## Contents

**Introduction**  
1

### 1 Development Management Policies

1.1 Economy  
1.2 Town and Other Centres  
1.3 Housing  
1.4 Inclusive Communities  
1.5 Accessibility  
1.6 Infrastructure  
1.7 Environment  
1.8 Design  
3
5  
13  
16  
22  
28  
31  
38

### 2 Spatial Policies

2.1 Settlement Boundaries  
2.2 Taunton  
2.3 Wellington  
2.4 Major Rural Centres  
2.5 Minor Rural Centres  
53  
54  
81  
83  
89

### Appendices

A. Glossary  
B. List of current policies  
C. Design Briefs  
D. Recreational Open Space Standards  
E. Parking Standards  
98  
102  
115  
138  
141

### Policies and Inset Maps

147
Introduction

Context:

The Taunton Deane Core Strategy was adopted in September 2012 and sets the overarching framework for the Borough and its long-term development over the period up to 2028. Whilst the Core Strategy establishes the long-term requirements for growth and its broad distribution, barring a number of larger, strategic site allocations and high level policies, it does not set out smaller housing and other allocations. The detailed development management policies necessary to guide decision-making on specific planning issues are not included in the Core Strategy.

In April 2014 the Council introduced a set of charges through the Community Infrastructure Levy (CIL). CIL provides a means of securing contributions towards the cost of new infrastructure essential to support new development and will be applied to many of the proposed allocations set out within this Plan. Since CIL will generally apply to allocations, the Council has not usually identified specific infrastructure requirements associated with particular sites, as whilst such measures may be essential for development to progress, decisions on the spending of CIL monies will be made by the Borough Council as ‘Charging Authority’ and cannot be formally made at the point planning applications are determined.

Reading the Adopted Site Allocations and Development Management Plan:

The SADMP is divided into two main sections:

1. Proposed areas for development management policy coverage
2. Proposed sites for allocation

Section 1 sets out the areas for development management policy coverage. The section is structured to follow the Eight Strategic Objectives identified in the Core Strategy (although the Council does not consider it necessary to include further policies to address the Climate Change objective). A section has also been included to cover design matters. Since there are many pre-existing development management policies contained within the adopted Taunton Deane Local Plan, Taunton Town Centre Area Action Plan and Core Strategy (collectively known as The Development Plan); a list of all current policies and their status is included at Appendix B.

Section 2 outlines site allocations. In arriving at the sites to be allocated the Council has had regard to a number of considerations including site sustainability but also the extent of pre-existing planning commitments (sites with planning permission or already allocated in other Taunton Deane development plans). The Council regularly produces housing trajectories as part of its Strategic Housing Land Availability Assessment, these are available through Taunton Deane website.
Each site allocation is identified on a Policies Map; an OS base plan defining the limits of the allocation. Policies outline the key development requirements associated with each site. In some instances the Council considers it necessary to set out Design Briefs to support allocations. These Design Briefs are not intended to have the same status as the allocation themselves but do set out useful guidance to inform subsequent planning applications and are included at Appendix C.

The Policies Maps for the SADMP also include defined settlement boundaries for settlements identified within Policy SP1 of the adopted Core Strategy.

The Development Plan must be read as a whole and it should be noted that some policy requirements that would apply to SADMP allocations, such as affordable housing provision, are outlined in the adopted Taunton Deane Core Strategy. Equally, proposed development management policies set out within the SADMP, for example Design criteria, may also relate to matters in the Core Strategy.

The Council has tried to ensure that this Plan is written in plain, non-technical language wherever possible. However, planning policy documents are by their very nature often quite complex, technical documents and with this in mind a comprehensive glossary has been included at Appendix A. This provides a definition of many of the key planning terms used within the Site Allocations and Development Management Plan (SADMP).
1.1 Economy

Policy EC1: Other uses in employment areas

In addition to industry and warehousing (Use Classes B1b-B8) and sui generis uses of a similar nature within permitted employment areas, other employment activities that generate an appropriate employment alternative (other than main town centre uses such as retail, leisure and office) within existing and committed employment areas, will generally be permitted subject to the following criteria:

A. Other relevant development plan policies being satisfied;

B. The proposal must be in a location accessible by means of a range of transport modes including public transport;

C. The proposal must not undermine the operational capabilities of Class B uses in the area;

D. Where applicable, appropriate landscaping and screening is provided.

Within larger employment areas (normally in excess of 8 hectares) ancillary facilities which support the functioning of the employment area including childcare facilities, cafes and sandwich shops, banks and health and fitness facilities, are also likely to be acceptable subject to the above criteria and provided they are not of a scale to become a destination in their own right and operational hours are limited to the hours of public transport accessibility.

Justification:

1.1.1 Government policy recognises the need to plan proactively to support business growth and an economy fit for the 21st century. The Core Strategy recognises that a large element of job growth up to 2028 will be in the health sector such as medical facilities and care homes, along with other residential and non-residential institutions including further and higher education.
1 Development Management Policies

1.1.2 Core Strategy policy CP2 establishes a presumption against the loss of employment land or buildings unless the overall benefit outweighs the disadvantages of its loss. Policy EC1 of the SADMP provides flexibility for additional employment generating activity within employment areas which would provide similar employment densities to 'traditional' Class B activities, recognising the changing nature of employment within the national and local economy.

1.1.3 It is necessary however to ensure that any proposed use is compatible with and does not prejudice the operational ability of existing Class B or similar occupiers in the area, for example, by considering likely noise, smell and other environmental impacts as part of the planning application process for any proposed non Class B activities.

1.1.4 Likewise, a balance needs to be struck to ensure sustainability and protection of town centres as complementary drivers of economic growth. Consistent with national policy, a sequential approach is therefore adopted to main town centre uses such as retail, office and leisure activity in order to assist regeneration and investment opportunity and the role and function of town centres.

1.1.5 Within larger employment areas sustainability can be enhanced by allowing small scale, ancillary uses which enable workers to access associated facilities without the need for travel. In this context, larger employment areas are considered as being over 8 hectares in size and would include existing and future employment areas at Bindon Road, Monkton Heathfield, Galmington and Priorswood/Crown estates in Taunton and Chelston in Wellington.

1.1.6 Finally, employment land (existing, permitted or required through an allocation) cannot be used to meet a use otherwise required through an allocation.

Monitoring:

This policy relates to Core Strategy Strategic Objective 2 (Economy): 'To provide the right conditions and sufficient land in appropriate locations to retain the Borough's high levels of self containment, re-balance the local economy away from its public sector dominance, promote the growth of the green knowledge economy and raise the overall quality of jobs through related strategies, enabling Taunton and the rest of the Borough to fulfill its true economic potential.'

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.2 Measuring Success.
1.2 Town and Other Centres

**Policy TC1: Activities within primary retail frontages**

In order to sustain and enhance the vitality and viability of the retail core, within the Primary Shopping Frontages of Taunton and Wellington as defined on the inset Policies Maps, non-retail activity falling within Use Classes A2, A3, A4 and A5 and other main town centre uses will be permitted at ground floor level where:

A. The proposal would not result in the number of non Class A1 units exceeding 25% of the frontage block within which the unit is located and/or the unit does not form an important, visual corner plot where the loss would undermine the vitality or viability of the immediate area;

B. Within any frontage block, the maximum number of units falling within Classes A2, A4 and A5 and sui generis uses should not exceed 15%;

C. The proposal would not result in more than two adjoining units permitted for non Class A1 uses in any one frontage block; or

D. It allows for the restoration or rehabilitation of a listed building which is currently in a poor state of repair and which has been actively marketed for retail use but remained vacant for a significant period of time; while protecting the significance of the asset and where appropriate, supporting it where it has been; and

For all proposals:

E. By condition, the use is open during normal (Monday to Saturday, 9-5pm) operating hours;

F. By condition and if considered necessary, later operating hours may be restricted to protect the amenity of surrounding occupants and the vitality and viability of the area generally.

**Justification:**

1.2.1 Core Strategy policy CP3 sets out the hierarchy and role of centres within the Deane. In order to maintain a strong and healthy town centre, government policy requires the definition of primary and secondary shopping frontages. Primary frontages are likely to include a high proportion of (Class A1) shops such as shoes and clothing, household goods, books and foodstores, providing an ‘active street frontage’ contributing to higher footfall and a lively, attractive street scene. They are likely to contain fewer retailers with less ‘active’ window displays such as Banks, age restricted activities such as Bookmakers or limited opening hours such as Takeaways, which reduce interest, footfall and potentially the retail character, vitality and viability of the centre.
1 Development Management Policies

1.2.2 The Council considers it of vital importance to retain the integrity of the retail ‘core’ for the purpose of which it is intended: providing opportunities for competition and consumer choice through the sale of goods in close proximity, in an attractive, lively environment and in the most accessible location. This ‘retail core’ is defined by the Primary Shopping Frontage on the Policies Map. The boundary of the Primary Shopping Frontage for Taunton will be reviewed through the forthcoming Area Action Plan (AAP) review.

1.2.3 Policy TC1 therefore seeks to sustain and enhance the shopping function of the retail core whilst retaining a degree of flexibility and diversity within the primary frontage by allowing a limited, indicative proportion of non-Class A1 shop uses. Due to the changing nature of the shopping experience, the policy will be more relaxed for Class A3 uses (restaurants and cafes). This approach is complemented by the less restricted policy approach to secondary frontages which overall, allows for a high degree of diversity within the town centre as a whole.

1.2.4 It is however equally important to ensure that the vitality and viability of the primary frontages are maintained both across and within the retail core to avoid pockets of fragmentation caused by proliferation or clustering of non-retail (Class A1) use, creating areas of dead frontage, providing less visual interest, footfall and ultimately changing the character of the shopping area. The Policies Map establishes frontage blocks from which proposals will be assessed. These blocks are generally separated and defined by breaks in the frontage created by roads which to a greater or lesser extent form a visual separation or physical barrier within the primary shopping frontage. There are eight frontage blocks within Taunton town centre: St James Street, east and west of North Street, The Parade, High Street, north and south of East Street and The Orchard centre. Within Wellington, three primary frontages are defined: north and south of Fore Street/High Street and South Street.

1.2.5 An additional degree of flexibility within these blocks is also required. For example, even if the frontage block threshold is breached there may be reasons why a change of use to non-Class A1 activity should still be allowed such as the restoration of a listed building. Conversely, if a proposal were otherwise acceptable within the threshold requirement, the unit may form an important visual ‘gateway’ building, on a street corner, the loss of which to a non-Class A1 use may harm the overall character of the immediate area.
Justification:

1.2.6 It is important that as a part of the town centre, the secondary shopping area retains its shopping focus. The policy for the Secondary Shopping Frontages allows significantly greater flexibility for other complementary, non-Class A1, town centre uses such as hot food takeaways, restaurants, estate agents and betting offices, along with smaller scale independent or specialist shops which cannot afford the higher rental levels within the Primary Shopping Frontage. Overall, the primary and secondary frontages together provide for a focussed and competitive town centre with flexibility to evolve with changing market demand, providing customer choice and a diverse retail and related offer.
1 Development Management Policies

Policy TC3: Local Shopping

Within existing Local or District Centres shown on the Policies Map or proposed through Plan allocations, development proposals will be expected to:

A. Generate a reasonable level of footfall and be of general public interest or service;

B. Maintain an appropriate balance of uses in that centre;

C. Not give rise to unacceptable environmental effects which could not be overcome by the imposition of conditions;

D. Maintain or provide active ground floor frontages.

Outside of defined centres but within defined settlement boundaries only, additional individual convenience shops and public houses will be permitted subject to them being:

i. Of a scale to primarily serve a 'walk-in' residential catchment not otherwise served by or allocated for such a use;

ii. Consistent with other Development Plan policies; and

iii. Subject to no adverse impact upon the vitality and viability of a defined local or district centre (existing or proposed).

Justification:

1.2.7 The Core Strategy recognises the need to create sustainable patterns of development and reduce the need for car use. Local and district centres can play an important role in this regard. Local centres would normally contain a minimum of around six units (including a small foodstore of up to 250 sq.m. gross) providing a range of Class A goods and services, sui generis uses normally found in a centre (eg laundrette) and other associated local services such as a Doctors and Veterinary surgeries, in a single location, catering for a local, generally 'walk-in' catchment.

1.2.8 A district centre would be larger in scale and function. One is proposed within the Deane; at Monkton Heathfield, forming part of an urban extension allocated through the Core Strategy. Local and district shopping centres are defined on the Policies Maps or form part of mixed use allocations yet to be built.

1.2.9 The local centres within Taunton and Wellington urban areas to which this policy applies are existing centres at Lisieux Way, Norton Fitzwarren, Bindon Road, Priorswood, Pitts Close Comeytrowe and proposed centres at Staplegrove, Comeytrowe, Jurston and Longforth Farm.
Development Management Policies

1.2.10 Projected requirements for convenience (e.g. food) shopping though the Plan period can be met through existing allocations within the Deane. However, in order to provide for local, day-to-day ‘top-up’ shopping in sustainable locations without the need to drive, policy TC3 allows for additional, small scale, individual local convenience shops (Class A1) and public houses within defined settlement limits. The maximum size of any shop will be based on an estimated 80% of trade being drawn from a 10 minute (800 metre) walk-in catchment which is not already served by an existing convenience store, commitment or allocation. Outside of defined settlement limits additional retail provision will not be permitted other than where it complies with Core Strategy policy DM2 criterion 4b.

Policy TC4: Primary Shopping Areas (PSA)

A sequential assessment will be required for all retail proposals falling beyond the Primary Shopping Area (PSA) boundaries for Taunton and Wellington town centres as indicated on the relevant inset Policies Maps.

Proposals that fall outside of the PSA will, where appropriate, require an impact assessment against planned and existing investment in the town centre.

Justification:

1.2.11 In order to provide clarity for retail proposals, the Policies Map shows the extent of the Primary Shopping Area (PSA), which constitutes the “centre” for retail assessments. This would normally be defined as the area where retail development is concentrated, generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage.

1.2.12 Within Taunton, the extent of the PSA would be more appropriately assessed as part of the future of policies outlined in the Taunton Town Centre Area Action Plan (TCAAP) review, which will commence in early 2017. In the interim, the PSA is defined on the town centre Inset Map to coincide with the Primary Shopping Frontage although including the Town Centre TCAAP retail allocations at High Street (East and West, TTCAAP policies Hs1 and Hs2), Coal Orchard (TTCAAP policy Cr2) and to the rear of Debenhams (TTCAAP policy G2f.)

1.2.13 Land at Firepool is allocated within the TTCAAP including an element of retail. Whilst the site lies beyond the PSA, it is within the town centre and consequently should be considered as planned investment in the application of TC4.
1 Development Management Policies

1.2.14 Within Wellington town centre, the PSA is defined to largely coincide with the extent of the Primary Shopping Frontage although due to the smaller, more compact and accessible nature of the centre, it extends along High Street to include the foodstores off Lancer Court and Red Lion Court which both clearly function as part of the town centre.

1.2.15 Within Wiveiliscombe, the PSA follows the town centre boundary as defined on the Policies Inset Map.

1.2.16 Outside of these areas, retail proposals would require a sequential assessment in line with national policy. In addition, Core Strategy policy CP3 requires an impact assessment for any retail proposal in excess of 500 sq.m. gross, applicable to comparison or convenience floorspace.

Policy TC5: Out-of-centre proposals

Outside of the town centre (or Primary Shopping Area for retail proposals), change of use, development or removal or variation of conditions or legal agreements for main town centre uses will only be acceptable where:

A. No sequentially preferable site is available, including consideration of alternative formats for the proposed uses;

B. It would not have a significant adverse impact on the vitality, viability and diversity of an existing or allocated centre including local consumer choice and trade in the centre and taking into account the cumulative impact of recently completed developments, planning permissions and development plan allocations;

C. It would not impact on existing, committed or planned investment within a centre;

D. The proposal is well related to the town centre or Primary Shopping Area for retail proposals and accessible by public transport, cycling and pedestrians for all proposals.

Specifically in relation to retail proposals:

E. Comparison retailing is restricted to an appropriate broad category of goods which cannot easily be sold from a centre and transportable by means other than a car, van or similar vehicle;

F. The sale of related, non-bulky type comparison goods, will only be acceptable if they remain incidental to the permitted category of goods.
Development Management Policies

Justification:

1.2.17 National and local policy requires a sequential approach to main town centre uses to protect vitality and viability of the town centre as the most accessible location, providing a focus for access by a range of means rather than car dependency necessitated by much out of centre activity, and to encourage competition for the benefit of all consumers.

1.2.18 There is also a policy requirement to ensure that when required, any edge or out-of-centre locations should be well accessible and well connected to the town centre. This is important to ensure that non car users are not disadvantaged in terms of access or consumer choice compared with town centres and also reduces the need to travel by private car and thus lowers carbon and other greenhouse gas emissions.

1.2.19 For retail purposes, policy TC4 defines the town centre as the Primary Shopping Area for sequential consideration. For other main town centre uses such as office and leisure use the extent of the centre is defined on the Policies Map as the Town Centre Boundary.

1.2.20 Whilst the Development Plan makes provision for meeting identified retail 'needs' in full, Government policy makes clear that a sequential approach is required for all retail proposals but also recommends that policy consideration should be given to circumstances where a proposal may not within a reasonable time, (generally, available for development within 5 years) be able to be accommodated within or adjacent to a town centre. In such circumstances and in order to protect the vitality and viability of centres, the sale of any comparison goods outside of a town centre should therefore complement rather than compete with goods sold in centre. This will be achieved through condition or legal agreement.

1.2.21 Such uses are often 'bulky' by nature, making them hard to carry or transport on public transport, and often requiring a particularly large unit to display the goods on offer. Condition or legal agreement has generally included DIY goods, furniture, garden products (including plants, buildings and machinery), vehicle goods and parts, electrical goods, caravanning, cycling and camping equipment within this category. The Council also accepts that in order to visualise and enhance the sale of a product (e.g. a settee), related town centre non bulky products (e.g. cushion) may also be acceptable provided that overall, such 'complementary' town centre goods remain 'incidental' to the prime activity and would not therefore constitute the need for planning permission.
Monitoring:

These policies relate to Core Strategy Strategic Objective 3 (Town and other Centres): ‘To enhance the role and function of Taunton town centre in the regional hierarchy through the promotion of regeneration opportunities, and direct development opportunities of an appropriate scale for retail, leisure, cultural, sporting, office and other town centre activities to a hierarchy of centres within the Borough, providing foci for employment provision and extending consumer choice to meet the needs of the entire community, in sustainable locations well served by a choice of means of transport’

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.3: Measuring Success.
1.3 Housing

Policy H1a: Permanent housing for rural workers

New permanent housing for rural workers will only be allowed to support existing activities on well-established units, where:

A. There is a clearly established existing functional need;

B. The need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement;

C. The unit and the activity concerned have been established for at least three years, has been profitable for at least one of them, are currently financially sound, and has a clear prospect of remaining so;

D. The functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the local area which is suitable and available for occupation by the workers concerned; and

E. Other planning requirements, including definition of domestic curtilage, siting and access, and impact on the countryside, are satisfied.

Criteria A to E will also apply in instances where justification can be provided for other occupational dwellings associated with rural-based enterprises. In such cases, the enterprise itself, including any development necessary for the operation of the enterprise would need to meet with the provisions of Policy DM2 of the adopted Core Strategy.

Where the above criteria can be satisfied by an applicant, new dwellings will be of a size commensurate with the established functional requirement.

Occupancy conditions will be applied to new permanent dwellings. Applications to remove these or other related conditions will not be permitted unless:

i. The dwelling is no longer needed on that unit for the purposes of agriculture or other rural based enterprises;

ii. There is no current demand for dwellings for agriculture or other rural based industries in the locality; and

iii. The dwelling cannot be sold or let at a price which reflects its occupancy condition for a reasonable period to be agreed with the local planning authority.
1 Development Management Policies

Policy H1b: Temporary housing for rural workers

Where a new dwelling is essential to support a new agricultural or other rural-based enterprise, whether on a newly-created or an established operation, it should normally, for the first three years, be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation. It should satisfy the following criteria:

A. Clear evidence of a firm intention and ability to develop the enterprise concerned;

B. A clearly demonstrated functional need;

C. Clear evidence that the proposed enterprise has been planned on a sound financial basis;

D. The functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the local area which is suitable and available for occupation by the workers concerned;

E. Other normal planning requirements can be satisfied including definition of domestic curtilage, siting and access and impact on the countryside are satisfied; and

F. An occupancy condition will be applied and permission tied for a maximum period of three years and not normally renewed.

If permission for temporary accommodation is granted, permission for a permanent dwelling will not subsequently be given unless Policy H1a can be satisfied.

Justification:

1.3.1 Policy DM2 of the adopted Core Strategy provides the policy basis for considering planning applications beyond established settlement limits but did not make provision for considering applications for Rural Workers Dwellings. The Framework emphasises the need for development plans to promote a strong rural economy through the promotion of development and diversification of rural and other land-based rural businesses.

1.3.2 Policies H1a and H1b establish the basis by which planning applications for the siting of permanent and temporary new rural workers dwellings can be determined. The policies are founded on previous national planning policy as set out in Planning Policy Statement 7: Sustainable Development in Rural Areas, Annex A.
Development Management Policies

1.3.3 The Council will need to be satisfied that applications can establish a functional need for a dwelling to be provided related to the proper functioning of the enterprise. Examples of where such a need may arise may include workers needing to be on hand day and night in order that essential care is provided to animals or agricultural processes at short notice; or, where there is a need to deal quickly with emergencies which could otherwise cause serious loss of crops or products. On this basis, for the purpose of criterion D, the 'local area' shall be defined as being within a 10-15 minute drive time.

