the wider masterplan.

Opportunities and Constraints

The need for accessibility in terms of location and safe connecting routes have been key drivers in the school design. It is therefore centrally located, and well connected via footpaths, cycle routes, and a road network including bus routes.

The school's proximity to the Green Wedge allows its outdoor provision to be integrated into the wider green space within the masterplan. Existing veteran trees along the southeastern edge of the school site will be integrated into the school's outdoor space.



School - Illustrative Plan



School in Dublin



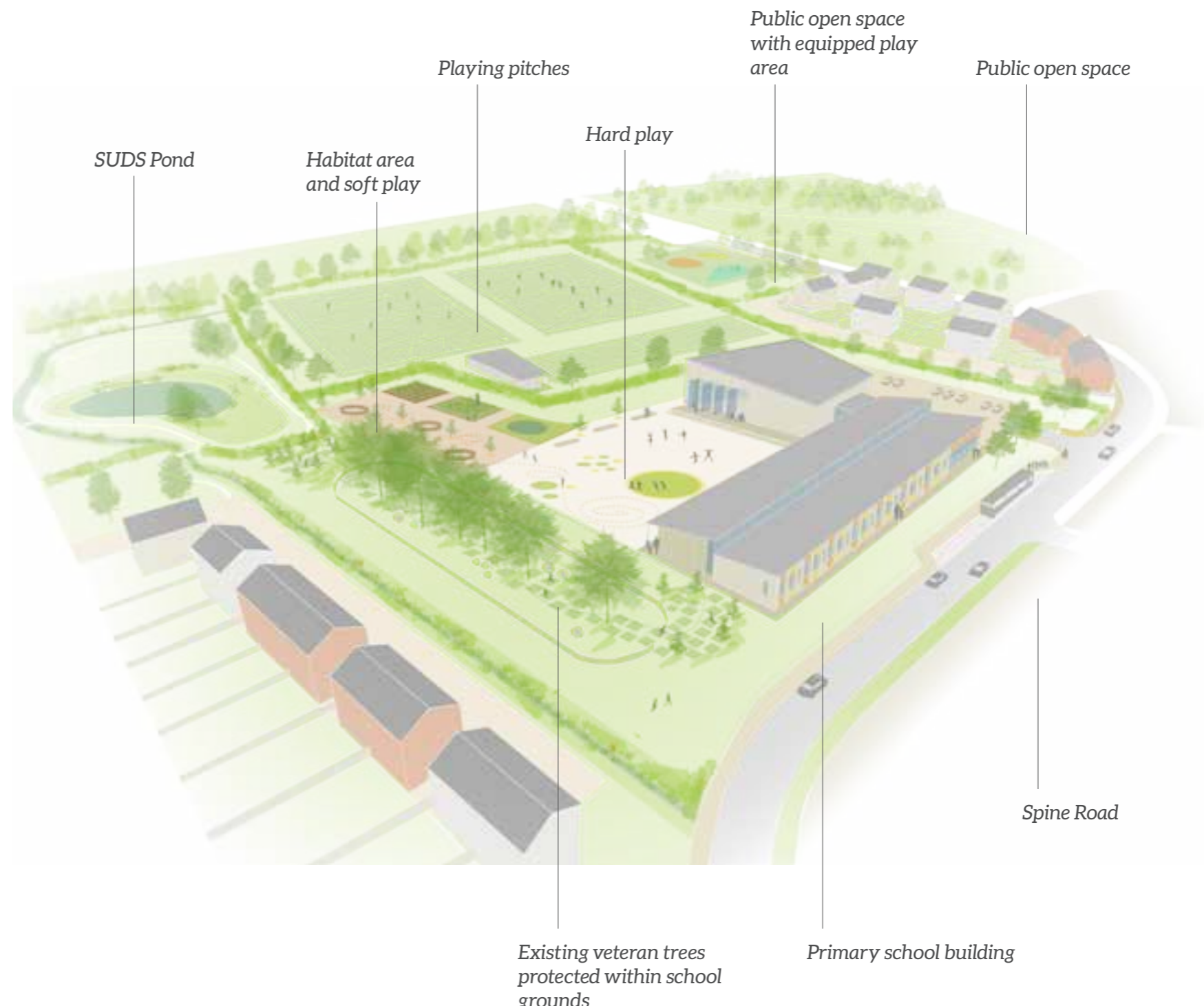
School in Austria



Indicative sketch of school



Illustrative material palette showing timber, brick and zinc roof



Illustrative plan of school grounds (Guidance from Building Bulletin 99: Briefing Framework for Primary School Projects)

9.6 Green View

Location and Use

The Green View Character Area is a residential strip which forms the boundary to the north of the site. The southern edge is seamlessly integrated into other residential character areas, whereas the other edge looks out onto green open space or tree planting to the north. At either end of the Green View Character Area are green spaces, comprising a play area to the east and an informal public open space to the west (linking into the Green Wedge). The interplay between residential units and open green space is the defining trait of this area.

Scales of Analysis	
Settlement Pattern	The character area is comprised of low density (30 - 20dph) housing, and will therefore contain mostly detached houses. It connects directly with an expanse of green space to the north, including blocks of tree planting.
Urban Form	The street types within the green view character area are either Secondary Residential or Mews Roads, facing onto green space. There is therefore a mixture of on and off street parking. House frontages will be set back from the road by 0-5m, and will be predominantly orientated to face onto the green space, providing views for the houses themselves, as well as natural surveillance onto the open public space..
Built Form	All houses will be up to two storeys high (maximum 10.5m to ridge) and will be mostly detached. A material palette of render, brick and stone would give this area a distinct character.
Landscape & Public Realm	The area forms a distinctive boundary to the north, facing onto open green space or areas of tree planting. There is a dedicated cycle route which wraps around the northern edge of the site.

Opportunities and Constraints

The unique boundary condition of this area of the site presents a range of opportunities and constraints. The Green View is utilised to present an outward-looking edge, opening up the development onto green space. This edge is also used as a dedicated cycle and pedestrian route, wrapping around the northern edge of the site. The need to break up the views to the site from the surrounding areas has led to strategic tree planting in blocks, which is also used for bat mitigation. Informal open public space along the edge of the development also knits this character area into the Green Wedge.



Green View - Illustrative Plan



Natural surveillance provided by properties facing onto public open space, JRHT, Derwenthorpe



Houses in Cornwall looking out onto green space



Illustrative material palette showing render, brick and stone



Illustrative sketch of the green view character