1.3.4 The protection of livestock from theft or injury may contribute to the need for an agricultural workers dwelling but will not by itself be sufficient to justify it. Requirements arising from food processing, as opposed to agriculture cannot be used to justify a workers dwelling, nor can agricultural needs justify the provision of isolated new dwellings as retirement homes for farmers. New forestry dwellings may not always be justified in terms of a demonstrable functional need. Likewise, many rural based enterprises such as farriers, thatchers or agricultural machinery repairs are extremely unlikely to satisfy the criteria for rural worker dwellings.

1.3.5 New permanent accommodation cannot be justified unless the enterprise itself is economically viable. Evidence should be provided as to the size of the dwelling which the unit can sustain and should be proportionate to the housing need of the anticipated or identified occupier. The Council will take account of profitability, giving consideration to the nature of the enterprise concerned. Some enterprises which may operate broadly on a subsistence basis but which provide wider sustainability benefits can be sustained on relatively low financial returns.

1.3.6 Since rural workers dwellings are by their nature, likely to be provided in locations which would not otherwise secure planning permission under other pre-existing policies, the Council is likely to place conditions on such developments and may remove permitted development rights. This will help to ensure the dwellings are available so long as the need for them exists.

1.3.7 Where applications are made to remove occupancy conditions the Council will consider whether there is evidence of local demand for rural worker dwellings. A marketing strategy will be required, in agreement with the local planning authority, for a minimum of 12 months.

Monitoring:

These policies relate to Core Strategy Strategic Objective 4 (Housing): ‘To provide a sufficient supply of high quality housing accommodation to meet the needs of all sections of the community and strategic housing requirements.’

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.4: Measuring Success.
1 Development Management Policies

1.4 Inclusive Communities

Policy C1: Reserved land for educational purposes

The following sites are reserved for educational purposes, as shown on the Policies Map:

A. St Augustine's School, Taunton;
B. Land at Longrun off Heron Drive, Taunton;
C. Land west of Courtfields School, Wellington;
D. Land west of Wiveliscombe Primary School;
E. Land north east of Bishops Lydeard Primary School;
F. Land at West Buckland Primary School.

In addition, land at the Staplegrove Urban Extension (TAU2) will need to be provided for playing fields for Taunton Academy.

Justification:

1.4.1 Policy CP5 of the adopted Core Strategy provides the policy basis for the provision of land for educational use. The Framework recognises the importance of educational infrastructure, and that the capacity of such established facilities and services are able to develop to meet forecast demand. It is important that the educational needs arising from new development are provided for.

1.4.2 Whilst land may be reserved specifically for educational uses as part of allocations in the Core Strategy and Site Allocation and Development Management Plan, there is also a need to set land aside for the expansion of existing educational uses outside of wider allocations. Each of the sites listed above have been identified in consultation with Somerset County Council as the Education Authority.

Policy C2: Provision of recreational open space

The Council will seek to ensure that increased demand for recreational open space arising from new residential development responds to the relevant standards.

Subject to viability; applications will be expected to demonstrate through a land use budget how they are responding to these.
Development Management Policies

Policy C3: Protection of recreational open space

Proposals involving the loss of recreational open space facilities as shown on the Policies Map will not be permitted unless:

A. There is an excess of good quality recreational facilities of the type which would be lost, sufficient to meet local demand; or

B. The proposed development provides recreational or community benefit greater than the long-term recreational value of the recreational facility that would be lost; or

C. Equivalent provision in a nearby and accessible location is made to at least an equal standard and with equal community benefit; or

D. In the case of a school or college playing field only; the land is needed for the development of educational buildings and/or associated facilities, and adequate playing fields to meet statutory requirements would be retained or provided, and

E. It is not required for other recreational uses.

Justification:

1.4.3 The Framework recognises the value and importance of open space, sports and recreational facilities in creating healthy and sustainable communities. It also sets some general guidance on disposal of such facilities. The Core Strategy acknowledges the positive impact access to recreational space has on the environment as well as the health and wellbeing of the population. Protection, improvement and provision of good quality formal and informal recreational space within walking distance of where people live and work promotes activity and interaction. This enables people to stay healthy and well, reduces health and social inequalities, and builds sustainable and resilient communities. These spaces also perform multiple environmental and ecological functions including wildlife habitat, flood mitigation and resilience to climate change.

1.4.4 The Council defines recreational open space as usable areas of formal and informal green space (above 0.4 hectares), and includes: allotments, children’s play areas, provision for teenagers, parks and recreation grounds, outdoor sports facilities (for example: playing pitches, courts and tracks), cemeteries and church yards, amenity open space, woodlands, orchards, and semi-natural open space.

1.4.5 The Core Strategy Policy CP5 establishes the principles for policies C2 and C3. It recognises the positive impact access to recreational space has on the environment as well as the health and well-being of the population. Protection, improvement and provision of good quality formal and informal recreational space within walking distance of where people live and work promotes activity
and interaction. This enables people to stay healthy and well, reduces health and social inequalities, and builds sustainable and resilient communities. These spaces perform multiple environmental and ecological functions including wildlife habitat, flood mitigation and resilience to climate change.

1.4.6 When looking at the totality of provision for the Borough; at present there is a good supply, 6.23ha per 1000 population, and the majority of the existing homes fall within the defined walking distances. However, deficits created by new development allocations have been identified. It is important therefore that new development makes provision for the additional needs it will generate. Whilst new development can only provide recreational space to address its impact, it will have a positive effect on improving accessibility and availability of recreational space for the existing population.

1.4.7 Disposal of recreational open space should only be permitted where it is not suitable for other recreational open space uses listed above and there is an evidenced surplus, or land available for such uses of an equivalent quantity and quality, or better, is provided as replacement on site or within close proximity to the development. Proposals to develop on land or buildings subject to this policy will be required to be accompanied by evidence from a Council or independent assessment that the facilities are surplus to requirements. Whether an alternative site is in a convenient location will be determined through consultation with the Borough Council.

1.4.8 The requirements for Policy C2 must accord with the Borough Council’s relevant adopted standards for Children's Play, Allotments, Green Space, Playing Pitches, and Built Sports Facilities.

1.4.9 Developers will normally be expected to provide children’s play areas, allotments and playing-pitches on-site. In some cases, on-site provision may not be desirable or feasible due to the physical characteristics of the site, for example: the gradient or area is small in size. In such circumstances the additional demand for recreational open space arising from the development can be met in other ways. This may be through the improvement of existing facilities suitably located to meet the needs of the site, thus enabling them to accommodate additional usage, or it may involve the provision of new facilities off site. In either case, implementation is likely to be sought through financial contributions secured by planning obligations. New Children's Play Areas will normally be secured through Section 106 agreements. All other recreation space will be delivered through Community Infrastructure Levy.

1.4.10 Applicants will need to provide a land budget for the development area; setting out how it will accommodate the various recreational and community infrastructure requirements. Such a budget may be included as part of a masterplan or development brief prepared for the site or addressed through the Planning Statement or Design Statement.

1.4.11 Multi-functional green space (for example: children's play areas encompassed within recreation grounds and woodlands) providing both habitat mitigation and recreational open space will be encouraged.
1.4.12 It is recognised that only strategic and larger sites will be of a scale to generate the provision of an area suitable for playing field use. In the majority of cases this requirement is likely to be met through provision of facilities off-site. To ensure that such provision can be made, land is set aside for development of new playing fields within the Comeytrowe and Staplegrove allocations. The allocations for Monkton Heathfield as well as land at Longforth and Cades/Jurston Wellington were made during the Core Strategy.

1.4.13 The creation of sports hubs (multiple sports clubs in one location) will be encouraged to enable the sharing of facilities (such as: changing rooms, parking, spectator areas and function rooms) and maintenance costs (such as: utilities, ground care, building repairs).

Policy C4: Protection of community facilities

The loss or change of use of existing community, cultural and social facilities will only be permitted where:

A. Evidence is submitted to demonstrate that there is no longer a community need for the facility; and

B. The facility is no longer financially viable; and

C. It could not be put to another similar, community use; or

D. Replacement facilities are provided on site, or within the vicinity to meet the needs of the local population.

In the case of destination facilities serving more than one community, it must be demonstrated that the need can be met in an alternative or existing facility in Taunton, Wellington or a defined rural centre and is accessible to its intended users by a range of sustainable transport modes.

Policy C5: Provision of Community Facilities

The Council will seek to ensure that increased demand for community halls arising from new development is met in line with the relevant standards. Subject to viability; provision for new community halls will be secured through CIL although applications will be expected to demonstrate through a land use budget how they are responding to the standard.

Justification:

1.4.14 Core Strategy Policy CP5 establishes a framework for the Council’s policies on protection of and provision of community facilities and services. National policy states that planning policies and decisions should deliver the social, recreational and cultural facilities and services that the community needs and
guard against unnecessary loss of valued facilities. They should also ensure that established facilities and services, where it is economically viable, are retained, and able to develop for the benefit of the community.

1.4.15 The Council defines community facilities as buildings and spaces which are inclusive and provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of a community. These may include facilities that are non-commercial and not-for-profit, but member’s only clubs are excluded. Community facilities include: community centres, meeting places (for example: places of worship), community and village halls, youth centres and nurseries, leisure centres and sports venues, shops, public houses, schools, police stations, healthcare, entertainment and cultural buildings, and libraries. It does not include recreational spaces as these are covered under policies C2 and C3.

1.4.16 The Framework states that local authorities should plan positively for the provision and use of shared space and community facilities such as meeting places, which along with other local services, enhance the sustainability of communities and residential environments. It's important that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community.

1.4.17 Community Halls provide adaptable space which can be used for a wide range of educational, health and social uses. The Core Strategy highlights the need for new Community Halls in Monkton Heathfield Urban Extension, additional Community Facilities in Priorswood/Nerrols, Community Hall at Wellington Longforth, Community Hall at Wellington Cades/Jurston, Community Hall at Staplegrove and social infrastructure at Comeytrowe/Trull. TDBC has an adopted a Community Halls Strategy and Built Sports Facilities Strategy, which provide the context relevant thresholds and standards for new provision.

1.4.18 It is accepted that some of the community facilities will have a large geographical catchment and serve more than one village or town. These destination facilities include: sports hubs, leisure centres, the two main Borough parks and other sports venues, and theatres, museums and cinemas. They should primarily be in one of the Borough’s sustainable settlements and accessible to its intended users by a range of sustainable transport. Disposals of such facilities must be accompanied by evidence that need can be met in an alternative or existing facility and that the intended users are not disadvantaged.
Policy C6: Accessible facilities

Within the public realm of major development schemes with public access and serving a wider than local catchment area, provision must be made for fully accessible changing and toilet facilities. There should be enough space for those who cannot use standard accessible facilities and must contain the correct equipment including a toilet, shower, height adjustable changing bench and a hoist.

Justification:

1.4.19 Often disabled and people with profound and multiple learning disabilities are excluded from everyday activities that the rest of society takes for granted because there is a lack of awareness of their needs. Part of enabling areas to be fully accessible to all is the provision of fully accessible changing and toilet facilities within the public realm.

1.4.20 Policy C6 will apply to developments that would draw in a wider than local, walk-in catchment such as large, often mixed use retail or leisure led proposals. It would not apply to purely residential schemes since any specific requirements should be met within individual dwellings.

Monitoring:

These policies relate to Core Strategy Strategic Objective 5 (Inclusive Communities): ‘To reduce inequalities and deliver more prosperous, cohesive communities.’

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.5: Measuring Success.
1 Development Management Policies

1.5 Accessibility

**Policy A1: Parking requirements**

New development will normally be required to make provision for car parking in accordance with the standards in Appendix E.

In order to promote sustainable travel and to make efficient use of development land, the Borough Council will also consider the need for car parking against the following criteria:

A. The impact on urban design and historic environment;

B. The accessibility of the development by public transport, walking and cycling, and its proximity to employment and services;

C. For residential development, the type and mix of the proposed dwellings.

Reductions in the level of car parking provision will be expected for elderly persons', student and single persons' accommodation, and for developments involving the conversion of buildings where off-road parking provision may be difficult to achieve. Car-free developments will be sought in appropriate locations, such as within or adjacent to Taunton and Wellington town centres.

The Borough Council will require all development to make provision for cycle parking equal to or in excess of the standards set out in Appendix E.

**Justification:**

1.5.1 The provision of car parking can have a significant effect on the amount of land required for development. Historically, the quantity and amount of parking has sometimes had an adverse effect on urban design, with environments becoming dominated by parked vehicles at the expense of provision for people and sustainable modes of travel.

1.5.2 Parking issues in residential areas are often as much about the design and layout of streets and parking areas than they are about the number of spaces available. In addition, particularly in urban areas, it is not possible to meet an open-ended demand for additional vehicle parking. The Borough Council will therefore encourage greater use of non-allocated parking, which uses space more efficiently, together with the design of residential streets as 'home zones', with on-street parking integrated in a high-quality paved and landscaped setting and with traffic speeds strictly controlled. Where possible, parking should be branded in close proximity to main entrance.
Development Management Policies

1.5.3 The differing needs of urban and rural areas in the Borough are reflected in the proposed standards, with the lowest levels being in Taunton town centre which has the greatest opportunity for people to walk, cycle or use public transport to access facilities. Conversely, rural areas will have the highest levels of car parking to be permitted, as opportunities to travel other than by car are generally very limited. Cycle ownership and use is to be encouraged by the provision of at least one cycle space per bedroom in every new dwelling across the Borough.

Policy A2: Travel Planning

All development proposals which generate a significant amount of movement will be required to include a travel plan. Where a travel plan is required, necessary measures will include:

A. Appointment of a travel plan co-ordinator;
B. Modal split targets (car/employee ratio) for non-residential developments;
C. Monitoring and review procedures;
D. Provisions in relation to speculative development, multi-occupation and future occupiers;
E. Measures to manage travel generated by visitors to a site;
F. Agreed time periods for contributions to scheme start-up costs;
G. In phased developments, trigger points for the introduction of transport measures.

Justification:

1.5.4 In line with paragraph 36 of the Framework, Travel Plans will be required for all developments which generate a significant level of movement.

1.5.5 Detailed travel planning will need to take place to identify the travel requirements of development and to ensure provision is made for sustainable modes as a fundamental and intrinsic part of the design and planning process. This should be in accordance with the County Council’s Manual for Travel Plans (MfTP) guidance.

1.5.6 An interim or preliminary travel plan will normally be required before a planning application is determined. This should specify all measures to be implemented before development and occupation, and should include a framework and timetable for the final travel plan. The final travel plan will then be agreed with the initial occupier of the development and will come into effect upon occupation.
1 Development Management Policies

Policy A3: Cycle network

New development should not conflict with, and where relevant should provide for:

A. On and off-road cycleways as shown on the Policies Map;

B. Traffic calming, traffic management and junction re-design to benefit cyclists;

C. Convenient and secure cycle parking facilities;

D. Provision of lighting on paths within, and where appropriate, between urban areas to enable cycling after dark; and

E. Implementation of cycle schemes identified in the County Council’s Future Transport Plan.

Justification:

1.5.7 There are good opportunities to develop a network of new and improved cycle paths, particularly in Taunton but also to some extent in Wellington. On average, around 6% of journeys to work in Taunton Deane are currently made by bike, rising to 10% in Comeytrowe. Levels of cycling in Taunton are some of the highest of any non-university town, but are still relatively low by the standards of many countries on the Continent. There is a need for significant investment in the provision of new cycle facilities and the maintenance of existing ones.

1.5.8 The proposed urban extensions around Taunton and Wellington provide good opportunities to extend the core cycle network. The internal layouts of the urban extensions (and other major developments) need to provide good facilities for cyclists so that people can cycle readily between new residential areas and existing employment, shopping and other facilities in the towns.

1.5.9 As well as creating new routes, serious efforts are needed to tackle barriers to cycling in the existing urban areas. For example, difficulties exist in Taunton at the gyratory systems north of the railway station, at Park Street, and on the A38 which presents an obstacle to entry to the town centre from the south. Schemes will be identified through the County Council’s Future Transport Plan to improve conditions for cyclists both on and off the existing road network.

1.5.10 To enable use after dark, a particular issue in winter, cycle routes within and in some cases between urban areas will need to be lit. It may not always be necessary to use highway-type lights and less obtrusive methods should be considered in sensitive areas, such as where light averse bat species occur.
Policy A4: Protection of disused transport corridors

Proposals which would affect the route of disused railway lines or canals will only be permitted where a corridor suitable for the potential re-use of the route for its original purpose is provided.

Where redevelopment takes place at a location where continuity of a former railway or canal has previously been lost, provision should be made for the potential restoration of the continuous line of route.

Within Taunton Deane the routes concerned are: former Taunton - Chard railway line; former Taunton - Barnstaple railway line; former Grand Western Canal; former Chard Canal.

Justification:

1.5.11 Development proposals should retain the potential for disused railway lines and canals to be brought back into use. In the interim they could be used as footpaths or cycleways. Alternatives to use of the original route where this has been blocked are seldom or never as good. Schemes are also increasingly being brought forward to re-open closed railways to serve expanding populations, including at some locations in the South West. Restoration of abandoned and de-watered canals is being undertaken around the UK, including at some locations which have previously been overbuilt. In general, space should therefore be retained or recreated so that original canal or railway uses can be restored, although such initiatives are likely to be beyond the timescale of this plan.
1 Development Management Policies

Policy A5: Accessibility of development

Residential development should be within walking distance of, or should have access by public transport to, employment, convenience and comparison shopping, primary and secondary education, primary and secondary health care, leisure and other essential facilities.

All major non-residential development should be accessible within walking distance or by public transport to a majority of its potential users.

Provision should also be made for cycling between residential development and non-residential facilities, or between a non-residential development and its catchment area, where these lie within 5km of the development.

Maximum acceptable travel time (minutes)

For public transport, includes waiting time and walking times at each end of the journey

<table>
<thead>
<tr>
<th></th>
<th>Taunton and Wellington (including urban extensions and associated settlements)</th>
<th>Other areas</th>
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<tbody>
<tr>
<td></td>
<td>Public transport</td>
<td>Car</td>
</tr>
<tr>
<td>Shopping and education</td>
<td>25</td>
<td>15</td>
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<tr>
<td>Other non-residential facilities</td>
<td>30</td>
<td>20</td>
</tr>
</tbody>
</table>

Maximum acceptable walking distances (i.e. not 'crow fly' distances)

Residential development in Taunton and Wellington

<table>
<thead>
<tr>
<th></th>
<th>LEAP</th>
<th>NEAP</th>
<th>Bus stop</th>
<th>Playing fields</th>
<th>Primary school</th>
<th>Health centre</th>
<th>Local shops</th>
<th>Secondary school</th>
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<tr>
<td></td>
<td>400m</td>
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<td>600m</td>
<td>1000m</td>
<td>800m</td>
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</tbody>
</table>
Development Management Policies

Justification:

1.5.12 Accessibility standards need to be different in rural areas when compared to the main towns in the Borough. For example, it is clearly not possible for more than a small minority of rural residents to be able to walk or cycle to major facilities such as shopping centres, hospitals or secondary schools. The accessibility of sites in rural areas does remain important, particularly in terms of travel time to urban facilities or the existence of regular, daily bus services from a settlement to nearby towns.

1.5.13 The standards for access to local facilities are based on work undertaken by the University of the West of England and the Borough Council's established policies for provision of facilities for play.

1.5.14 It has been well established that bus ridership falls off substantially where distance to walk to bus stops exceeds 300-400m. Given that bus frequencies in Taunton Deane are relatively low compared with larger urban centres, it is important that walking distances to bus stops are short, and walking and waiting conditions attractive to potential bus users. It is also important that wherever practical, buses are not required to divert from a direct route in order to serve new areas of development, as this penalises existing bus users by extending journey times, as well as increasing operating costs.

Monitoring:

These policies relate to Core Strategy Strategic Objective 6 (Accessibility): "To improve accessibility between homes, jobs and services and achieve a major change in travel behaviour towards walking, cycling and public transport."

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.6: Measuring Success.
1 Development Management Policies

1.6 Infrastructure

Policy I1: Powerlines

Where appropriate, the siting of overhead lines should follow the latest guidance, positioned to minimise the impact on landscape and amenity, whilst also having regard to public safety. Consideration should be given to undergrounding local power lines (66kv and below) where the environmental reasons can be justified and would not render the development unviable.

Justification:

1.6.1 Power lines are generally covered under permitted development rights. However, through any required consultation procedures and where planning permission is required, it is important to ensure that, wherever possible, their impact is reduced. The visual impact of electricity lines, poles and pylons can affect the setting of areas of high townscape or landscape value.

1.6.2 Formal requirements for environmental assessment and the latest guidance for routing power lines to reduce potential impact and visual amenity should be followed.

1.6.3 New powerlines will be assessed against existing environmental policy, relevant national legislation and rules. In locations where new powerlines laid underground is desirable, such as within AONB’s, Special Landscape Features, Conservation Areas and vicinity of Listed Buildings, an applicant needs to demonstrate why undergrounding cables in a location has been ruled out.

1.6.4 Policy I1 will be reviewed in the light of any scientific evidence regarding possible harmful effects of high-voltage power lines on public health. Reference is made to public safety since power lines can be hazardous in certain locations, notably above playing fields used for kite flying.
Development Management Policies

Policy I2: Telecommunications

Proposals for the siting of telecommunication equipment must demonstrate that they have sought to use sites or solutions that minimise environmental and visual impact and aim to keep the number of masts and sites to a minimum, consistent with the efficient operation of the network. Where possible, existing masts, buildings and structures should be utilised. If a new site or structure is required, sound justification must be provided. Consideration should be given to the sympathetic design and sensitive siting of communications infrastructure, particularly in areas where pedestrian and disability access could be compromised.

Justification:

1.6.5 The Framework recognises that advanced, high quality communications infrastructure is essential for sustainable economic growth and enhancing the provision of local community facilities and services.

1.6.6 In most situations the siting of telecommunications equipment, including broadband cabinets, are regarded as permitted developments. Nevertheless, the landscape impact of telecommunication equipment, especially masts, can be significant, any development should therefore be justified and appropriately sited to minimise these impacts through any required consultation procedures and where planning permission is required. Visually prominent sites, particularly in AONBs are inappropriate.

1.6.7 Where it can be demonstrated that new telecommunications facilities are genuinely required, provision should be made for additional capacity to future proof against the growing demands for network development.

Policy I3: Water management

Proposals for residential or commercial development within the consultation zone of a sewage treatment works or within 15 metres of a standard pumping station must demonstrate through an impact assessment that they are not adversely affected by odour, noise or vibration. Proposals that are affected will not be agreed without adequate mitigation.

Justification:

1.6.8 The amenity of residents and occupiers of any proposed development may be negatively impacted by existing operational wastewater or water supply infrastructure, due to odour emissions, noise or pollution. The operational ability of essential infrastructure could also be compromised. Wessex Water therefore
require consultation for proposals within a sewage treatment works consultation zone and/or 15m of a sewage pumping station to ensure that the proposed development can co-exist. Consultation zones range from 250m to 400m from the boundary of the sewage treatment works, the radius depends on population/traders served and the nature of processes on site.

**Policy I4: Water infrastructure**

**Adequate foul drainage/sewage treatment facilities and surface water disposal shall be provided for all new development. Separate systems of drainage with points of connection to the public sewer system or outfalls will be required.**

Surface water shall be disposed of by Sustainable Urban Drainage Systems (SUDS) unless it is demonstrated that it is not feasible.

**Justification:**

1.6.9 It is important that adequate surface water disposal and sewage treatment facilities are available to service a development, or suitable arrangements are made for their provision. Development which may result in increased nutrient load to sensitive watercourses should incorporate adequate mitigation to protect the quality of the water supply.

1.6.10 Where appropriate, surface water disposal should incorporate SUDS in order to reduce flood risk and assist the quality and availability of the water supply. Along with other Somerset authorities, the Borough Council will consider the preparation of a joint technical document or SPD to assist in best practice for incorporating SUDS in development proposals.

1.6.11 Policy I4 ensures developers have a robust drainage strategy to reduce the risk downstream of pollution and flooding, furthermore, it is recognised that the provision of adequate foul infrastructure is vital to protect the environment and public health.

1.6.12 The Council will consult with the Flood Drainage Authority, and where applicable, the Environment Agency. The FDA (SCC) will generally sign-off approval of SUDs for smaller sites, whereas the EA will sign-off schemes over 1ha and/or at risk of flooding.

**Monitoring:**

These policies relate to Core Strategy Strategic Objective 7 (Infrastructure): ‘To ensure that development provides or contributes to the on and off-site infrastructure that is necessary for the development to proceed and to mitigate impact on existing communities and the environment.’

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.7: Measuring Success.
1.7 Environment

Policy ENV1: Protection of trees, woodland, orchards and hedgerows

Development should seek to minimise impact on trees, woodlands, orchards, historic parklands and hedgerows of value to the area's landscape, character or wildlife and seek to provide net gain where possible. Where the loss is unavoidable, the works (or development) should be timed to avoid disturbance to species that are protected by law. Adequate provision must be made to compensate for this loss.

Development which would result in the loss of Ancient Woodland, Aged or Veteran Trees will not be permitted.

The proper management of this resource for nature conservation purposes will be sought.

Justification:

1.7.1 The Framework emphasises that planning policies should aim to conserve and enhance biodiversity. In line with the Framework, the Council considers it important to protect trees and hedgerows through planning policy as they make a vitally important contribution to both the landscape and biodiversity of the Deane while also enhancing its attraction as a place to live and visit.

1.7.2 The Core Strategy Policy CP8 provides a high level, strategic policy on protecting trees and woodland in the Borough but does not go into sufficient detail on specific woodland policy.

1.7.3 The Borough Council will generally protect trees, woodlands, orchards, historic parklands and hedgerows, particularly broadleaf species and those located in AONBs, and places open to public view. Hedgerows are a particularly important part of the pastoral landscape. Their loss is potentially harmful to the rural character of villages and lanes.

1.7.4 Only where trees, woodlands, orchards, historic parklands and hedgerows are not considered to be of significant value, (in landscape, amenity, and wildlife terms) will development likely to harm them be permitted. In those circumstances, developers will be required to provide adequate tree or hedgerow cover, as appropriate, to compensate for their loss. The management of such tree and hedgerow cover will be sought by planning obligations or Condition.
1 Development Management Policies

Policy ENV2: Tree planting within new developments

The planting of trees within new developments shall be sought where this would benefit wildlife and biodiversity, enhance landscape or public amenity. Trees should be planted in:

A. Communal areas and along streets or/and between buildings; and
B. On highway verges (depending on safety issues and reasonable cost of future maintenance).

Development proposals should where possible provide a broad mix of native and non-native trees in new developments.

The proper management of this resource for nature conservation purposes will be sought.

Justification:

1.7.5 The Framework identifies the importance of 'incorporating biodiversity in and around developments'. It also encourages planning policies to ensure that 'developments are visually attractive as a result of good architecture and appropriate landscaping' and 'to provide resilience to the impacts of climate change'.

1.7.6 The adopted Core Strategy does not include a specific policy on tree planting, but the supporting text of policies CP1 and DM5 refer to the benefits of tree planting as a localised measure in climate change adaptation and mitigation as well as helping to support local biodiversity.

1.7.7 Research has found that providing trees in urban areas has multiple social, environmental and economic benefits. Trees can engender a sense of belonging and pride in place, can increase property values by 5-18% and can help to reduce the impacts of climate change, filtering pollutants, providing shade and wildlife habitat.

1.7.8 However, trees on highway land can be costly to maintain. Tree planting on communal, landscaped areas between buildings and fronting a road can contribute to softening the street scene without impacting on the highway itself.

1.7.9 The Council's preference is for a broad mix of native and non-native trees in new developments. Such a mix would offer the best solution in terms of design, biodiversity and climate change adaptation. Fruit trees and in-particular apple trees are part of the County's heritage and providing them within residential areas will help to ensure local distinctiveness is maintained. The Council's in-house landscape team will provide advice on choosing the right trees for the right locations. The management of such tree cover will be sought by planning obligations.
Justification:

1.7.10 The Framework states that the planning system can contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Policy ENV3 (Special Landscape Features) affords protection to features of the landscape which make an important contribution to the local or wider character and quality. These areas have been subject to a detailed review through the Special Landscape Feature Assessment (2014).

1.7.11 Within the Deane there are a number of features including Stonegallows Hill, Cotlake Hill and Creechbarrow Hill which merit protection as Special Landscape Features under policy ENV3. Whilst, with the exception of Creechbarrow, these SLFs are outside settlements and thus protected by Core Strategy policies DM2 and CP8, the Council considers that there is still a need to protect and thus retain the SLF designation.

1.7.12 The designated features are:

- Taunton: Cotlake Hill, Creechbarrow Hill, Knowle Hill, Norton Hillfort, Rag Hill, Stonegallows Ridge and Bishops Hull River Cliff;
- Wellington: Foxdown Hill/The Cleve;
- Bradford-on-Tone: River Cliff;
- North Curry: North Curry Ridge;
- West Buckland: West Buckland Hill around St Mary's Church.

1.7.13 The following criteria have been used in identifying Special Landscape Features (SLFs), and will be used to identify any new ones in the future:

- Particularly important in the wider landscape;
- Particularly important to local landscape or setting of a settlement (this may be by virtue of an important function, e.g screening or containing a settlement);
- Are outside of an AONB.
1 Development Management Policies

1.7.14 Two SLFs identified in the previous Local Plan; Burrow Mump and Thorn Clump, lie well beyond settlement boundaries and are unlikely to have any significant development pressures. Together with Linden Hill, which is considered to have limited special landscape value, these SLF’s are no longer retained in the Development Plan.

1.7.15 It is not necessary to identify SLFs within AONBs since the latter are already strongly protected as statutory areas of national landscape importance.

Policy ENV4: Archaeology

Where a development proposal affects a site of archaeological importance, Area of High Archaeological Potential, or it is known or suspected that the development could affect archaeological remains, developers must provide for satisfactory evaluation of the archaeological value of the site, and the likely effects on it as part of the planning process.

Development affecting sites or the setting of designated archaeological heritage assets, and non-designated archaeological sites or settings which have been demonstrated to have a similar level of importance, will not be permitted unless their archaeological and historic interest, character and setting would be preserved. Designated heritage assets of archaeological importance should be preserved in situ. Proposals which do not provide for this will not be permitted unless:

A. The development would make preservation in situ physically impossible and the remains are not of sufficient importance to outweigh the need for development; and

B. Developers would make adequate provision for excavation and recording of remains affected.

Where evaluation does not justify designation as a site of national or county importance and development is to be allowed, developers must provide for an adequate programme of works.

Justification:

1.7.16 The Framework states that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of this and future generations. In line with the Framework, the Council recognises the importance of protecting areas of high archaeological potential and that heritage assets deliver wider social, cultural, economic and environmental benefits.
Development Management Policies

1.7.17 Taunton Deane has a wealth of archaeological interest including over 30 sites of national, and around 500 sites of county, importance as well as the potential for many, as yet unknown remains. It is suspected that many such remains are contained within the historic cores of settlements, many of which have been designated as Areas of High Archaeological Potential and shown on the Policies Maps.

1.7.18 Policy CP8 of Taunton Deane Core Strategy provides a high level, strategic policy on protecting the historic environment. Policy ENV4 provides a more specific and detailed policy for assessing proposals affecting the historic environment, recognising the different requirements depending upon the importance of the site.

Policy ENV5: Development in the vicinity of rivers and canals

Development proposals on, adjacent to or in the vicinity of rivers, streams and canals shall:

A. Improve public access to, along and from the waterway and improve the environmental quality of the waterway corridor;

B. Protect access for vehicular maintenance and future uses;

C. Optimise views of water space through siting, configuration, and orientation of buildings, recognising that appropriate boundary treatment and access issues may differ (between the towing path and offside of the canal); and

D. Prevent adverse impact on amenity including noise, odour, visual and lighting impacts unless adequate compensation and mitigation is provided as part of the application.

Justification:

1.7.19 The Framework states that Local Authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

1.7.20 The importance of green and blue infrastructure is already recognised in the Core Strategy Policy CP8 which identifies a network of green infrastructure assets in the Borough that should be retained and enhanced. A number of green links (through green space) and blue lines (along waterways) are also identified in the Taunton Deane Green Infrastructure Strategy.
1 Development Management Policies

1.7.21 The waterway network, the river, streams and the Canal form part of strategic and local blue infrastructure performing multiple functions;

- Creating valuable green corridors, connecting various wildlife sites and habitats;
- Providing a resource for recreation and sporting activities contributing to health and well-being;
- Improving the physical environment, opportunities for people and the wider economy;
- Supporting sustainable transport modes contributing to carbon reduction and environmental sustainability.

1.7.22 The Council recognises the importance of blue infrastructure and that environmental and public benefit delivered by canals, rivers and streams in turn is substantially dependent upon their health and performance. Waterside development and regeneration activities can create extra pressure upon the waterway network. Development adjacent to rivers and the canal need be sensitively designed in order to respect the heritage, biodiversity, landscape setting and recreational value of the waterway and to safeguard them against inappropriate development.

1.7.23 Appropriate river and canal related development can deliver multiple social, economic and environmental benefits, helping to secure the long-term sustainability of the waterway network, their corridors and adjoining communities. Development proposals adjacent to the river and the canal should seek to integrate the canal/river and towing path into the public realm in a way that treats the waterway as an area of usable space, include appropriate design and a safe access route to it in order to improve the usage of this important piece of blue infrastructure to support health, connectivity and carbon reduction.
Policy ENV6: Wellington Burgage patterns

Proposals for the development of land behind premises in High Street and Fore Street should seek to retain the existing burgage patterns.

Justification:

1.7.24 The form and structure of central Wellington has grown around the characteristic medieval burgage plots which front Fore Street and High Street. The medieval pattern of long, narrow burgage plots is still preserved behind the premises in High Street, and, to a lesser extent, behind Fore Street. Many of the remaining boundary walls are brick and stone and contribute towards the scale and character of the area. Though the walls themselves do not date from this period they do maintain an historic feature which should be recognised when proposals that affect them are considered.

Monitoring:

These policies relate to Core Strategy Strategic Objective 8 (Environment): 'To maintain and enhance biodiversity, the natural and man-made environment, minimising the need to travel, waste, pollution and the use of non-renewable resources and to promote good design and materials which respect and enhance local distinctiveness.'

The monitoring indicators related to this Strategic Objective are set out in Core Strategy Table 2.8: Measuring Success.
1 Development Management Policies

1.8 Design

Policy D1: Taunton's skyline

Development which would detract from the distinctive character and attractiveness of Taunton's skyline will not be permitted.

Justification:

1.8.1 Taunton has a distinctive skyline, characterised by dominant church towers which are visible from several viewpoints. Proposals which would impinge on and detract from the skyline will not be permitted. Measures to enhance the skyline, such as the undergrounding of overhead wires, will be supported.

Policy D2: Approach routes to Taunton and Wellington

Development which would harm the visual qualities of routes into and out of Taunton and Wellington will not be permitted.

Justification:

1.8.2 To maintain the attractive character of Taunton Deane, it is important to safeguard the landscape setting and prevent unsightly or inappropriate development along approach routes into the Borough’s towns, such as main roads and the main line railway. Examples in Taunton include South Road, Honiton Road and Trull Road from the south, Toneway and Priorswood Road from the east, and Wellington Road and Staplegrove Road from the west and Kingston Road from The North. In Wellington, examples include Milverton Road to the north, Taunton Road to the east and Exeter Road to the west.

1.8.3 Roadside advertising, additional highway signs, and design features such as traffic roundabouts, have tended to proliferate and have caused main roads such as the A38 and A358 to become increasingly cluttered and unsightly. This is unfortunate as it is often these roads that provide visitors to Taunton Deane with their initial impression of the quality of the area. Visual impact therefore needs to be given greater weight in future decisions affecting planning and highway development.
Policy D3: Outdoor advertisements and signs

Proposals for adverts and signs will be permitted unless:

A. Their siting, design, appearance, proportion and materials minimise disharmony with or detracts from their surroundings, including the design, character, architectural features, fabric and finishes of any supporting building or structure. Any signage, including projecting signage, should be below first floor window level only and any internal illumination should emphasise lettering and logos rather than the background itself;

B. They intrude upon or harm views to and from the countryside, conservation areas, listed buildings, scheduled monuments or landmarks;

C. They are unduly prominent or create visual clutter when viewed with any existing signs;

D. They present a hazard to public safety.

Justification:

1.8.4 The Framework states that 'poorly placed advertisements can have a negative impact on the appearance of the built and natural environment'. It goes on to say that 'advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.' Policy D3 is consistent with this advice. The policy applies to all proposals requiring advertisement consent.

1.8.5 Supplementary planning guidance, 'Advertisement Control', published by the Borough Council, gives further information.

1.8.6 There is an Area of Special Control of Advertisements (ASCA) covering part of the Borough, north of the line of the former Taunton to Barnstaple railway but excluding the settlements of Wiveliscombe, Milverton and Bishops Lydeard. It allows the local planning authority to enforce stricter control of advertisements, through the Town and Country Planning (Control of Advertisements) Regulations, than would otherwise be the case.

1.8.7 In view of the fact that much of the Quantock Hills AONB is designated as an ASCA, it may be appropriate for the Blackdown Hills to be similarly designated, both for consistency and to further protect the landscape from the effects of advertisements. The Borough Council will consider this designation with other local authorities within the area. If taken forward, the proposal would be pursued separately from the LDF.
1 Development Management Policies

Policy D4: Shopfronts

Proposals for the alteration or construction of shopfronts will be permitted, provided that:

A. The shopfront, including any signage, is well proportioned, well suited to the character of the building of which it forms a part and of the street in which it is situated;

B. Independent ground floor access to the upper floors is retained, except where a safe and convenient rear or side access is available or is provided as part of the development;

C. Materials shall be appropriate to the character of the building and surrounding area;

D. Where appropriate the scheme preserves and enhances the character and setting of Conservations Areas and Listed Buildings;

E. Applications for external grilles or shutters will usually only be acceptable provided that there is a demonstrable need for such a security measure which cannot be met by other means, that they do not detract from any architectural feature or the street scene generally and that they are designed and finished in a way which minimises their visual impact and is compatible with the shopfront.

Justification:

1.8.8 Design considerations are given significant weight in the Framework. Design, and hence an attractive environment, is particularly relevant within town centres, being the focus of the community for a range of activities. The introduction of inappropriate measures can harm the appearance of shopfronts and the general environment, and thus footfall, trade and future investment. The Council has prepared guidance on shopfront and advertisement control to assist potential applicants.

1.8.9 In some instances, the need to provide an attractive environment should be balanced against the need to protect premises from theft and vandalism. This can usually be achieved through measures which do not require planning permission. The Council has produced detailed advice to assist potential applicants. Where external shutters are a necessity any security grill should be open mesh in order to reduce visual impact and retain an attractive and active frontage outside of trading hours.
Policy D5: Extensions to dwellings

Extensions to dwellings will be permitted provided they do not harm:

A. The form and character of the dwelling, and are subservient to it in scale and design;

B. The residential amenity of other dwellings; and

C. The future amenities, parking, turning space and other services of the dwelling to be extended;

D. Where appropriate, the scheme preserves and enhances the character and setting of Conservation Areas and Listed Buildings.

Justification:

1.8.10 Extensions to dwellings are one of the most common forms of planning application. They provide a method of adapting houses to new requirements, but can have an adverse impact on the character of a house or the local area. They can impact on the amenity of neighbouring dwellings by blocking out light to a window or garden, by providing overlooking windows which reduce privacy or by creating an overbearing mass or bulk. Amendments to the design of extensions can usually overcome such problems and the vast majority of extension applications are therefore permitted. In villages, the cumulative effect of extensions on the local character may be substantial. One of the roles of Village Design Statements and Neighbourhood Development Plans could be to influence the design of residential extensions.
Policy D6: Ancillary accommodation

The conversion of an appropriate building within the curtilage of a dwelling for ancillary accommodation will be permitted. The erection of a new building within the curtilage of a dwelling for ancillary accommodation will not be permitted unless:

A. The proposal would be less damaging to the character of the main dwelling or the surroundings than an extension or conversion which meets the need;

B. It would be close enough to the main dwelling to maintain a functional relationship;

C. It does not harm the residential amenity of other dwellings;

D. It does not unacceptably prejudice the future amenities, parking, turning space and other services of the main dwelling; and

E. It does not harm the form and character of the main dwelling and is subservient to it in scale and design.

Where ancillary accommodation is permitted, planning control over subsequent use or sale as a separate dwelling will be imposed.

Justification:

1.8.11 Accommodation subsidiary to a main dwelling can provide living space for relatives, often elderly. The main planning issues relate to the impact on the area and the subsequent use when the need for the accommodation no longer exists. It is particularly important that a new dwelling is not created in this way outside a settlement. Any new building proposed but not regarded as ancillary would therefore be assessed under policy SB1 if outside of a settlement boundary. Even within a settlement, the likely effect of a new building may result in a cramped, awkward arrangement. Accordingly, the creation of a new building will only be permitted once other possibilities have been exhausted.
Policy D7: Design quality

New housing and commercial developments shall create a high standard of design quality and sense of place by:

A. Creating places with locally inspired or otherwise distinctive characteristics and materials;

B. Reflecting the site and its context, including existing topography, landscape features and the historic environment;

C. Integrating into their surroundings through the reinforcement of existing connections and the creation of new ones, and creating legible, connected street networks; and

D. Ensuring that buildings define and enhance the streets and spaces, and that buildings turn street corners well.

Justification:

1.8.12 The Council wishes to encourage high quality design proposals which create a real sense of place for residents and visitors alike. The above principles are drawn from Building for Life 12; an established set of industry standards for securing good design. It has not been necessary for this policy to address other aspects of Building for Life (BfL) since its other guiding principles are addressed in other policies outlined through the SADMP. Schemes that are considered under BfL to have achieved 12 ‘greens’ will be eligible for ‘Building for Life Diamond’ status as exemplars, giving developers and local authorities the opportunity to acknowledge and promote good design. Diamond status will be available prior to build completion, offering developers the opportunity to market their developments using BfL. Schemes achieving 9 greens will still be eligible for ‘Built for Life’ status.

1.8.13 Where appropriate, the Council will encourage the use of Design Panels to assess planning proposals.
1 Development Management Policies

Policy D8: Safety

The design of new developments shall incorporate measures to reduce the likelihood of crime which are compatible with the need to create an attractive and sustainable layout. This should include the following elements:

A. Maximising the number of neighbouring properties with entrances on street elevations;

B. Locating public spaces, circulatory routes and car parking areas where they are visible from within the maximum number of properties;

C. Minimising the possibility of direct access from public areas to the rear gardens of dwellings;

D. Ensuring that the layout of buildings, landscaping and lighting avoids the creation of hidden or dark areas; and

E. Incorporating a mix of land uses which encourages activity throughout the day, where this is consistent with accessibility and residential amenity.

Justification:

1.8.14 The Framework states that planning policies should aim to achieve safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and safe and accessible developments containing clear and legible pedestrian routes, with high quality public spaces that encourage the active and continual use of public areas.

1.8.15 Features which appear likely to be effective include increasing ‘passive surveillance’ of public spaces from within dwellings, making public access to rear gardens difficult, avoiding the creation of hiding places, and encouraging a mix of uses to create activity throughout the day. It is important, however, that designing out crime does not create sterile or unattractive environments, or inhibit the more sustainable forms of travel, by undue physical barriers to walking and cycling.

1.8.16 New development within Taunton and Wellington town centres, identified district and local centres, and defined main streets identified within urban extensions will normally be required to provide an appropriate mix of uses, except where the overall balance of uses in the immediate area or street is considered sufficient to ensure economic variety and diversity.
Policy D9: A co-ordinated approach to development and highway planning

A co-ordinated approach shall be adopted to the design of development and its associated highways.

This should include:

A. Providing for safe walking and cycling routes;

B. Promoting an inclusive environment that recognises the needs of people of all ages and abilities, including the need for social interaction;

C. Reflecting and supporting pedestrian desire lines in networks and detailed designs;

D. Creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes;

E. Developing street character types with reference to both the place and movement functions of each street; and

F. Designing to keep vehicle speeds at or below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds.

G. Where appropriate, preservation and enhancement of the character of conservation areas, designated assets and their settings.

Where appropriate, the Council will seek a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials, street furniture and soft landscaping, including trees.

Justification:

1.8.17 The Borough Council will expect developers to follow the guidance contained in the DCLG/DfT guidance, ‘Manual for Streets’ (Parts 1 and 2) for all residential streets and appropriate wider applications. The majority of highways have important public realm functions beyond the movement of traffic including heritage importance, and should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in street design. For example; the preservation and enhancement of the character of Conservation Areas, Designated Assets and their settings. To this end, the Borough Council would wish to see careful consideration of highway design features, so that streets can work properly while achieving a simple and uncluttered appearance.
1 Development Management Policies

1.8.18 MfS recommends that direct vehicular access to a highway should normally be permitted where traffic flows do not exceed 10,000 vehicles per day. It is accepted that there will be some instances where direct access from the main carriageway is not appropriate. In such cases, development will still be required to face the highway, but using measures such as rear parking or service roads to avoid the need for direct access.

1.8.19 New highways should normally include provision of street trees within the highway area, as it is not acceptable for the public realm used by pedestrians to be devoid of shade, biodiversity or amelioration of traffic impacts. Where necessary, trees should be maintained through a management agreement with the developer.

1.8.20 A Quality Audit process, as set out in Traffic Advisory Leaflet 5/11, would be expected to be used so as to demonstrate how the policy’s design objectives have been met and how the designs will meet key objectives for the local environment.
Policy D10: Dwelling Sizes

Newly constructed, change of use or proposals to subdivide existing dwellings shall meet or exceed the following minimum internal floorspace requirements:

<table>
<thead>
<tr>
<th>Dwelling type (bedroom/persons)</th>
<th>Gross internal floorspace of property</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Flats and other single storey dwellings</td>
</tr>
<tr>
<td>1 bed 1 person</td>
<td>39 sq m</td>
</tr>
<tr>
<td>1 bed 2 person</td>
<td>50 sq m</td>
</tr>
<tr>
<td>2 bed 3 person</td>
<td>61 sq m</td>
</tr>
<tr>
<td>2 bed 4 person</td>
<td>70 sq m</td>
</tr>
<tr>
<td>3 bed 4 person</td>
<td>74 sq m</td>
</tr>
<tr>
<td>3 bed 5 person</td>
<td>86 sq m</td>
</tr>
<tr>
<td>3 bed 6 person</td>
<td>95 sq m</td>
</tr>
<tr>
<td>4 bed 5 person</td>
<td>90 sq m</td>
</tr>
<tr>
<td>4 bed 6 person</td>
<td>99 sq m</td>
</tr>
<tr>
<td>4 bed 7 person</td>
<td>108 sq m</td>
</tr>
<tr>
<td>4 bed 8 person</td>
<td>117 sq m</td>
</tr>
<tr>
<td>5 bed 6 person</td>
<td>103 sq m</td>
</tr>
<tr>
<td>5 bed 7 person</td>
<td>112 sq m</td>
</tr>
<tr>
<td>5 bed 8 person</td>
<td>121 sq m</td>
</tr>
<tr>
<td>6 bed 7 person</td>
<td>116 sq m</td>
</tr>
<tr>
<td>6 bed 8 person</td>
<td>125 sq m</td>
</tr>
</tbody>
</table>

- The minimum floor to ceiling height of the main living space should be 2.5m for at least 75% of the floor area (ceilings to kitchen areas which are part of the main living space are not included);
- At least 9 sq m gross internal area should be added for each additional person;
- For an extra en suite shower room add 3 sq m; for an extra bathroom add 5 sq m;
- All homes providing two or more bed spaces should provide at least one double bedroom.
All bedrooms should provide the following minimum floor areas and room widths:

<table>
<thead>
<tr>
<th></th>
<th>Minimum floor area</th>
<th>Minimum width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single bedrooms</td>
<td>7.5 sq m</td>
<td>2.15 m</td>
</tr>
<tr>
<td>Principal double bedroom</td>
<td>11.5 sq m</td>
<td>2.75 m</td>
</tr>
<tr>
<td>Other double and twin bedrooms</td>
<td>11.0 sq m</td>
<td>2.55 m</td>
</tr>
</tbody>
</table>

General built-in internal storage should meet the following requirements:

<table>
<thead>
<tr>
<th></th>
<th>Minimum floor area</th>
<th>Bed spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>studio</td>
<td>1.0 sq m</td>
<td>1 bed space</td>
</tr>
<tr>
<td>1 bedroom</td>
<td>1.5 sq m</td>
<td>2 bed spaces</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>2.0 sq m</td>
<td>3-4 bed spaces</td>
</tr>
<tr>
<td>3 bedrooms</td>
<td>2.5 sq m</td>
<td>4-6 bed spaces</td>
</tr>
<tr>
<td>4 bedrooms</td>
<td>3.0 sq m</td>
<td>5-8 bed spaces</td>
</tr>
<tr>
<td>5 bedrooms</td>
<td>3.5 sq m</td>
<td>6-8 bed spaces</td>
</tr>
<tr>
<td>6 bedrooms</td>
<td>4.0 sq m</td>
<td>7-8 bed spaces</td>
</tr>
</tbody>
</table>

- Storage areas with headroom between 900mm and 1500mm to be counted at half of their floor area and areas lower than 900mm not be counted at all;
- All areas include an allowance of 0.5m² for fixed services and equipment such as hot water cylinders, boilers and heat exchangers;
- A minimum of 3% of new dwellings on developments of 30 dwellings or more should be built to full wheelchair standards.

Justification:

1.8.21 Market housing has often been built to lower space standards than affordable housing. This is not considered equitable, and the Borough Council will therefore aim to ensure that all new dwellings meet or exceed the same standards.

1.8.22 The standards adopted are those in the Government’s Nationally Described Space Standard (consultation draft) of September 2014.

1.8.23 The standards set out above do not specifically encompass properties for people with mobility problems, and are not for wheelchair standard accommodation. Nationally, it is estimated that 2.3% of all people with disabilities are permanently dependent on wheelchairs for mobility. To meet these special needs, at least 3% of new dwellings on developments of 30 dwellings or more should therefore be built to the Category 3 (wheelchair accessible) standards of the Housing Standards Review.
Development Management Policies

Policy D11: Subdivision of Residential Properties

To ensure that the needs of small households are catered for, proposals for subdivision of residential properties into a number of dwellings within settlement limits will be permitted, provided that:

A. The existing residential property has a floor area greater than 115 square metres and the proposed sub divisions are consistent with policy D10;

B. There would be adequate vehicular access, car parking, cycle storage, amenity space and provision for refuse storage;

C. The accommodation provided would be acceptable taking into account the intensity of occupation envisaged;

D. The proposed units would be self-contained;

E. The character of the area and amenities of adjacent residents would not be harmed; and

F. The proposal would not harm the character of the area having regard to the existing number of converted and non-family dwellings in the vicinity.

Justification:

1.8.24 Falling average household size and rising house prices have increased the demand for small, low-cost dwellings, bringing pressure for the sub-division of family houses. Such houses may now be too large for ordinary family occupation. At the same time, conversions can cause environmental problems, especially in terraced housing.

1.8.25 Problems that arise include issues associated with residential amenity, traffic and parking, dwelling standards (e.g. privacy) and outdoor amenity space. Such proposals often lead to additional on-street parking because the proposed parking is not conveniently located, particularly for visitors. In addition 'private amenity space' is frequently neither private nor of amenity value.

1.8.26 There is a danger that too many houses might be converted to smaller units in an area, giving rise to an unbalanced mix of house types and sizes, including a shortage of suitably sized family accommodation. This is a particular issue in parts of Taunton and Wellington, where smaller terraced houses provide an important part of the lower cost market housing supply.

1.8.27 Outside settlement limits, subdivision of dwellings will normally be resisted.
1 Development Management Policies

Policy D12: Amenity Space

New residential development will be expected to provide amenity space to the following standards:

A. Houses of 2, 3 or more bedrooms should provide a private garden, of adequate proportions for the size of house proposed, for exclusive use by occupants of that house;

B. Flats of 3 or more bedrooms should provide either a private balcony or terrace of usable level space, or, in the case of ground floor flats, direct access to a private or shared garden;

C. 2 bedroom flats should comply with the same requirements as 3 bedroom flats, with the exception that access to a private shared garden will be acceptable as an alternative to a private balcony or terrace;

D. 1 bedroom flats and bedsits should provide either access to a private shared garden, or to a private balcony or terrace of usable, level space.

Adequate space and provision should be made in respect of all residential units for the safe, discreet and conveniently accessible storage of refuse and recycling off the public highway.

Justification:

1.8.28 Every dwelling should have the benefit of some individual or communal private amenity space. Homes in larger developments should also benefit from access to a generous provision of public space that has been designed to meet the needs of a wide range of people.

1.8.29 The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground level patio with defensible space from any shared amenity areas. The following criteria will be considered when assessing whether appropriate amenity space has been provided:

- Location and context of the development, including the character of the surrounding area. For example flexibility may be applied in commercial centres where the proposed development is above existing shop units, and where there is convenient access to high quality public open space;

- Orientation in relation to the sun at different times of year;

- Level of overlooking and enclosure impacting on the proposed dwelling and any neighbouring dwellings;

- Shape and size of the amenity space, including the access to that space and the practical usability of the space.
Development Management Policies

1.8.30 Every dwelling should have the benefit of some individual or communal private amenity space. Homes in larger developments should also benefit from access to a generous provision of public space that has been designed to meet the needs of a wide range of people. Sufficient external amenity space should be provided to accommodate a table and chairs suitable for the size of dwelling; and where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. In calculating how much space might be required, this should be based on bedspaces. External amenity space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made, in order to prevent bins/bags being transported through dwellings.

Justification:

1.8.31 The Borough Council adopted a Public Art and Design Policy in June 2007. Creative and high quality design of the built environment and public realm contributes directly to successful places that promote business activity and attract commercial investment and foster active civic, commercial and cultural life.

1.8.32 Developers are required to demonstrate compliance with the Taunton Deane Public Art Code, and integrate public art into overall masterplanning at the earliest possible stage following the priorities and guidance of the Code.

1.8.33 The Borough Council’s preferred option is for developers to plan and deliver their response to Taunton Deane’s public art and design policy as an integral part of their development.

1.8.34 Developers should contact the Council at the pre-application stage for an initial discussion. They will need to appoint public art expertise to oversee the production and implementation of a public art statement prior to submitting any qualifying planning application. Appropriate public art and design proposals must then be included within the planning application.
1 Development Management Policies

**Monitoring:**

These policies do not relate to a Core Strategy Strategic Objective. As such, it is necessary for the Plan to establish indicators to monitor the effectiveness of these policies.

<table>
<thead>
<tr>
<th>Indicator of achievement</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>New market dwellings built to the space standards in Policy D10</td>
<td>100%</td>
<td>Internal monitoring</td>
</tr>
<tr>
<td>Residential developments of more than 10 dwellings achieving 9 or more 'green' scores when assessed using BfL12</td>
<td>100%</td>
<td>Internal monitoring</td>
</tr>
</tbody>
</table>
2.1 Settlement Boundaries

**Policy SB1: Settlement Boundaries**

In order to maintain the quality of the rural environment and ensure a sustainable approach to development, proposals outside of the boundaries of settlements identified in Core Strategy policy SP1 will be treated as being within open countryside and assessed against Core Strategy policies CP1, CP8 and DM2 unless:

A. It accords with a specific development plan policy or proposal; or

B. Is necessary to meet a requirement of environmental or other legislation; and

In all cases, is designed and sited to minimise landscape and other impacts.

**Justification:**

2.1.1 The Framework recognises the importance of protecting and enhancing the natural environment. The policy also assists in meeting other core principles such as shaping patterns of development to reduce the need to travel, reducing pollution and CO2 emissions.

2.1.2 Core Strategy policies SP1 (Sustainable Development Locations) and DM2 (Development in the countryside) seek to apply strict control over development in the countryside to contribute towards meeting the wider aims of sustainability. The designation of settlement limits or boundaries provide clarity for the application of these policies.

2.1.3 Settlement boundaries assist in protecting the integrity of the countryside, providing a compact form to settlements, preventing sprawl and sporadic development and reducing visual impact on the countryside. Away from defined centres they also assist in reducing the consequences of unsustainable development. Policy SB1 provides further clarity to policies in the Core Strategy since, for example, it is necessary to seek to ensure that even where development may appear to constitute permitted development the Council can seek to minimise impacts through the prior approval notification system in order to limit undesirable development in non-sustainable locations.
2 Spatial Policies

2.2 Taunton

Policy TAU1: Comeytrowe / Trull

Within the area identified on the Policies Map at Comeytrowe/Trull, a new sustainable neighbourhood will be delivered. A comprehensive and coordinated approach to development will be required. Any planning application will need to be accompanied by a masterplan and phasing strategy with associated infrastructure, prepared by the developer in conjunction with the Borough Council and other stakeholders. The overall masterplan and phasing strategy should include:

- Phased delivery of around 2,000 new homes at an overall average net density of 35-40 dwellings per hectare;
- 25% of new homes to be affordable homes in line with Policy CP4: Housing;
- A new mixed-use local centre comprising a convenience store (Class A1) of up to 500 m2 (gross); plus 500m2 of other retailing (Class A1), financial/professional services (Class A2), restaurants and cafes (Class A3), at least one public house (Class A4), take-away (Class A5) and a community hall building (comprising of main hall, meeting room, activity room, storage, kitchen, toilets) and associated parking, together with 0.25 ha of land for a place of worship. Residential or office uses should be provided on upper floors;
- A minimum of 5 hectares of serviced employment land comprising Class B1 b and c., Class B2 and Class B8 use;
- Land reserved (approx 2.5ha) for a 14-class, 2-form intake primary school with pre-school facilities;
- Multi-functional green space (including; allotments, children's play, playing fields, recreational areas, amenity space) in line with the relevant standards;
- Provision of a new ‘Green Wedge’ extending through the site on either side of the Galmington Stream;
- Sufficient areas of created or enhanced habitat to enable populations of those European protected species recorded on site to be maintained or enhanced. This habitat will need to be accessible to the species affected;
• A link road between Honiton Road and the A38 Wellington Road to serve the development area. The design and layout of the road should be sensitive to the Trull village conservation area and should minimise the impact on the prominent ridgeline to the north-west of the site;

• Provision of connected streets designed to be suitable for cycling and walking and, where appropriate, additional measures to ensure that cycling and walking are safe and attractive means of transport;

• Provision of direct and safe walking routes to access existing bus services on the A38 and Honiton Road and allowance for future provision of new local bus services within the development;

• No through access by private car between the new development area and Comeytrowe Lane and Comeytrowe Road and explore options to close off Comeytrowe Lane and Comeytrowe Road as a through-route for private cars only, to prevent future 'rat-running';

• A design that minimises private car access from the urban extension to the existing residential areas in Comeytrowe but maximises pedestrian and cycle links between the existing residential area and the proposed urban extension;

• Include options to facilitate the delivery of a new high frequency dedicated public transport link via Musgrove Park Hospital and Somerset College to the town centre;

• The hilltops and ridgelines should be kept free from development. Development around these areas should be sensitively designed and appropriately landscaped to minimise the impact on the hilltops and ridgelines;

• Parkland type trees should be provided within the housing areas to reduce the landscape impact of the housing development areas;

• Landscape buffers and planting belts are required along the outer edges of the development to reduce the landscape impact of the developed areas;

• A Heritage Conservation Strategy. This strategy will identify heritage assets potentially susceptible to impact, their significance, settings, and where appropriate, proposed mitigation measures sufficient to avoid or minimise harm;
2 Spatial Policies

- Detailed flood risk assessment will need to be undertaken and identify the strategic SUDs infrastructure required;
- Detailed Design codes prepared for individual areas within the development.

Justification:

2.2.1 The Comeytrowe/Trull area was identified as a broad location for a mixed-use urban extension of up to 2,000 dwellings in the adopted Core Strategy (Policy SS7). Previous Studies (Taunton Urban Extension Study (2004) and the Taunton Sub Area Study (2005)) identified this broad area as having potential for between 6,000 and 8,000 dwellings but also highlighted the physical infrastructure constraints in this area, particularly transport and drainage. The Taunton Strategic Urban Extensions Study (Oct 2013) informed the preferred location for the urban extension allocation at Comeytrowe/Trull.
Spatial Policies 2

2.2.2 The Comeytrowe area lies adjacent to the Stone Gallows Hill Special Landscape Feature. The Landscape Baseline Report (Parsons Brinckerhoff, 2011) recommends that the hilltops and ridgelines around Comeytrowe be kept free from development. The approach for drivers travelling from the west is particularly sensitive given the area’s designation as a ‘special landscape feature’. Views into the proposed development site are particularly prominent given the rising ground to the south and east. The area of proposed development needs to be contained within a strong landscape element of buffer planting and there needs to be scope for parkland type trees within the housing areas so that longer term the housing area becomes less dominant as the trees and buffer planting matures.

2.2.3 The ‘saddle’ of higher ground between Stonegallows and the clump of trees above Rumwell Hall, which can be seen from the A38, needs to be carefully planted and managed so that longer term a line of larger growing trees such as oak and lime will frame any new development as seen from the A38 and wider landscape both from the north and south with a skyline of trees rather than buildings. Some of the trees will need to be planted as semi-matures so that they provide a strong initial framework for the new development.

2.2.4 The new Green Wedge proposed along Galmington Stream will need to fulfil a range of functions, including wildlife habitat, formal and informal recreation facilities, cycle and footpath links, sustainable urban drainage systems and visual amenity. It may be appropriate for some of the Green Wedge to remain in agricultural use. Landscape buffers are required to provide suitable edges to the development. The landscape buffers can also be used to provide sustainable urban drainage and green infrastructure for the wider development.

2.2.5 An initial biodiversity offsetting assessment of the protected species in the Comeytrowe/Trull urban extension allocation area has been undertaken based on the Somerset Biodiversity Offsetting Methodology. A more detailed assessment will need to be carried out when the masterplan is completed or if a planning application is submitted in order to provide certainty that the favourable conservation status of these species are unaffected by the proposals.

2.2.6 The design and layout of the spine road will need to be sensitive to the Trull village conservation area and should minimise the impact on the prominent ridgeline to the north-west of the site. With the introduction of the new spine route through the urban extension, a bus loop can be facilitated through the Comeytrowe site connecting up the existing settlement at Galmington and on to the Hospital via a direct link from the site through the Queensway in the existing Comeytrowe area. Options for the provision of a 'bus gate' in the Galmington Road area should be explored as part of the masterplan.
2 Spatial Policies

2.2.7 The majority of the Comeytrowe growth area lies within Flood Zone 1 and is therefore at low risk from flooding. However part of the area is at risk from fluvial flooding from Galmington Stream and this area should be kept free from development. A flood risk assessment will need to be undertaken and the urban extension will need to incorporate strategic SUDs infrastructure.

2.2.8 At present Comeytrowe Lane and Comeytrowe Road are the main access points for the land proposed for the urban extension allocation. Due to the rural nature of significant sections of these local roads, the masterplan should explore the possibility of closing Comeytrowe Road as a ‘through’ route to private cars to prevent future ‘rat-running’ on these routes.

2.2.9 The urban extension proposals will include a local centre, primary school and employment land to ensure a mixed use sustainable development is delivered with access to a range of services and facilities for the new residents and the wider community. Such requirements for a mix of uses is a ‘Core’ planning principle in Government policy.

2.2.10 The Infrastructure Delivery Plan has highlighted the need for a new secondary school in Taunton towards the end of the plan period (2023/2024). It may be necessary for the Comeytrowe/Trull urban extension to facilitate the delivery of the new secondary school on site.

2.2.11 There are number of heritage assets in proximity to the urban extension. In line with the Framework, it is necessary to understand the significance of these assets, their setting and, where necessary measures to minimise harm. Evidence has been prepared in this respect to support the outline planning application for the urban extension.

Delivery

2.2.12 **Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority and CIL Charging Authority in partnership with Somerset County Council, Comeytrowe and Trull Parish Councils, developers and statutory undertakers.

2.2.13 **Delivery Mechanisms:** Development Management process and masterplan prepared by the developers in partnership with Taunton Deane Borough Council and key stakeholders.

2.2.14 **Funding Mechanisms:** Developer contributions and CIL as outlined in Policy TAU1. Potential funding opportunities through the Local Growth Fund.
2.2.15 Implementation and Monitoring:

<table>
<thead>
<tr>
<th>Targets</th>
<th>Monitoring indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land uses</strong></td>
<td></td>
</tr>
<tr>
<td>Deliver 700 new dwellings by 2022 with 25% affordable units</td>
<td>The number of new homes delivered at Comeytrowe/Trull urban extension area</td>
</tr>
<tr>
<td>Deliver 1,300 new dwellings by 2028 with 25% affordable units</td>
<td>The number of affordable homes delivered at Comeytrowe/Trull urban extension area.</td>
</tr>
<tr>
<td>Deliver 14 class 2 form entry primary school with preschool facilities.</td>
<td>The Section106 agreement, CIL monitoring and County Council delivery plans</td>
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<tr>
<td>Deliver a mixed use local centre</td>
<td>Amount of community infrastructure and local convenience shopping delivered.</td>
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<td>A network of open space planned and delivered as part of the wider masterplan agreed with Taunton Deane Borough Council.</td>
<td>Amount of new open space created relative to the number of homes delivered.</td>
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<td><strong>Movement</strong></td>
<td></td>
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<tr>
<td>Encourage walking and cycling as an alternative to the private car</td>
<td>% of trips made on foot and by bicycle</td>
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<td>Deliver on-site CIL requirements.</td>
<td>CIL monitoring</td>
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</tbody>
</table>
2 Spatial Policies

Policy TAU2: Staplegrove

Within the area identified on the Policies Map at Staplegrove, new sustainable neighbourhoods will be delivered. A comprehensive and coordinated approach to development will be required. Any planning application will need to be accompanied by a masterplan and phasing strategy with associated infrastructure, prepared by the developers in conjunction with the Borough Council and other stakeholders. The masterplan and phasing strategy should include:

- Phased delivery of around 1,500 new homes at an overall average net density of 35-40 dwellings per hectare;

- Affordable housing at 25% of total provision in accordance with Core Strategy Policy CP4: Housing;

- A new mixed-use local centre at the intersection of radial and orbital routes adjacent to Kingston Road, comprising a convenience store (A1) of up to 500 m² (gross); 500 m² of other convenience retailing (A1), financial/professional services (A2), restaurants and cafes (A3); at least one public house (A4), take-away (Class A5) and a community hall building (comprising of main hall, storage, kitchen, toilets) and associated parking, together with 0.25ha of land for a place of worship. Residential or office uses should be provided on upper floors;

- A minimum of 2 hectares of serviced employment land comprising Class B1 b and c., Class B2 and Class B8 use; and other appropriate employment generating activities which would generate similar employment densities (excepting main town centre uses such as retail, leisure and offices.);

- A 2.5ha site for a 14-class, 2-form intake primary school with pre-school facilities;

- An extension of the existing Green Wedge on either side of Mill Lease Stream, between Corkscrew Lane and the open countryside north of the existing 132kV power lines;

- Multi-functional green space (including; allotments, children's play, playing fields, recreational areas, amenity space) in line with the relevant standards;

- Diversion of or placing underground the existing 132kV power lines between the A358 and Rectory Road. The line should be therefore be either placed underground or diverted;
Spatial Policies

- Strategic SUDS Infrastructure;
- A new Northern Link Road extending from the western extent of the allocation on the A358 to Kingston Road, with provision for a future eastern extension around North Taunton;
- Closure of Corkscrew Lane and Manor Road, other than for local access;
- Design and travel planning measures to achieve a significant shift to more sustainable forms of transport including, within residential areas, a maximum 20mph design speed and shared surface streets;
- Provision of connected streets designed to be suitable for cycling and walking and, where appropriate, additional measures to ensure that cycling and walking are safe and attractive means of transport;
- Good cycle connections to existing cycle routes, in particular towards the town centre via Gipsy Lane, Clifford Avenue/The Uppers, Bindon Road, and along the route of the Northern Distributor Road;
- Provision of direct and safe walking routes to access existing bus services on the A358 and Kingston Road, and allowance for future provision of new local bus services within the development;
- Sensitive incorporation of the route of the West Deane Way;
- Protection of the Rag Hill special landscape feature by not allowing built development to break the skyline;
- Off-site woodland planting in accordance with the Hestercombe House SAC Appropriate Assessment to mitigate the impact of the development on Lesser Horseshoe bats. Timelines for delivery of the offsite woodland are to be agreed between the Council, County Ecologist and site promoters and should be delivered at the earliest opportunity;
- Landscape buffers and planting belts, including a belt along the outer edges of the development areas, facing bat activity from Hestercombe SAC;
- Provision of public access to enhanced parkland south of the former Pyrland Hall;
- Detailed flood risk assessment will need to be undertaken and identify the strategic SUDs infrastructure required;
2 Spatial Policies

- A Heritage Conservation Strategy. This strategy will identify heritage assets potentially susceptible to impact (including Grade II* listed Yarde Farnhouse, Grade II* listed Pyrland Hall, Grade II listed Okehills and the Staplegrove Conservation Area), their significance, settings, and where appropriate, proposed mitigation measures sufficient to avoid or minimise harm;

- Detailed design codes prepared for individual areas within the development.

Justification:

2.2.16 The Staplegrove area was identified in the Core Strategy as a suitable location for development in the period after 2015. Two areas were proposed for development, separated by a northwards extension of the Staplegrove green wedge on either side of Mill Lease Stream.
2.2.17 The eastern development area is subject to foraging by Lesser Horseshoe Bats from the Hestercombe House SAC. The Hestercombe House Appropriate Assessment requires off-site woodland planting to be established and sufficiently mature to provide replacement foraging for the bats before the eastern area can be developed. A potential area for this new woodland has been identified and agreed with the National Trust, who are one of the landowners in the eastern area.

2.2.18 A key issue is the current route through the village of Staplegrove, which is entirely unsuitable to accommodate additional traffic. For this reason, a new northern link road is proposed running from the A358 to Kingston Road. This would enable traffic to be removed from the centre of Staplegrove, other than vehicles requiring access.

2.2.19 As a result of the SAC and traffic generation issues, development would therefore need to commence at the western end of the allocation, taking access from the A358. Any development at the eastern end would be subject to completion of the proposed distributor road.

2.2.20 The units size parking requirement may be provided as on street parking to provide opportunity for a range of parking solutions and not restricted to on plot provision.

2.2.21 A further constraint is the 132kV power lines that cross the site. As well as impeding the layout of development, these lines have a significant visual impact on the skyline of Rag Hill and when seen from the western approach to Taunton along the A358. The lines should therefore be either placed underground or diverted to run closer to the National Grid lines to the north of the site.

2.2.22 The urban extension proposals will include a local centre, primary school and employment generating uses to ensure a mixed use sustainable development is delivered with access to a range of services and facilities for the new residents and the wider community. Such requirements for a mix of uses is a ‘Core’ planning principle in Government policy.

2.2.23 In December 2015 the Council endorsed a Framework Masterplan for the Staplegrove strategic site allocation. The Framework Masterplan is a high level document and consequently there remained some matters within it (and indeed some matters omitted) which the Council would expect to be addressed over the course of the allocation coming forward.

2.2.24 The extent of the allocation as shown on the Policies Map reflects the Framework Masterplan. The Concept Plan included in the SADMP is indicative but provides an illustration of the anticipated distribution of uses within the development and approximate alignment of the Link Road.
2 Spatial Policies

2.2.25 The submission of detailed design codes for individual areas will be required at the Reserved Matters stage of the subsequent phases. The design codes should demonstrate how they meet the overall visions, objectives and principles established in the adopted Framework Masterplan prepared for the site.

2.2.26 There are a number of heritage assets in proximity to the urban extension. In line with the Framework, it is necessary to understand the significance of these assets, their setting and, where necessary measures to minimise harm. Whilst a significant amount of work has been undertaken to inform the Staplegrove Framework Masterplan, to address the provisions in the Framework, it is considered appropriate to include the requirement in the policy in order to provide a safeguard to ensure that the provisions are addressed.

Delivery:

2.2.27 **Lead delivery body:** Taunton Deane Borough Council as Local Planning Authority and CIL Charging Authority in partnership with Somerset County Council, Staplegrove Parish Council, developers and relevant statutory undertakers and agencies.

2.2.28 **Delivery mechanisms:** Development Management process and masterplan prepared by the developers in partnership with Taunton Deane Borough Council and key stakeholders.

2.2.29 **Funding mechanisms:** Developer contributions and CIL as outlined in Policy TAU2. Potential funding opportunities through the Local Growth Fund.
### Spatial Policies 2

#### 2.2.30 Implementation and Monitoring:

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2 Spatial Policies

Policy TAU3: Pyrland Farm

Land at Pyrland Farm as shown on the Policies Map is allocated for around 45 dwellings. The site should make provision for the creation of offset planting to compensate for the loss of any habitat for Lesser Horseshoe Bats.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.2.31 This site lies immediately to the north of the Cheddon Road. At present the northern boundary to the town in this location has a very raw edge. An allocation on this site presents an opportunity to create a stronger, more defined limit to northern Taunton through the creation of a well-planned development with appropriate landscaping and screening.

2.2.32 Since the site lies partially within the foraging area of Lesser Horseshoe Bats associated with the Hestercombe House Special Area of Conservation, there may be a need to provide offset planting to mitigate the impact of any loss of habitat. The allocation therefore makes provision for this, enabling the residential use to be developed within the defined settlement limit.

2.2.33 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
Policy TAU4: Ford Farm

Land at Ford Farm, Norton Fitzwarren, as identified on the Policies Map, is allocated for around 400 dwellings. The site will be required to deliver:

A. The completion of flood channel works to the Halse Water;
B. The completion of the Norton Fitzwarren bypass; and
C. 1 hectare of serviced employment land.

Development of this site will not be permitted to commence until such time as the flood channel works have been completed.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.2.34 The adopted Taunton Deane Local Plan (2004) included a major allocation at Norton Fitzwarren. This allocation did not include land at Ford Farm. It did however specify the need for a comprehensive flood alleviation scheme which ensures adequate drainage and a sustainable scheme of flood protection as well as a Norton Fitzwarren relief road to the south of the proposed residential areas.

2.2.35 An allocation at Ford Farm will facilitate the completion of flood channel works at Halse Water as it runs across the site as well as the completion of the final ‘leg’ of the Norton Fitzwarren bypass. Without an allocation at Ford Farm there would be little prospect of the comprehensive flood scheme proposals put forward in the Local Plan, nor the Norton bypass being completed.

2.2.36 Since Ford Farm lies wholly within Flood Zones 3a and 3b a Sequential and Exceptions Test has been prepared to support this allocation. Moreover, a Flood Risk Assessment will be an important requirement to accompany any planning application on this site. Since a proportion of the site lies within functional flood plain (Flood Zone 3b), a Grampian condition will be required to ensure that no dwellings are constructed on site until flood channel works have been completed.

2.2.37 Due to the scale of the proposed development it is considered appropriate to include an element of employment provision to assist in the provision of a sustainable development. Such a requirement for a mix of uses is a ‘Core’ planning principle in Government policy.
2 Spatial Policies

2.2.38 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.

Policy TAU5: Bishops Hull / Stonegallows

Land at Bishops Hull / Stonegallows as shown on the Policies Map is allocated for around 70 dwellings. Development of this site should:

A. Respect the setting of the site in the context of the Special Landscape Feature;

B. Avoid the siting of properties at the highest, most prominent parts of the site.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.
Justification:

2.2.39 The site previously formed part of the Special Landscape Feature in the Taunton Deane Local Plan (2004). However, the Taunton Deane Local Plan Inspector had recommended that the Council undertake a rigorous review of the designation and that the site immediately to the north of the allocation be removed from the SLF. This land (Kingslake) has now been developed.

2.2.40 Having now undertaken a full review of the SLF, the Council has considered that the site should be removed from this designation. The site makes only limited contribution to the Stonegallows Hill SLF and subject to appropriate landscaping to its boundaries and siting of properties to reduce landscape impact, can be developed for housing.

2.2.41 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
2 Spatial Policies

Policy TAU6: Silk Mills

A site of 4 hectares at Silk Mills, as identified on the Policies Map, is allocated for employment purposes subject to the following criteria:

A. Uses are restricted to Class B1b (research and development), Class B1c (light industrial), Class B8 (storage and distribution) and other sui generis uses normally associated with an employment area;

B. Respect the alignment of the former Grand Western Canal and allow future access for any tourism benefit;

C. The design and landscaping respects the visual importance of the Green Wedge to the east and south;

D. Ensure that the operational ability of the adjoining Park and Ride site is not compromised.

Justification:

2.2.42 A site of approximately 4 hectares is allocated for employment use to the north of the existing park and ride facility at Silk Mills. This will increase the range of employment opportunities within Taunton which has experienced restricted supply over a number of years.

2.2.43 The allocation includes the alignment of the former Grand Western Canal, protected from development by policy CP8 of the Core Strategy. Together with landscape and screening requirements under Core Strategy policies CP8 and DM1, the developable area will be around 3 hectares.

2.2.44 Due to the location of the site, and the need to retain a range and choice of Class B sites within the Taunton area, it is unlikely that consideration of other employment generating uses under policy EC1 would be considered acceptable.
Strategic Employment Site

2.2.45 Core Strategy policy SS8 establishes the qualitative need for a second strategic employment site, to complement the focus for office provision at Firepool in Taunton town centre site and to enable the county town to fulfil its economic potential. It was proposed to allocate the site through the SADMP.

2.2.46 Workshops with the business community has identified land around Junction 25 of the M5 motorway as the preferred option and the site most closely aligned to the criteria specified under policy SS8. A development company has options on the land and has assessed viability of delivery. A number of recent studies have been undertaken to complement the evidence base to assist an allocation. The net developable area of the site will be between 20-25 hectares.

2.2.47 Due to the implications arising from wider highway modelling work around the strategic road network in the south west, the timescales for modelling the impact of the employment proposal at Junction 25 cannot be completed in time for publication of the SADMP. It is therefore proposed to prepare a 'single issue' plan to allocate this employment site as soon as the Highways Agency can assess the proposed highway impact of the proposal alongside the anticipated changes on the wider strategic route network. Alternatively, inclusion in a forthcoming Local Plan review may be pursued.
2 Spatial Policies

Policy TAU7: The Uppers

Land at the Uppers, Taunton School, as identified on the Policies Map is allocated for around 60 dwellings. Any proposal will need to ensure that alternative sport provision is made as part of the development of the site.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.2.48 This site was allocated in the adopted Taunton Deane Local Plan. Whilst the allocation was not delivered over the lifetime of the Local Plan, its owners have confirmed that the site will be developed and that the allocation should be retained through the SADMP.

2.2.49 A principal requirement of any development will be to ensure that alternative sports pitches are provided for community use on the portion of The Uppers that is to remain undeveloped, as shown on the Inset Map.

2.2.50 The site is generally flat, although there is a distinct change of level towards the middle of it, with the western part being lower than the eastern. The eastern part of the frontage to Greenway Road contains a row of mature horse chestnut trees that are of significant amenity value. These trees should be used to frame views to and from the fronts of dwellings, which should face Greenway Road, although they must be set back sufficiently to safeguard the health of the trees. The Mill Lease Stream passes through the western part of the site and provision should be made for a drainage balancing pond, to resolve existing drainage problems in Greenway Road as part of the development. The remaining area of 1.8 hectares should be developed for a minimum of 60 dwellings.

2.2.51 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
Spatial Policies 2
2 Spatial Policies

Policy TAU8: Remainder of Norton Fitzwarren allocation

MoD land at Cross Keys, Norton Fitzwarren, as indicated on the Policies Map, is allocated for around 30 dwellings.

Land at Taunton Trading Estate, as indicated on the Policies Map, is allocated for a mixed-use development comprising around 400 dwellings and circa 3.3 hectares of employment land within Use Classes B1b (research and development), B1c (light industrial), B2 (general industrial) and B8 (storage and distribution).

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.2.52 This large scale allocation was originally identified in the adopted Taunton Deane Local Plan, redeveloping an ageing employment estate into a mixed use, urban extension. Whilst the allocation has not been delivered fully over the lifetime of the Local Plan, its owners have confirmed that the site will be developed and that the allocation should be retained through the SADMP.

2.2.53 Approximately 130 houses have been constructed to date within the allocation, with around 280 still to be completed. South and east of the distributor road around 3.3 hectares of the Local Plan allocation of the 8.2 hectares employment land remains to be developed. The retention of a mixed use approach to development is a ‘Core’ planning principle in Government policy and assists in the goal of achieving sustainable development.

2.2.54 The MoD land, which lies to the north of the B3227, currently comprises a number of Nissen huts which are used for storage purposes. The site can provide a natural extension to the adjoining housing area to the immediate west, and is suitable for a minimum of 30 dwellings. Vehicular access to the site could be taken from either the extreme westerly point of the site, directly on to the B3227 or from Cross Keys Close. In the interests of visual amenity, a 20 metre landscape strip will be required around those boundaries of the site which front the B3227 and the A358. This will leave a net development area of approximately 0.9 hectare.

2.2.55 A Design Brief has been prepared for the MoD site and is included at Appendix C. This illustrates how a development on this site could be delivered.
2.2.56 In the case of land at the former Taunton Trading Estate, an outline planning consent covers those elements of the site allocated in the Local Plan for housing with planning permission for 517 new dwellings. The site has been developed in parcels with early phases now complete or with full planning permission.

2.2.57 This allocation 'saves' or retains the extent of the housing allocation which has not yet been redeveloped and does not currently benefit from a full planning permission. In order to ensure that local employment opportunities are facilitated and employment uses are retained on the site, an area of the Trading Estate was allocated for identified for such uses within the Local Plan.

2.2.58 The area delineated for employment uses on the Policies Map is now smaller than that previously shown in the Local Plan. This reflects that the form of development which has been granted consent on the site and subsequently developed means it is not considered viable or appropriate to continue to promote employment uses to the north of the Norton Fitzwarren Bypass. Land to the south of the Bypass will be retained for employment (Class B or related Sui Generis) purposes, providing local employment opportunities as part of the mixed use allocation.
2 Spatial Policies

Policy TAU9: Hamilton Road Bus Depot

Land at Hamilton Road Bus Depot, as indicated on the Policies Map, is allocated for around 50 dwellings.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.2.59 This site was allocated in the adopted Taunton Deane Local Plan. Whilst the allocation was not delivered over the lifetime of the Local Plan, its owners have confirmed that the site will be developed and that the allocation should be retained through the SADMP.

2.2.60 The site occupies a sustainable location within reasonable walking distance of town centre facilities, local shops and on a good bus route. Consequently it lends itself towards a higher density scheme providing about 50 dwellings. The setting provided by the Leper Hospital, an ancient monument, and the attractive and unusually designed Leycroft Close, to the west, provide important elements to consider in the design. As a consequence of the existing use of this site, the land may be contaminated. Any development will be required to investigate the likely hazards, assess the risk they present and identify and implement any remedial measures required, prior to the commencement of the new development.

2.2.61 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
Policy TAU10: East of Crown Industrial Estate

A site of 5.5 hectares east of the Crown Industrial Estate, as indicated on the Policies Map, is allocated for employment purposes subject to the following criteria:

A. Uses are restricted to Class B1b (research and development), Class B1c (light industrial), Class B8 (storage and distribution) and other sui generis uses normally associated with an employment area;

B. Measures are taken to solve any ground stability and landfill gas problems;

C. The design and landscaping respects the visual importance of the Green Wedge to the east and views from the road and rail routes to the south.

Justification:

2.2.62 A site of 5.5 hectares is allocated for employment use east of the Crown Industrial Estate. The site forms part of a former landfill site filled over three decades ago and consists of the land yet to be developed from the previous (policy T16) Local Plan allocation. Accordingly, ground instability and landfill gas production are likely to be issues. Appropriate surveys will be necessary to assess the mitigation measures needed for the site to be developed.

2.2.63 The site extends the built up area into the currently open land of the former tip. The site boundary is considered to be the easternmost limit of development before there is significant impact on views across the site and the setting of Creechbarrow Hill. Accordingly, the design and landscaping of the southern and eastern boundaries of the site will be required to reflect the visual prominence of the site and role and function of the adjoining green wedges. The site adjoins the Bridgwater and Taunton canal, so development will be required to respect its setting, character, wildlife, archaeological and recreational value.

2.2.64 Due to the location of the site and nature of the made ground, alternative employment generating uses generally permitted under policy EC1 will not be considered acceptable within this allocation.
2 Spatial Policies
Policy TAU11: Former Priorswood Landfill

A site of 16 hectares at the former Priorswood landfill site, as indicated on the Policies Map, is allocated for community woodland or other appropriate recreational uses.

Justification:

2.2.65 The site extends to 16 hectares and forms the easternmost part of the former landfill site. The site is capped by only a foot of clay and soil, the putrescible tipped material beneath making development a very costly, if not wholly unrealistic proposition. However, the site is suitable for community woodland or other appropriate recreational uses, being flat and adequately settled. The site lies within the established Monkton Heathfield / Cheddon Fitzpaine green wedge and links to the Bridgwater and Taunton canal and by the public footpath network to the proposed country park to the north, required under the Core Strategy urban extension policies SS1 and SS2.

2.2.66 The proposal would enhance the green wedge and reinforce its functions, which include provision of a buffer separating Taunton from Monkton Heathfield and Bathpool; provision for informal recreation opportunities close to the town residents; provision of a wildlife corridor and protection and enhancement of areas of landscape importance.
2 Spatial Policies

Policy TAU12: Blackbrook Recreational Open Space

A site of 5.8 hectares at Blackbrook, as indicated on the Policies Map, is allocated for recreational open space, subject to measures to preserve the protected species present on the site.

Justification:

2.2.67 Land south of the Blackbrook Pavilion, adjacent to the motorway was allocated for recreational uses within the Taunton Deane Local Plan. It is proposed to carry forward this allocation since it is considered logical to safeguard the site for such uses in view of its location within the Blackbrook Sports Centre complex.

2.2.68 The site is known to be a habitat for dormice. As a protected species, appropriate measures will be required in any development of the land to balance the wildlife interest with future recreational needs.
2.3 Wellington

Policy WEL1: Tonedale Mill

Land at Tonedale Mill; Wellington, as indicated on the Policies Map, is allocated for a mixed use development including around 220 dwellings and 1.5 hectares of Class B employment development. Proposals need to demonstrate that:

A. The re-use of listed buildings is maximised, in the context of the site as a whole;

B. Individual elements do not prejudice the provision of a satisfactory overall scheme;

C. The design, materials and layout of any new development satisfactorily reflects the industrial heritage of the complex;

D. The stream frontage is designed to maintain and enhance the character and environment of the stream, incorporating public access along its length where appropriate and protection of the existing stream-side tree groups;

E. Leisure uses are limited to small scale facilities;

F. Prior to the commencement of development, a scheme of flood mitigation for the whole of the site shall be agreed and the developers shall provide a bond sufficient to ensure that the scheme will be completed in full, the scheme of flood mitigation to be carried out concurrently with development of those parts of the site which lie outside the floodplain, and completed before the commencement of any development within the floodplain;

G. Commitment is made to an overall scheme for the whole complex which seeks to achieve the most beneficial use of the listed buildings from an employment and heritage perspective, including a phasing agreement linking new development to the renovation of existing buildings;

H. A programme of restoration of the retained employment buildings in conjunction with any proposed residential use; and

I. Other relevant development plan policies being satisfied.

Justification:

2.3.1 The Mill complex at Tonedale is an important feature of Wellington’s industrial, historical and architectural heritage. It is thought to be the largest and most comprehensively representative textile manufacturing site in the south-west, with a range of surviving structures unparalleled in England. The majority of the remaining buildings are either grade 2* or 2 listed, and
2.3.2 The site is designated as a County Archaeological Site. The allocation, extending to around 5.7 hectares, is generally under-utilised, and many of the buildings are vacant and in poor condition. Of particular concern is the Cloth finishing works Mills, north range, and the west complex of Tonedale Mills are on English Heritage’s Buildings at Risk Register. Planning permission for these buildings and other parts of the allocation, including enabling development, have been granted but works have halted.

2.3.3 The Council recognises the need to retain the Local Plan allocation and the mix of uses to ensure a sustainable form of development for this important heritage site. In terms of the local economy the site already has an important function in providing a variety of rented space for small businesses. The site can be successfully regenerated to have a continued and expanded role in providing for employment uses. The historic planning permission includes provision for around 1.5 hectares of land for such purposes whilst also having the potential to accommodate other uses including around 220 new dwellings.

2.3.4 Proposals for some housing have already come forward on the site of the former weaving shed, linked to the preparation of a comprehensive feasibility study of the whole site. An appropriate and economically viable scheme of restoration and development will protect and conserve Tonedale Mills heritage.
2.4 Major Rural Centres
2 Spatial Policies

Policy MAJ1: Style Road / Burges Lane, Wiveliscombe

Land at Style Road / Burges Lane, Wiveliscombe, as indicated on the Policies Map is allocated for around 120 dwellings.

The northern part of the allocation shall be laid out as publicly accessible, recreational open space.

Development proposals shall also comply with other policy requirements including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.4.1 This site already benefits from outline and full planning consents for around 120 dwellings with the Style Road half of the site having full planning and Burges Lane having outline permission. The site will deliver 25% affordable housing and associated planning obligations.

2.4.2 The northern part of the allocation shall only be used for publicly accessible recreational open space and associated landscaping.
Policy MAJ2: South of Croft Way, Wiveliscombe

Land south of Croft Way, Wiveliscombe, as indicated on the Policies Map is allocated for around 80 dwellings.

Development proposals shall also comply with other policy requirements including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.4.3 Policy SP1 of the Core Strategy identifies Wiveliscombe as a Major Rural Centre, suitable for allocations of up to 200 new additional dwellings. The allocation lies to the south of the Town Centre and is the most sustainable location to meet future housing provision over the Plan period. In total, the allocation provides around 3 hectares of development land.

2.4.4 Due to the open nature of the site, housing development should be located in the northern half of the allocation.

2.4.5 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
2 Spatial Policies

Policy MAJ3: South of Taunton Road, Wiveliscombe

A site of 4.5 hectares south of Taunton Road, Wiveliscombe, as indicated on the Policies Map, is allocated for primarily Class B1b (research and development), Class B1c (light industrial), Class B8 (storage and distribution) and other sui generis uses normally associated within an employment area.

Justification:

2.4.6 The site extends to around 4.5 hectares and constitutes an allocation retained from the Local Plan. It is required to ensure Wiveliscombe, and its rural hinterland, has enough employment land to meet future requirements. Wiveliscombe is identified in the Core Strategy policy SP1 as a Major Rural Centre. As a sustainable development location it offers a balance of employment, services and facilities for the wider rural community to warrant further employment growth.

2.4.7 Government policy recognises the need to plan proactively to support business growth, which is supported through Core Strategy policy CP2. This policy also establishes a presumption against the loss of employment land or buildings unless the overall benefit outweighs the disadvantages of its loss. In addition, Policy EC1 of the SADMP provides flexibility for additional employment generating activity within employment areas. The residential healthcare facilities approved on part of this site in 2013 is therefore consistent with this policy approach.
Policy MAJ4: Land at Taunton Road, Bishops Lydeard

Land at Taunton Road and Hithermead, as indicated on the Policies Map, is allocated for a residential led, mixed use development of around 150 dwellings together with associated recreational space. Details, including strategic landscaping and planting, number, size and mix of dwellings and the form of recreational space will be determined through the Neighbourhood Plan.

Justification:

2.4.8 Policy SP1 of the Core Strategy identifies Bishops Lydeard as a Major Rural Centre, suitable for allocations of up to 200 new additional dwellings. This allocation has been identified as the most sustainable locations to meet future housing provision in the area over the Plan period. In total, the allocation extends to around 8.9 hectares.

2.4.9 Parts of the sites are visually prominent for the setting of Bishops Lydeard and will therefore need to be appropriately screened through landscaping and a planting belt to the south and south-east. In addition, land to the northern part of the Hithermead site lies within the flood plain which, taken together, may reduce the net developable area to around 4.5 hectares and thus a development of around 150 dwellings is anticipated.

2.4.10 No Design Brief has been prepared for this site. The Bishops Lydeard Neighbourhood Plan should be read alongside this allocation.
Policy MAJ5: Land west of Bishops Lydeard Station, Bishops Lydeard

Sites totalling 0.5 hectares west of Bishops Lydeard Station, as indicated on the Policies Map, are allocated for recreational and tourism uses which support the visitor attraction of the West Somerset Railway, and other commercial, employment generating uses.

Justification:

2.4.11 The West Somerset Railway is an important tourist attraction and an alternative mode of transport between Bishops Lydeard and Minehead. However, facilities for visitors at Bishops Lydeard station, the southern terminus of the line, are limited.

2.4.12 Examples of appropriate complementary uses which would support the visitor attraction of the railway would include basic facilities for the comfort and convenience of existing railway passengers such as a cafe, pub, gift shop, craft or workshops or other relevant interpretive facilities.

2.4.13 The allocations currently have planning permission for a pub and commercial offices as part of a wider, mixed use residential scheme. The allocation therefore makes provision for other commercial uses, in line with this existing permission. Together, the allocated sites under policy MAJ5 will provide additional employment generating activities in Bishops Lydeard, assisting in ensuring that an appropriate balance of housing and jobs are provided in this major rural centre, in line with policy SP1 of the Core Strategy.

2.4.14 Station Farm lies between the allocated sites and the station and it too would be suitable for similar uses. The farmhouse and some of the barns are traditional buildings worthy of retention, and provide an opportunity for attractive conversions.
2.5 Minor Rural Centres
2 Spatial Policies

Policy MIN1: East of Deane Barton, Cotford St Luke

Land East of Dene Barton, Cotford St. Luke, as indicated on the Policies Map, is allocated for around 60 dwellings and small scale Class B employment units on approximately 0.25 hectares of the site.

Proposals will need to demonstrate a comprehensive approach to the planning of the site, ensuring a degree of permeability between northern and southern parcels.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.5.1 This site lies immediately to the east of the Village of Cotford St. Luke off Dene Road. The land occupies a prominent position in the landscape and is enclosed by hedgerows, one of which provides a clear boundary between the northern and southern parcels of the site.

2.5.2 Cotford does not benefit from a wide employment base within the Village. Consequently there is a need to broaden employment opportunities and increase the sustainability of the settlement. This can be assisted through an element of employment provision within the allocation which could result in around six, small starter units. Land should also be set aside as part of any proposals for the provision of new allotments.

2.5.3 Since the site is in separate ownerships it is important to ensure a comprehensive approach to the delivery of the allocation. This will be ensured by addressing development requirements outlined in the Policy. An indicative design solution is included at Appendix C.
Spatial Policies 2

Policy MIN2: Hyde Lane, Creech St. Michael

Land at Hyde Lane, Creech St. Michael, as indicated on the Policies Map, is allocated for around 40 dwellings.

Justification:

2.5.4 This site already benefits from outline and full planning consent for 35 dwellings with an amendment for a further 6 units. The site will deliver 25% affordable housing and associated planning obligations.
2 Spatial Policies

Policy MIN3: North of school, Creech St. Michael

Land north of the School, Creech St. Michael, as indicated on the Policies Map, is allocated for around 55 dwellings.

Justification:

2.5.5 This site already benefits from a full planning consent for 55 dwellings. On this basis it is inappropriate for the Plan to set out additional requirements for the development to address. The site will deliver 25% affordable housing and associated planning obligations.
Policy MIN4: Land off Hyde Lane, Creech St. Michael

Land off Hyde Lane, Creech St. Michael, as indicated on the Policies Map, is allocated for around 44 dwellings.

Justification:

2.5.6 This site already benefits from outline planning consent for 44 dwellings. The site will deliver 25% affordable housing and associated planning obligations.
2 Spatial Policies

Policy MIN5: Land at Butts Way, Milverton

Land at Butts Way, Milverton as identified on the Policies Map, is allocated for around 20 dwellings.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.5.7 The site lies to the west of the Village Centre occupying a less sensitive location than many of the alternative sites considered in Milverton for allocation. Development of the site will create an opportunity to provide a more defined, landscaped boundary to the historic village.

2.5.8 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
Policy MIN6: Overlands, North Curry

Land at Overlands, North Curry, as indicated on the Policies Map, is allocated for around 30 dwellings.

Justification:

2.5.9 This site already benefits from outline planning consent for 30 dwellings granted at appeal in March 2014. The site will deliver 25% affordable housing and associated planning obligations.
2 Spatial Policies

Policy MIN7: Knapp Lane, North Curry

Land at Knapp Lane, North Curry, as indicated on the Policies Map, is allocated for around 20 dwellings.

A hard surfaced pedestrian link to, and similar improvements to the existing right-of-way to the west of the allocation shall be required.

Development proposals shall also comply with other policy requirements in the plan including any strategic landscaping and planting, other environmental matters, affordable housing, design and mix of dwellings and recreational space, where appropriate.

Justification:

2.5.10 Policy SP1 of the Core Strategy identifies North Curry as a Minor Rural Centre, suitable for accommodating growth commensurate to its role and function. The Knapp Lane allocation lies to the west of the Village Centre and with Overlands is the most suitable location to meet future housing provision over the Plan period. In total, the Knapp Lane allocation extends to around 2 hectares.

2.5.11 It is important that the development retains and improves the exiting green boundaries to the site to provide privacy for existing residents and to assimilate the edge of the development to lessen the landscape impact on the open countryside beyond. The entrance to the site off Knapp Lane should provide a suitable amount of frontage for visibility spays, road widening and pavement access arrangements. Where removal of hedgerows area is required for access arrangements it is necessary to ensure that hedgerows are replanted further into the site to retain screening and rural character.

2.5.12 Development should be on the north eastern half of the site and of a similar density to the existing developments of Town Close, Chapel Close and Town Farm given the edge of village location. The style and form of the development should reflect that of the closest existing developments to help blend it into the village scape. The remaining half of the site should be a recreational buffer to the open countryside beyond; incorporating informal open space with SUDs, children's play and allotments.

2.5.13 New pedestrian links will be required from the new development to the existing public footpath which runs along the western boundary of the site and emerges on Windmill Hill near the junction of Greenway. The existing footpath (T.17/50) must be upgraded to an adoptable standard. This shall be secured by a legal agreement.

2.5.14 A Design Brief has been prepared for this site and is included at Appendix C. This illustrates how a development on this site could be delivered.
Policy MIN8: Ford House Farm, Churchinford

Land at Ford House Farm, Churchinford, as indicated on the Policies Map, is allocated for around 20 dwellings.

Justification:

2.5.15 This site already benefits from outline planning consent for 20 dwellings. The site will deliver 25% affordable housing and associated planning obligations.
Appendix A Glossary
Glossary  Appendix A

**Allocation:** A policy setting out specific requirements for the development of land in the Development Plan and defined by a ‘red line’ around a site on the Policies Map. In terms of residential proposals the Council would not regard a site of below 10 dwellings as suitable for an allocation since this threshold constitutes a ‘major’ application and is the proposed government threshold below which affordable housing cannot be sought.

**AONB (Area of Outstanding Natural Beauty):** Landscape designations of national importance. Parts of the Blackdown Hills and Quantock Hills AONB lie within the Deane.

**Building for Life:** The national standard for well designed homes and neighbourhoods. Led by CABE and the Homebuilders Association and backed by the Housing Corporation, English Partnerships, the Civic Trust and Design for Homes.

**Bulky goods (or large format goods):** Bulky by nature, making them hard to carry or transport on public transport, and often requiring a particularly large unit to display the goods on offer. Condition or legal agreement has generally included DIY goods, furniture, garden products (including plants, buildings and machinery), vehicle goods and parts, electrical goods, caravanning, cycling and camping equipment.

**CIL (Community Infrastructure Levy):** Charging schedule for new development resulting from the Planning Act 2008 and Localism Act 2010 (as amended 2011) to fund strategic infrastructure provision required from new development.

**Comparison shops:** Would include clothing materials and garments, footwear, materials for maintenance and repair of dwellings, furniture and floorcoverings, household appliances including audio-visual and personal care, tableware, therapeutic appliances, bicycles, recording media, toys, hobbycraft, sport and camping equipment, garden plants and flowers, pets and related products, books and stationery, jewellery and other personal effects.

**Convenience shops:** Would include the sale of food and beverages (including off-trade alcoholic beverages), tobacco, newspapers and periodicals, non-durable household goods (e.g. cosmetics, cleaning products, medication).

**DCLG (Department of Communities and Local Government):** Government department responsible for overseeing the planning matters in England.

**DfT:** Department for Transport.

**DM (Development Management):** The process of considering and determining planning applications.

**DPD (Development Plan Document):** Spatial planning documents that are subject to independent examination, including the Core Strategy and Area Action Plan. When there is full plan coverage across the Borough the DPDs will be consolidated into a single ‘Local Plan’.
Appendix A **Glossary**

**Duty to Cooperate:** Section 33A of the Planning & Compulsory Purchase Act 2004, as inserted by Section 110 of the Localism Act, places a duty on local authorities and relevant statutory bodies to cooperate on strategic planning issues. This duty requires ongoing, constructive and active engagement on the preparation of development plan documents.

**Green Wedge:** A multi-functional area of land assisting towards a number of objectives including the protection of an area of landscape importance and visual amenity, the prevention of coalescence of settlements, the provision of a 'green lung' for the health and wellbeing of residents, and a valuable wildlife corridor and habitat.

**HMO (House in Multiple Occupation):** Defined under sections 254 & 257 of the Housing Act 2004. An HMO can be a building or part of a building occupied by persons who form more than one household and where those persons share (or lack) one or more basic amenity, such as a WC, personal washing and cooking facilities.

**IDP (Infrastructure Delivery Plan):** The IDP analyses and assesses the existing infrastructure provision, the current shortfall and identifies the existing and future needs and demands for the Borough to support new development and a growing population. It has been produced in consultation with the infrastructure and service providers.

**Local Centres:** Would normally contain a minimum of around six units (including a small foodstore of up to 250 sq.m. gross) providing a range of services and facilities in a single location, catering for a local, generally 'walk-in' catchment.

**Main town centre uses:** National policy, most recently through the NPPF, has sought to direct such uses to central, rather than edge or out of centre locations for a number of reasons including reducing the need to travel and hence CO2 emissions, maximising the ability to utilise public transport, promoting more competitive town centres and consumer choice, 'linked-trip' economies and regeneration investment. Such uses would include retail proposals, leisure and entertainment facilities, offices, arts, culture and tourism (eg hotel) development.

**NPPF (National Planning Policy Framework also referred to as ‘The Framework’):** This document sets out the Government’s planning policies for England and how these are expected to be applied.

**PPS (Planning Policy Statement):** Suite of National Planning policy documents now replaced by the NPPF.

**PSA (Primary Shopping Area):** Defined area where retail development is concentrated.

**SA (Sustainability Appraisal):** Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, economic and environmental factors) and required to be undertaken for all DPDs.

**SAC (Special Area of Conservation):** Strictly protected sites designated under the EC Habitats Directive.
SADMP (Site Allocations and Development Management Plan): Site specific allocation DPD, to assist in meeting housing, employment and other targets and requirements specified in adopted Core Strategy.

Settlement Boundary: A line drawn on the Policies Map indicating that the principle of development within the line will be acceptable (subject to other plan policies) whilst outside of the line, opportunities for development will be restricted. It should be noted that an 'Allocation' on the Policies Map may extend beyond the settlement boundary. However, allocated land beyond the settlement boundary shall only be used for landscaping and other recreational open space uses.

SHLAA (Strategic Housing Land Availability Assessment): A technical assessment of sites and broad locations that are considered, at this point, to have potential for housing. It also includes information on other sites that have been assessed, but are not considered suitable, available or achievable for housing.

SLF (Special Landscape Feature): A prominent feature in the local landscape, making an important contribution to its character and quality.

SPD (Supplementary Planning Document): Doc used to supplement plan policies and proposals. It has no statutory basis and is not subject to independent examination but can be considered as a ‘material consideration’ in planning decisions.

SUDS (Sustainable Urban Drainage Systems): A sequence of water management practices (1) and facilities (2) designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse.

TDBC: Taunton Deane Borough Council.


UOS (Urban Open Space): Important areas of open space, particularly valuable within settlements where open space may be limited and thus worthy of protection.

Urban Extensions: Larger allocations of a scale (usually in excess of 500 dwellings) to warrant a mix of uses, including employment, leisure and recreational space, local convenience shopping and where appropriate, educational facilities, in order to ensure a sustainable approach to development and reducing the need to travel, consistent with government policy.

Use Class: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as ‘Use Classes’. For example, Class A1 are shops, Class B1a offices, Class B1c light industry and Class C3 dwelling houses.
Appendix B  List of current policies
## List of current policies

<table>
<thead>
<tr>
<th>Local Plan Policy</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1</td>
<td>General Requirements</td>
<td>Replaced by Core Strategy policy DM1 (General Requirements)</td>
</tr>
<tr>
<td>S2</td>
<td>Design</td>
<td>Replaced by Core Strategy policy DM4 and DM5. S2(l) replaced in Taunton town centre by AAP policy ED2.</td>
</tr>
<tr>
<td>S3</td>
<td>Mixed use development</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>S4</td>
<td>Rural Centres</td>
<td>Replaced by Core Strategy policy SP1 (Settlement hierarchy) and CP3 (Centres first)</td>
</tr>
<tr>
<td>S5</td>
<td>Villages</td>
<td>Policy expired by SoS Direction November 2007 and replaced by Core Strategy policy SP1 (Settlement hierarchy).</td>
</tr>
<tr>
<td>S7</td>
<td>Outside settlements</td>
<td>Replaced by Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>S8</td>
<td>Best and most versatile land</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>S9</td>
<td>Taunton town Centre</td>
<td>Policy expired by SoS Direction November 2007 and replaced by Taunton Town Centre Area Action Plan</td>
</tr>
<tr>
<td>H1</td>
<td>Phasing Strategy</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H2</td>
<td>Housing within classified settlements</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H3</td>
<td>Residential conversions in town centres</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H4</td>
<td>Self Contained Accommodation</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H5</td>
<td>Non Self Contained accommodation</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H6</td>
<td>Town Centre Housing</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
</tbody>
</table>
## Appendix B List of current policies

<table>
<thead>
<tr>
<th>H7</th>
<th>Conversion of rural buildings</th>
<th>Replaced by Core Strategy policy DM2 (Rural development)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H8</td>
<td>Replacement of dwellings outside of settlements</td>
<td>Replaced by Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>H9</td>
<td>Affordable Housing within general market housing</td>
<td>Replaced by Core Strategy Policy CP4 (Housing)</td>
</tr>
<tr>
<td>H10</td>
<td>Affordable Housing targets</td>
<td>Replaced by Core Strategy policy CP4 (Housing targets) Replaced in Taunton town centre by AAP policies FP1, FP3, Tg2, Tg3</td>
</tr>
<tr>
<td>H11</td>
<td>Rural local housing needs</td>
<td>Replaced by Core Strategy Policy DM2 and CP4 and supplemented by Affordable Housing Need SPD adopted 2014.</td>
</tr>
<tr>
<td>H12</td>
<td>Agricultural or forestry workers dwellings</td>
<td>Policy expired by SoS Direction November 2007 and replaced by SADMP Policy H1a and H1b (Permanent rural workers dwellings and Temporary rural workers dwellings).</td>
</tr>
<tr>
<td>H13</td>
<td>Agricultural or forestry workers dwellings</td>
<td>Replaced by Core Strategy policy DM2 (Rural development) and SADMP Policy H1a and H1b (Permanent rural workers dwellings and Temporary rural workers dwellings).</td>
</tr>
<tr>
<td>H14</td>
<td>Gypsy and traveller sites</td>
<td>Replaced by Core Strategy DM3 (Gypsy and travellers)</td>
</tr>
<tr>
<td>H15</td>
<td>Sites for travelling show people</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H16</td>
<td>Residential care homes</td>
<td>Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>H17</td>
<td>Extensions to dwellings</td>
<td>Replaced by SADMP Policy D5 (Extensions to dwellings)</td>
</tr>
<tr>
<td>H18</td>
<td>Ancillary accommodation</td>
<td>Replaced by SADMP Policy D6 (Ancillary accommodation)</td>
</tr>
<tr>
<td>EC1</td>
<td>Employment development</td>
<td>Replaced by SADMP Policy EC1 (Other uses in employment areas). Policy expired by SoS Direction November 2007</td>
</tr>
<tr>
<td>EC2</td>
<td>Expansion of existing firms on land covered by restrictive policies</td>
<td>Replaced by Core Strategy policy DM2 (Rural development)</td>
</tr>
</tbody>
</table>
### List of current policies Appendix B

<table>
<thead>
<tr>
<th>EC3</th>
<th>Extension of existing employment sites</th>
<th>Policy expired by SofS Direction November 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>EC4</td>
<td>Working from home</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>EC5</td>
<td>Disused airfield, Culmhead</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>EC6</td>
<td>Conversion of rural buildings</td>
<td>Replaced by Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC7</td>
<td>Rural employment proposals</td>
<td>Replaced by Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC8</td>
<td>Farm diversification</td>
<td>Replaced by Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC9</td>
<td>Loss of employment land</td>
<td>Replaced by Core Strategy policy CP2 (Economic Growth)</td>
</tr>
<tr>
<td>EC11</td>
<td>Local service provision</td>
<td>Replaced by SADMP Policy TC3 (Local shopping). Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>EC12</td>
<td>Major proposals for retail development</td>
<td>Replaced by SADMP Policy TC4 (Primary shopping areas) and TC5 (Out-of-centre proposals). Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>EC13</td>
<td>Restriction on unit size and range of goods.</td>
<td>Replaced by Core Strategy CP3 and SADMP Policy T5 (Out-of-centre proposals)</td>
</tr>
<tr>
<td>EC14</td>
<td>Modernisation of floorspace</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>EC15</td>
<td>Associated settlements/rural centres/villages</td>
<td>Replaced by Core Strategy policy CP3</td>
</tr>
<tr>
<td>EC16</td>
<td>New and altered shop fronts</td>
<td>Replaced by SADMP Policy D4 (Shop fronts)</td>
</tr>
<tr>
<td>EC17</td>
<td>Shop front security</td>
<td>Replaced by SADMP Policy D4 (Shop fronts)</td>
</tr>
<tr>
<td>EC18</td>
<td>Upper floors of shops</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
</tbody>
</table>
## Appendix B List of current policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Replacement Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>EC19</td>
<td>Farm shops</td>
<td>Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC20</td>
<td>Garden Centres</td>
<td>Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC21</td>
<td>Tourist and recreation development</td>
<td>Core Strategy policy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC22</td>
<td>Land west of Bishops Lydeard station</td>
<td>SADMP Policy MAJ5 (Land West of Bishops Lydeard Station)</td>
</tr>
<tr>
<td>EC23</td>
<td>Tourist accommodation</td>
<td>Core Strategy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC24</td>
<td>Caravans and holiday chalets</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>EC25</td>
<td>Touring caravans and camping sites</td>
<td>Core Strategy DM2 (Rural development)</td>
</tr>
<tr>
<td>EC26</td>
<td>Outdoor advertisements and signs</td>
<td>SADMP Policy D3 (Outdoor advertisements and signs)</td>
</tr>
<tr>
<td>M1</td>
<td>Non residential parking requirements</td>
<td>SADMP Policy A1 (Parking requirements) replaced by policies Tr2, Tr3</td>
</tr>
<tr>
<td>M2</td>
<td>Non residential parking requirements outside Taunton and Wellington</td>
<td>SADMP Policy A1 (Parking requirements) replaced by policies Tr2, Tr3</td>
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<tr>
<td>M3</td>
<td>Non residential development and transport provision</td>
<td>SADMP Policy A5 (Accessibility of development) replaced by policies Tr2, Tr3</td>
</tr>
<tr>
<td>M4</td>
<td>Residential parking provision</td>
<td>SADMP Policy A1 (Parking requirements) replaced by policies Tr2, Tr3</td>
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<tr>
<td>M5</td>
<td>Cycling</td>
<td>To be replaced by Core Strategy policy CP6 (Transport infrastructure) and SADMP Policy A3 (Cycle network)</td>
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<tr>
<td>M6</td>
<td>Traffic calming</td>
<td>SADMP Policy D9 (A co-ordinated approach to development and highway planning). Replaced in Taunton town centre by policies Tr2, Tr3</td>
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<tr>
<td>C1</td>
<td>Education Provision for new housing</td>
<td>To be replaced by Core Strategy policy CP7 (Infrastructure requirements)</td>
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### List of current policies Appendix B

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Replacement Policy</th>
</tr>
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<tbody>
<tr>
<td>C2</td>
<td>Reserved school sites</td>
<td>Replaced by SADMP Policy C1 (Reserved land for educational purposes)</td>
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<tr>
<td>C3</td>
<td>Protection of recreational open space</td>
<td>To be replaced by SADMP Policy C3 (Protection of recreational open space)</td>
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<tr>
<td>C4</td>
<td>Provision of recreational open space</td>
<td>To be replaced by SADMP Policy C2 (Protection of recreational open space)</td>
</tr>
<tr>
<td>C5</td>
<td>Sports facilities</td>
<td>To be replaced by SADMP Policy C2 (Protection of recreational open space) and Policy C3 (Protection of recreational open space).</td>
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<tr>
<td>C6</td>
<td>Public rights of way</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>C7</td>
<td>Blackdown Hills ridge</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>C8</td>
<td>Development affecting disused railway tracks and canals</td>
<td>To be replaced by SADMP Policy A4 (Protection of disused transport corridors)</td>
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<tr>
<td>C9</td>
<td>Horse riding and riding establishments</td>
<td>The Council considered a specific policy was not required for this issue. Proposals will be considered on their merits in line with national policy guidance.</td>
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<td>C10</td>
<td>Golf</td>
<td>The Council considered a specific policy was not required for this issue. Proposals will be considered on their merits in line with national policy guidance.</td>
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<tr>
<td>C11</td>
<td>Power lines</td>
<td>Replaced by SADMP Policy I1</td>
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<tr>
<td>C12</td>
<td>Renewable energy</td>
<td>Replaced by Core Strategy policy CP1 (Climate Change)</td>
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<td>C13</td>
<td>Wind turbines</td>
<td>Replaced by Core Strategy CP1 (Climate Change)</td>
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<tr>
<td>C14</td>
<td>Large telecommunications masts</td>
<td>Replaced by SADMP Policy I2.</td>
</tr>
<tr>
<td>C15</td>
<td>Satellite antennae</td>
<td>Replaced by SADMP Policy I2.</td>
</tr>
<tr>
<td>C16</td>
<td>Utility developments</td>
<td>Policy expired by SofS Direction November 2007</td>
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<tr>
<td>EN1</td>
<td>Wildlife sites of international importance</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
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## Appendix B List of current policies

<table>
<thead>
<tr>
<th>Code</th>
<th>Policy Description</th>
<th>Replacement Policy/Strategy</th>
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<tr>
<td>EN2</td>
<td>SSSIs</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
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<tr>
<td>EN3</td>
<td>Local wildlife and geological sites</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN4</td>
<td>Wildlife in buildings</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN5</td>
<td>Protected species</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN6</td>
<td>Protection of trees, woodlands, orchards and hedgerows</td>
<td>To be replaced by SADMP Policy ENV1 (Protection of trees, woodland, orchards and hedgerows)</td>
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<tr>
<td>EN7</td>
<td>Ancient woodlands</td>
<td>To be replaced by SADMP Policy ENV1 (Protection of trees, woodland, orchards and hedgerows)</td>
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<tr>
<td>EN8</td>
<td>Trees in and around settlements</td>
<td>The Council considered a specific policy was not required for this issue.</td>
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<tr>
<td>EN9</td>
<td>Tree Planting</td>
<td>To be replaced by SADMP Policy ENV2 (Tree planting in residential areas)</td>
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<tr>
<td>EN10</td>
<td>AONBs</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN11</td>
<td>Special landscape features</td>
<td>Replaced by SADMP Policy ENV3 (Special landscape features)</td>
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<tr>
<td>EN12</td>
<td>Landscape character areas</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN13</td>
<td>Green wedges</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN14</td>
<td>Conservation areas</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN15</td>
<td>Demolition affecting conservation areas</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN16</td>
<td>Listed Buildings</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN17</td>
<td>Changes to Listed Buildings</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN18</td>
<td>Demolition of listed buildings</td>
<td>Replaced by Core Strategy Policy CP8 (Environment)</td>
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### List of current policies

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<thead>
<tr>
<th>Policy Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>EN19</td>
<td>Recording and salvage from listed buildings</td>
<td>The Council considered a specific policy was not required for this issue.</td>
</tr>
<tr>
<td>EN20</td>
<td>Parks and gardens of special historic interest</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN21</td>
<td>Nationally important archaeological remains</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN22</td>
<td>Development affecting sites of County archaeological importance</td>
<td>Replaced by Core Strategy policy CP8 (Environment)</td>
</tr>
<tr>
<td>EN23</td>
<td>Areas of high archaeological potential</td>
<td>Replaced by SADMP Policy ENV4 (Archaeology)</td>
</tr>
<tr>
<td>EN24</td>
<td>Urban open space</td>
<td>Replaced by SADMP Policy C2 (Provision of recreational open space) and C3 (Protection of recreational open space)</td>
</tr>
<tr>
<td>EN25</td>
<td>The water environment</td>
<td>Replaced by Core Strategy Policy CP8 and SADMP Policy ENV5 (Development in the vicinity of rivers and the Canal)</td>
</tr>
<tr>
<td>EN26</td>
<td>Water resources</td>
<td>Replaced by Core Strategy CP1 (Climate Change)</td>
</tr>
<tr>
<td>EN27</td>
<td>Water source protection areas</td>
<td>Replaced by Core Strategy CP1 (Climate Change)</td>
</tr>
<tr>
<td>EN28</td>
<td>Development and flood risk</td>
<td>Replaced by Core Strategy CP8 (Environment)</td>
</tr>
<tr>
<td>EN29</td>
<td>Flooding due to development</td>
<td>Replaced by Core Strategy CP8 (Environment)</td>
</tr>
<tr>
<td>EN33</td>
<td>Building waste</td>
<td>Replaced by Core Strategy policy DM6 (Sustainable Design)</td>
</tr>
<tr>
<td>EN34</td>
<td>External lighting</td>
<td>Replaced by Core Strategy policy DM6 (Sustainable Design)</td>
</tr>
<tr>
<td>T1</td>
<td>Associated settlements</td>
<td>Replaced by Core Strategy policy SP1 (Settlement hierarchy)</td>
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### Appendix B List of current policies

<table>
<thead>
<tr>
<th>T2</th>
<th>Tangier</th>
<th>Replaced by Taunton Town Centre AAP policies Tg2, Tg3, Tg4</th>
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<tbody>
<tr>
<td>T3</td>
<td>Firepool</td>
<td>Replaced by Taunton Town Centre AAP policies Fp1, Fp2, Fp3, Fp4, Fp5, Fp6, Fp7, Fp8</td>
</tr>
<tr>
<td>T4</td>
<td>Norton Fitzwarren</td>
<td>Replaced by SADMP Policy TAU8 (Remainder of Norton Fitzwarren allocation)</td>
</tr>
<tr>
<td>T5</td>
<td>Norton Fitzwarren housing allocations</td>
<td>Replaced by SADMP Policy TAU8 (Remainder of Norton Fitzwarren allocation)</td>
</tr>
<tr>
<td>T6</td>
<td>Norton Fitzwarren employment allocations</td>
<td>Replaced by SADMP Policy TAU8 (Remainder of Norton Fitzwarren allocation)</td>
</tr>
<tr>
<td>T7</td>
<td>Norton Fitzwarren Community allocations</td>
<td>No longer relevant. Allocation developed.</td>
</tr>
<tr>
<td>T8</td>
<td>Monkton Heathfield</td>
<td>Replaced by Core Strategy policy SS1</td>
</tr>
<tr>
<td>T9</td>
<td>Monkton Heathfield Proposed uses</td>
<td>Replaced by Core Strategy policy SS1</td>
</tr>
<tr>
<td>T10</td>
<td>Monkton Heathfield Aginghills Farm housing allocation</td>
<td>Replaced by Core Strategy policy SS1</td>
</tr>
<tr>
<td>T11</td>
<td>Monkton Heathfield employment allocation</td>
<td>Replaced by Core Strategy policy SS1</td>
</tr>
<tr>
<td>T12</td>
<td>Monkton Heathfield education allocation</td>
<td>Replaced by Core Strategy policy SS1</td>
</tr>
<tr>
<td>T13</td>
<td>East of Silk Mills</td>
<td>No longer relevant. Allocation developed.</td>
</tr>
<tr>
<td>T14</td>
<td>Priorswood Road</td>
<td>No longer relevant. Allocation developed.</td>
</tr>
<tr>
<td>T15</td>
<td>Small residential allocations</td>
<td>Retained until TCAAP Review. Parts of Policy T15 are replaced by SADMP Policy TAU7 (The Uppers) and TAU9 (Hamilton Road Bus Depot)</td>
</tr>
<tr>
<td>T16</td>
<td>East of Crown Estate</td>
<td>Replaced by SADMP Policy TAU10 (East of Crown Industrial Estate)</td>
</tr>
<tr>
<td>T17</td>
<td>Former Priorswood concrete works</td>
<td>Replaced by Taunton Town Centre AAP policy Fp9</td>
</tr>
<tr>
<td>T18</td>
<td>West of Courtlands Farm</td>
<td>No longer relevant. Allocation developed.</td>
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## List of current policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Replacement Policy</th>
</tr>
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<tbody>
<tr>
<td>T19</td>
<td>Primary shopping area</td>
<td>Replaced by SADMP Policy TC4 (Primary Shopping Areas)</td>
</tr>
<tr>
<td>T20</td>
<td>Restrictions on change of use from food and drink</td>
<td>Replaced by SADMP Policy TC1 (Activities within primary retail frontages) and TC2 (Activities within secondary retail frontages)</td>
</tr>
<tr>
<td>T21</td>
<td>Secondary shopping areas</td>
<td>Replaced by SADMP Policy TC2 (Activities within secondary retail frontages)</td>
</tr>
<tr>
<td>T22</td>
<td>Diversity in town centre</td>
<td>Replaced by SADMP Policy TC1 (Activities within primary retail frontages) and TC2 (Activities within secondary retail frontages)</td>
</tr>
<tr>
<td>T23</td>
<td>The Crescent</td>
<td>Replaced by Taunton Town Centre AAP policies Hs1, Hs2</td>
</tr>
<tr>
<td>T24</td>
<td>Wood Street</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>T25</td>
<td>Vitality and viability of local shopping centres</td>
<td>Replaced by Core Strategy policy CP3</td>
</tr>
<tr>
<td>T26</td>
<td>Development preventing the achievement of transport policies</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>T27</td>
<td>Bus Facilities provision</td>
<td>The Council considered a specific policy was not required for this issue.</td>
</tr>
<tr>
<td>T28</td>
<td>Park and ride sites</td>
<td>No longer relevant. Allocations developed</td>
</tr>
<tr>
<td>T29</td>
<td>Bus services from new housing developments</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>T30</td>
<td>Walking encouragement</td>
<td>Retain. Part covered in Taunton Town Centre AAP policies Tr7, Tr8, Tr10, Hs3, G4.</td>
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<tr>
<td>T32</td>
<td>Major Highway Schemes: Inner Relief Road, Silk Mills Bridge</td>
<td>No longer relevant. Allocations developed</td>
</tr>
<tr>
<td>T33</td>
<td>Taunton’s skyline</td>
<td>To be replaced by SADMP Policy D1 (Taunton's skyline)</td>
</tr>
<tr>
<td>T34</td>
<td>Approach routes into Taunton</td>
<td>To be replaced by SADMP Policy D2 (Approach routes to Taunton and Wellington)</td>
</tr>
<tr>
<td>T35</td>
<td>North Taunton school sports and leisure centre</td>
<td>To be replaced by Policy C1 (Reserved land for educational purposes)</td>
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Appendix B  **List of current policies**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>T36</strong></td>
<td>Blackbrook recreational open space</td>
<td>To be replaced by SADMP Policy TAU12</td>
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<td>(Blackbrook recreational open space)</td>
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<tr>
<td><strong>T37</strong></td>
<td>Priorswood landfill site</td>
<td>To be replaced by SADMP Policy TAU11</td>
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<td></td>
<td>(Former Priorswood Landfill)</td>
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<tr>
<td><strong>T38</strong></td>
<td>Maidenbrook playing field</td>
<td>The Council considered a specific policy was not required for this issue.</td>
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<tr>
<td><strong>W1</strong></td>
<td>Extent of Wellington</td>
<td>Replaced by Core Strategy policy SP1</td>
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<tr>
<td></td>
<td></td>
<td>(Settlement hierarchy)</td>
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<tr>
<td><strong>W2</strong></td>
<td>Tonedale Mill</td>
<td>To be replaced by SADMP Policy W2</td>
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<tr>
<td></td>
<td></td>
<td>(Tonedale Mill)</td>
</tr>
<tr>
<td><strong>W3</strong></td>
<td>Cades Farm</td>
<td>No longer relevant. Allocation under development</td>
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<tr>
<td><strong>W4</strong></td>
<td>Chelston House Farm</td>
<td>No longer relevant. Allocation under development</td>
</tr>
<tr>
<td><strong>W5</strong></td>
<td>Chelston Business Park</td>
<td>No longer relevant. Allocation developed.</td>
</tr>
<tr>
<td><strong>W6</strong></td>
<td>Milverton Road</td>
<td>The Council considered a specific policy was not required for this issue.</td>
</tr>
<tr>
<td><strong>W7</strong></td>
<td>Primary shopping area</td>
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<tr>
<td></td>
<td></td>
<td>(Primary shopping area)</td>
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<td></td>
<td></td>
<td>Primary shopping area shown on Core Strategy Proposals Map</td>
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<tr>
<td><strong>W8</strong></td>
<td>Restrictions on change of use from food and drink</td>
<td>Replaced by SADMP Policy TC1 (Activities within primary retail frontages) and TC2 (Activities within secondary retail frontages)</td>
</tr>
<tr>
<td><strong>W9</strong></td>
<td>Secondary shopping areas</td>
<td>Replaced by SADMP Policy TC2 (Activities within secondary retail frontages)</td>
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<td></td>
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<td>Secondary shopping area shown on Core Strategy Policies Map</td>
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<tr>
<td><strong>W10</strong></td>
<td>Complementary uses in the town centre</td>
<td>Replaced by SADMP Policy TC1 (Activities within primary retail frontages) and TC2 (Activities within secondary retail frontages)</td>
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<tr>
<td><strong>W11</strong></td>
<td>Town centre uses</td>
<td>Replaced by SADMP Policy TC1 (Activities within primary retail frontages) and TC2 (Activities within secondary retail frontages)</td>
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<tr>
<td><strong>W12</strong></td>
<td>Office accommodation</td>
<td>Replaced by Core Strategy policy CP3</td>
</tr>
<tr>
<td><strong>W13</strong></td>
<td>Retention of existing burgage patterns</td>
<td>Replaced by SADMP Policy ENV6 (Wellington burgage patterns)</td>
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<td></td>
<td>List of current policies</td>
<td>Appendix B</td>
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</tr>
<tr>
<td>W14</td>
<td>Approach routes into Wellington</td>
<td>To be replaced by SADMP Policy D2 (Approach routes to Taunton and Wellington)</td>
</tr>
<tr>
<td>W15</td>
<td>Sewage treatment works</td>
<td>To be replaced by SADMP Policy WEL2 (Wellington Sewage Works)</td>
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<tr>
<td>BL1</td>
<td>Gore Farm</td>
<td>This allocation has been removed as the site is no longer available and it is located within the settlement limit.</td>
</tr>
<tr>
<td>BL2</td>
<td>New Housing development restrictions</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>BL3</td>
<td>Open areas to be protected</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>BL4</td>
<td>Areas of environmental importance</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>CO1</td>
<td>Corfe Farm</td>
<td>No longer relevant allocation under development.</td>
</tr>
<tr>
<td>CO2</td>
<td>New housing development restrictions</td>
<td>Policy expired by SofS Direction November 2007</td>
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<tr>
<td>TV1/CSL1</td>
<td>Cotford housing capacity</td>
<td>Policy expired by SofS Direction November 2007</td>
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<tr>
<td>CM1</td>
<td>Hyde Lane</td>
<td>No longer relevant. Allocation developed</td>
</tr>
<tr>
<td>CM2</td>
<td>New housing development restrictions</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>HB1</td>
<td>Land west of Station Road</td>
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<tr>
<td>HB2</td>
<td>Neroche View</td>
<td>The Council considered a specific policy was not required for this issue.</td>
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<tr>
<td>HE1</td>
<td>Henlade</td>
<td>Site de-allocated</td>
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<tr>
<td>KM1</td>
<td>Hill Farm</td>
<td>No longer relevant. Allocation developed</td>
</tr>
<tr>
<td>KM2</td>
<td>New housing development restrictions</td>
<td>Policy expired by SofS Direction November 2007</td>
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<tr>
<td>OK1</td>
<td>Saxon Close</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>OK2</td>
<td>New housing development restrictions</td>
<td>Policy expired by SofS Direction November 2007</td>
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</table>
Appendix B List of current policies

<table>
<thead>
<tr>
<th>WV1</th>
<th>North of Style Road</th>
<th>Replaced by SADMP Policy MAJ1 (Style Road/Burges Lane, Wiveliscombe)</th>
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<tbody>
<tr>
<td>WV2</td>
<td>New housing development restrictions</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
<tr>
<td>WV3</td>
<td>South of Taunton Road</td>
<td>Replaced by SADMP Policy MAJ3 (South of Taunton Road, Wiveliscombe)</td>
</tr>
<tr>
<td>WV4</td>
<td>Shopping and services</td>
<td>Policy expired by SofS Direction November 2007</td>
</tr>
</tbody>
</table>

Proposals Maps

Design Briefs Appendix C
Appendix C  Design Briefs

Design Briefs Key

- Site boundary
- Settlement Limits
- Proposed road
- Vehicular access
- Pedestrian / Cycle Link
- Flood relief channel
- Employment land
- Residential development
- Building frontage
- LEAP / NEAP Legend
- Planting
- Public Open Space
- Proposed green links
- Allotments
- Individual tree planting
- Proposed Recreational Space
- Site Low Point
Key Considerations:
The site is on the northern side of Taunton on rising land that is in active agricultural use. Cheddon Road is immediately to the south of the site and 4 dwellings are adjacent to the site. Of these dwellings, Pyrland Barn faces west with main windows looking out onto the site. Development must respect the position of these dwellings.

The northern side of Cheddon Road has a strong boundary hedge that separates the existing developed area of Taunton from the agricultural land beyond. The hedge should be retained as part of the development but should be reduced in height.

Pyrland Hall Farm to the west of the site is on slightly higher ground as is Pyrland Farm to the east. Pyrland Farmhouse is a grade II Listed Building with tradition farm buildings immediately adjacent and more modern buildings beyond.

A weak hedgerow runs east/west through the site which need not be retained whereas a stronger hedgerow runs north/south on the lowest part of the site which should be retained where possible. This part of the site also lends itself well to open space provision and surface water attenuation.

Part of the site is with the Bat Consultation Zone for the Hestercombe House Special Area of Conservation (SAC). Buffer planting and potential offset planting will be required.
Appendix C Design Briefs

Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 45 dwellings including 25% affordable housing at a net density of 30 dph;
- Terrace or semi-detached houses facing Cheddon Road to provide a strong built form;
- Central vehicle access point to allow for adequate visibility in both directions;
- SuDS on lower part of site, combined with public open space;
- Strong landscaped buffer to Lesser Horseshoe bat foraging area, suggested 20m width;
- Potential requirement for additional offset planting to compensate for any loss of habitat for Lesser Horseshoe bats;
- Development set away from higher land on western part of site;
- Development set away from frontage of the listed Pyrland Farm complex.
TAU4: Ford Farm, Norton Fitzwarren

Key Considerations:

The site is located on the west edge of Norton Fitzwarren, some 4 km north west of Taunton town centre. It extends to approximately 16.48 ha (40.72 acres) and is bordered in the north by the B3227, in the south and west by the West Somerset Railway spur to Minehead and the West Coast mainline railway beyond. In the east is residential development on the Old Cider Factory and Station Road. A first phase of a Norton Fitzwarren relief road is being constructed through the former Taunton Trading Estate and the Old Cider Factory to Station Road.

The site is predominantly flat, although the north-west corner rises towards the railway bridge. The majority of the site is open grazing land, the exception being the watercourses, buildings associated with Ford Farm and the former orchard in the centre of the site.

In the west corner of the site, 132 KW overhead electricity cables cross the site in a south west to north east direction. A single pylon is situated within the site adjoining the West Somerset Railway.

A public footpath runs west from Station Road to the south of Halsewater and then north-west to the B3227.

Halsewater and an overflow channel run through the site from east to west, the latter along the north and east boundaries of the site. Permission has been granted for works to this channel to reduce the flood risk to the site. A network of mature trees and hedgerows exists within the central part of site, along Halsewater and on the north east boundary of the site.
Constraints and Opportunities:
The site has a number of abnormal constraints which require consideration in formulating the development concept. These include:

- **Flood Risk**: The site is currently within flood zones 3b, 3 and 2 and requires a number of measures for residential development to be acceptable.

- **Overhead electricity cables and pylons**: Visual and health and safety issues that will affect the location of residential development within the site.

- **Railway lines**: Noise impacts from the West Coast mainline and the Minehead spur.

- **Ground stability**: existing geology requires enhanced foundation solutions for houses and road construction across the site.

- **Halsewater Crossing**: Station Road Bridge requires replacement and a new bridge crossing the Halsewater is needed within the site.

- **1 hectare of serviced employment land**.

The site is well related to the settlement pattern of Norton Fitzwarren and existing facilities and services including the primary school and local centre. The site is well served by public transport, is flat and has achievable access.

The development of the site for housing presents opportunities to complete the consented flood alleviation works, which were originally envisaged as a single scheme with the Old Cider Factory site and complete the Norton Fitzwarren relief road. The site will form the approach to Norton Fitzwarren from the west, so there are opportunities to deliver a high quality gateway to Norton Fitzwarren, with relatively soft western edge to complement the urban-rural fringe. Existing landscape features and the watercourses can be incorporated into the green infrastructure strategy for the site to provide high quality open space which should include allotments, public open space and children’s play space into the development.

**Development Concept and site requirements**:
The development concept involves the creation of a high quality new neighbourhood that includes the following elements:

- Approximately 400 new dwellings with a mix of family and other housing types;

- Completing the Norton Fitzwarren link road;

- Implementing the flood alleviation works;

- Creating a sustainable network of streets and internal connections, with good frontage development to the streets and open spaces;
Design Briefs Appendix C

- Providing public open space including children's play facilities;
- Allotments, utilising the area of land to the west of the power lines;
- Protecting and creating new habitats;
- Provision of pedestrian linkages across the Halsewater to facilitate access to local facilities, subject to land ownership considerations;
- Incorporation of sustainable urban drainage technology, where practicable;
- Provision of affordable housing within the scheme in accordance with prevailing policy.
Appendix C Design Briefs

TAU5: Bishops Hull

Key Considerations:
The site, extending to approximately 3.5 hectares, is located on the western edge of Taunton, on the periphery of Bishops Hull. It is situated to the north of the A38. The land is currently undeveloped. Land immediately to the north of the site, known as Kinglake, is currently under construction for the development of 171 dwellings. That scheme has allowed for access into the site. As such, the northern edge of the site is now bordered by Gwyther Mead, a new residential cul-de-sac forming part of the new adjacent development. The site is bordered on the east by older houses on Bishop’s Hull Road, and to the south by houses bordering the A38 and the Stone Gallows Public House. In between the Public House and no. 16 Stonegallows (on the A38), is an area of woodland that is covered by a Tree Preservation Order. This would adjoin the south-western corner of this site.

The site is located on the edge of the existing settlement and is well related to existing employment areas, as well as having access to a regular bus route. There are local facilities in Bishops Hull including a village shop, butcher, primary school and pub and the site lies within relatively easy access of the town centre and has reasonable access to a wide range of local facilities. The site is therefore considered to have a good degree of sustainability.

TAU5 is enclosed by strong mature tree and hedgerow boundaries on its southern and eastern sides, and a mature field boundary that bisects the site from the north to the south. The western edge has little enclosure and looks out to the open agricultural countryside beyond.

The field on the western edge of the site forms a low point in the local landscape, with
land forming part of TAU5 to the east and the open countryside to the west both sloping upwards away from this field. That may cause issues with drainage that would need careful resolution, although the site is not within an identified Flood Risk Area. The land to the west rises up to a ridge a short distance away with Wheaton Farm just being visible at the top. The site would not be visible beyond this point. To the east, the houses on Bishop’s Hull Road form a natural break, and although the site would be visible from the rear of these properties, there would be very limited impact beyond. The site would be visible from the rear of the Stone gallows Public House, but would not otherwise be readily visible from the A38 because of the intervention of dwellings and other buildings on the northern side of this road. Any development of the site would, hopefully blend in with the new development at Kinglake immediately adjacent to the north. The site is therefore fairly well contained visually, and if the existing strong green boundaries are retained, then this should significantly help to assimilate any development into the landscape.

This site could provide around 70 new dwellings at around 20 dph gross, similar to the adjoining Kinglake development (20dph) (i.e. including the open space, play areas and SuDS), in order to assist assimilation into the open countryside beyond and provide the opportunity to provide a softer edge to this western urban fringe of Taunton. It provides an opportunity to improve the currently unattractive edge of the built up area by utilising the existing tree and hedge screens and improving them where appropriate.

**Site Requirements:**

It is expected that the development of this site will incorporate the following principles:

- Around 70 residential units including 25% affordable housing at a net density of around 20 dph;

- The design for any new housing on this site would follow the broad principles established at Kinglake, as this would help assimilate any new development into the existing approved surrounding built form;

- The development shall retain and improve existing ‘green’ boundaries to the site;

- Careful thought to drainage as the western edge is at a low point compared to the surrounding land and care will need to be taken to ensure that the site does not become flooded or waterlogged particularly from surface water run-off. Any water retention feature that may be required to assist in this regard should be contained within the site boundaries;

- Vehicular and pedestrian access via the hammer head created at the end of Gwyther Mead. This will however still need to be agreed with and approved by the Highway Authority;

- Careful thought will need to be given to the arrangement of any new dwelling houses and their curtilages so that the existing properties on Bishop’s Hull Road and Gwyther Mead retain a degree of privacy and amenity from overlooking and town cramming;

- The design to minimise impact of the development particularly views from the open countryside beyond the settlement boundary. In this regard, it is expected that buildings will not exceed two storeys in height and be sited to reduce impact on the more prominent, eastern parts of the site.
Appendix C Design Briefs

TAU7: The Uppers, Taunton School

Key Considerations:
The site is currently part of Taunton School playing field. The area designated for residential development lies to the south and aligns with development to the rear of properties along Greenway Road to the west. The site was previously allocated for development within the adopted Taunton Deane Local Plan 2004 and has also been the subject of a planning consent which has lapsed.

As justification for the loss of playing field, an up to date assessment of the school needs would be required to satisfy Sport England and mitigation in the form of a public park and community playing fields, pavilion and parking would be required.

The Mill Lease Stream runs through the site and part of the site is within Flood Zone 3. Residential development should avoid this area. Adequate surface water attenuation for the site will be required. Access is anticipated in the vicinity of the existing access off Greenway Road, however the need for a right hand turn lane and traffic controls would need to be discussed with the Highway Authority.

There is a line of trees protected by a TPO along the Greenway Road frontage to the east which need to be retained and there needs to be a link through to the footpath to the east from any residential layout.

The residential form to the east of the access should be not higher than 2.5 storey and reflect the materials of the traditional terrace opposite. Land to the north of Stanway Close should be limited to single storey development accessed off Stanway Close.
Design Briefs Appendix C

Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 60 dwellings (as in an historic planning permission) including 25% affordable housing at a net density of around 30 dph;

- Provision of adequate surface water attenuation on-site avoiding the development of that part of the site within Flood Zone 3;

- The retention of trees protected by TPO along Greenway Road;

- Provision of a pedestrian link to the existing footpath immediately to the east of the site;

- Retention of school playing fields to the northern part of the site;

- Dwellings to be 2 or 2.5 storeys high.
Key Considerations:
The site forms part of the Taunton Deane Local Plan allocation for residential development under Policy H4. To date, it has not been subject to any planning applications. It extends to approximately 1.4 hectares in total.

The site is a small area and would not accommodate many dwellings. It is located to the north side of the B3227 and to the east of the A358, with the Cross Keys roundabout off its southeastern corner. The site is raised up slightly from the roundabout and is currently open. There is a weak boundary to the existing dwellings to the west and open countryside to the north. There is an opportunity to strengthen the northern boundary to better assimilate the site into the landscape.

Recent development to the south has a strong frontage to the B3227, albeit that it is set back from the road behind substantial tree planting. Together with the landscape bund to the south of the houses adjoining the site to the south, this provides an open and spacious feel around the Cross Keys roundabout. This should be replicated in the development of the site.

The current access to the A358 is on the inside of a bend and has the potential to cause conflicting vehicle movements with the garage/petrol station opposition and the public house to the south – all in close proximity to the roundabout. The access should be relocated, preferably via Cross Keys Close, or alternatively to the southwest corner of the site, off the B3227.

There is anecdotal evidence that surface water flows across this site and causes flooding to the road and public house to the east. There are, therefore, opportunities to improve the surface water regime on site.
Design Briefs Appendix C

Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 30 dwellings, including 25% affordable housing at a net development of around 33 dph;
- Dwellings should front the B3227 and A358 but set back behind tree planting to reflect the development to the south;
- Dwellings to be 2 or 2.5 storeys high;
- Access from Cross Keys Close or the B3227 in the southwest corner and closure of the existing access;
- A new 5m wide native hedge to the north boundary, with small cluster of trees to the northeast corner;
- Contributions to enhance off-site children’s play facilities;
- Provision to safely cross the B3227 to reach the pedestrian/cycle link to the southwest;
- Controls to surface water to reduce off-site flooding to the highway and public house.
Appendix C Design Briefs

TAU9: Hamilton Road Bus Depot

Key Considerations:
The site is within walking distance of the town centre and located on main bus routes. There is a three storey building to the east with two storey buildings to the west, Listed Buildings are situated to the northwest. There are side facing existing windows on the nursing home to the east and the flats to the west. Taunton Town Football Club lies to the south of the site and there are trees alongside the western boundary existing car parking.

There is an opportunity for the conversion of the existing buildings to provide live/work units or apartments. Alternatively the site is well-suited to the siting of 1 and 2 bedroom apartments. The development should front onto Hamilton Road with open space to the south with existing trees on the boundaries of the site to be retained.

One point of vehicular access should be provided towards the middle of the site. Should the development be confined to one bedroom flats, there should be no need to include allocated parking.

Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 50 dwellings including 25% affordable housing;
- Provide for a high density development likely to comprise apartments reflecting this edge of town centre, urban location;
- Development should front onto Hamilton Road with a singular point of vehicular access towards the middle of the site;
• Open space immediately towards the south of the site;

• The retention of existing trees on the boundaries of the site;

• Should the development be confined to one-bedroom flats, there should be no specific provision for allocated parking.
**Appendix C Design Briefs**

**MAJ2: Croft Way, Wiveliscombe**

**Key Considerations:**

The site is currently in agricultural use. The northern part of the site falls away from Croft Way and Wiveliscombe to a stream which traverses the site, broadly through its centre. The residential development shall be restricted to the north of the stream, extending to around 3 hectares.

Public footpaths cross the northern part of the site and run along its western boundary. These footpaths must be retained.

The site borders the recently constructed doctor’s surgery. The access to the surgery runs almost to the site boundary and it would be desirable if this formed the main access to the site, although reconfiguration of parking for the surgery would be required. If this is not possible, there is a further opportunity to access the site through old industrial buildings broadly in the centre of the northern site boundary. In this eventuality, a pedestrian/cycle link to the doctor’s surgery should be sought.

The northern boundary to Croft Way is currently weak, with some poor planting and open commercial frontages. There are opportunities to improve this with dwellings set back some distance and behind tree planting, retaining the open feel to the south side of Croft Way. A street should, therefore, be formed running down from the doctor’s surgery to join the route of the existing footpath which could become the major route through the site, reflecting existing desire lines. This footpath could be shared with the main estate road through the development area, with pedestrian/cycle links being formed to South Street and the recreation ground at either end.

On the whole, the urban form should be tight, reflecting the high density development in the historic part of Wiveliscombe. Some lower density development could be provided along the southern boundary of the development area. Dwellings should front the areas of public open space and back onto existing dwellings along the site boundaries.
The low point in the middle of the site, containing the stream, should be the southern limit of development and this should be the main area of public open space on the site. There are a number of existing trees and these could provide the basis for a ‘parkland’ type area of informal linear public open space incorporating SUDS features and footpaths.

The site adjoins the Recreation Ground. A LEAP should be provided to serve the immediate needs of the development towards the eastern side. The requirement for a NEAP would be best provided by enhancing existing off-site facilities at the recreation ground, but this may not be feasible. If it cannot be provided at the recreation ground, a combined LEAP/NEAP should be provided towards the eastern end of the site.

Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 80 dwellings, including 25% affordable housing at a net density of around 27 dph;
- Informal public open space;
- Provision of Locally Equipped Area for Play and contributions to improve Neighbourhood Equipped Area for Play off site. (A NEAP will be required on site in the event that it is not possible to enhance existing off site facilities);
- Vehicular access from Croft Way. This should preferably be via the doctor’s surgery, with alternative parking provision made within the site. Alternatively, a new access could be provided direct from Croft Way;
- Provision of cycle link broadly along the route of the existing public footpath between South Street and the recreation ground;
- Parkland tree planting within the public open space, around the stream;
- Protection of existing trees and hedgerows where practical;
- Retention of existing footpath along the eastern site boundary in a semi-rural setting;
- Dwellings should be set back from Croft Way, retaining an open feel to the road. However, larger detached houses should still front the road, albeit set back behind individual tree planting;
- Development should be on a tight grain, with limited set back on street frontages along the main spine roads of the development;
- Development around the perimeter, adjoining the public open space could be less dense and of a more informal character;
- Dwellings should be two storey. The main part of the development should be arranged along high density streets, with lower density areas fronting the public open space;
Appendix C Design Briefs

MIN1: Dene Barton, Cotford St Luke

Key Considerations:
The site is two adjoining agricultural fields to the east of Cotford St. Luke. The northern part of the site is relatively flat, but is exposed to views from the east; the southern part slopes steeply and is exposed to views from the south, particularly its eastern extent. In light of the views toward the site, development must be constrained to the western part of the site, with substantial landscaping provided in the eastern part.

Access should be provided from both the north and south, although there should not be a continuous through route for vehicular traffic to prevent Dene Road becoming a through route for traffic passing through the village.

It is not possible to expand nearby children’s play facilities, therefore new a NEAP and LEAP should be provided centrally within the site.

At the northern end of the site, North Villas front directly onto Dene Road and provide a strong frontage development. This should be replicated with a similar street frontage on the opposite side of the road, mimicking the set back on the western side in order to create a fully integrated development. To the southern end of the site, Dene Road is a footpath/cycle way in a sunken lane below the site level, therefore dwellings in this area should front both sides of a new internal estate road. Dwellings should also front informal open space around the buffer landscaped area to the west of the site.
Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 60 dwellings including 25% affordable housing;
- Employment 'Starter' units on approximately 0.25 hectares;
- Removal of the existing hedgerow on the eastern side of the northern part of Dene Road and the provision of frontage development to mimic North Villas;
- A combined NEAP and LEAP in the centre of the site;
- Access from the North and South, with pedestrian and cycle link between the northern and southern sections of the site;
- Substantial new tree planting on the western part of the site, to provide linkages between areas of the new development;
- Development facing out towards the new landscaped area to the east;
- Provision of allotments on site.
Appendix C  Design Briefs

MIN5: Butts Way, Milverton

Key Considerations:
The site is on the outskirts of Milverton, away from heritage assets and adjacent to more recent residential developments. It is on rising land and accessed off Butts way which narrows to the west.

Access to the site should be through the new development of 5 affordable houses on Tuckersmead, however if this is not possible, access will need to be taken off Butts Way. This would require road widening to provide the necessary visibility splays and safe pedestrian routes. Such works would have a significant impact on the character of the lane and a new hedgerow with tree planting would be required.

Two storey dwellings should continue the existing building line created by the new development and there is potential for rear gardens to back on to each other in order to avoid overlooking.

A strong landscaped boundary should be created on the higher land to the west but care will need to be taken to avoid the development having an overbearing impact on ‘Marden’. The southern side of the site would also require a significant landscape screen to protect views from the south.
Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Approximately 20 dwellings including 25% affordable housing at a net density of 30 dph;
- Terrace or semi-detached houses facing Butts Way to continue building line;
- Vehicle access through Tuckersmead;
- Pedestrian link to allotments;
- Alternative vehicle access point on Butts Way with replacement hedgerow boundary and tree planting required;
- SuDS on lower part of site – combined with public open space;
- Strong landscaped buffer on western and southern part of the site;
- Development set away from higher land on western part of site;
- Development set away from frontage of Marden.
Appendix C Design Briefs

MIN7: Knapp Lane, North Curry

Key Considerations:
The site is located on the north-western edge of the village on the road that leads to Knapp, Ham and eventually Creech St. Michael. The land is a flat field that appears to have had agricultural use in the past.

The site is within walking distance of the centre of the village and local services. On the west and south-west edge of this site lies a defining field boundary, the other side of which is an unmarked public right of way that leads onto the public footpath in between Town Farm (road) and Chapel Close. This provides good pedestrian access into the village and its facilities. The site is therefore considered to have a good degree of sustainability.

The field is enclosed on all of its sides by a strong mature hedgerow boundary. The land is flat, but is not within an identified flood risk zone and is not known to flood. The local landscape does rise towards Borough Farm and Borough Post, but these are over a kilometre away and not considered likely to be affected by any development at this site.

The site area extends to 2 hectares although in line with the Council’s consultation, only 20 dwellings are proposed. These shall be located towards the north of the site on around 1 hectare only. The southern part of the allocation shall be retained as a landscaped and recreational buffer, utilising the existing hedgerows and providing an enhanced edge to the built up area of the settlement and helping to assimilate the site into the open countryside beyond.
Site Requirements:
It is expected that the development of this site will incorporate the following principles:

- Around 20 dwellings including 25% affordable housing at a net density of around 20dph. The location shall be to the northern part of the site;

- The remaining half of the site allocation shall be used as for the required open space, landscaping, children’s play facilities, SUDS, allotments and other recreational activities, providing a buffer to the open countryside beyond;

- Retention of existing 'green' boundaries around the site;

- Provision of a hard surfaced pedestrian link to the public right of way to the west of the site and similar improvements along this right of way (T.17/50) to adoptable standard;

- Vehicular access via Knapp Lane, towards the north-western part of the site to incorporate adequate visibility splays and footpaths, where appropriate and practical. Any loss of existing hedgerows to incorporate highway requirements shall be replaced to retain screening and the rural character;

- Dwellings to be two storey only to reduce visual impact into the site and retain the setting of the approach into the village;

- The lower density requirement enables greater opportunity to retain privacy and amenity of adjoining properties.
Appendix D Recreational Open Space Standards
Recreational Open Space Standards Appendix D

The Framework recognises the importance of existing open space, sports and recreational buildings and land, and sets some general guidance as to when such facilities could be disposed of. The Council defines recreational facilities as usable areas of formal and informal green space (above 0.4 hectares), and includes: allotments, children’s play areas, provision for teenagers, parks and recreation grounds, outdoor sports facilities (i.e. playing pitches, courts and tracks), cemeteries and church yards, amenity open space, indoor and recreation facilities, woodlands, orchards, and semi-natural open space. The Council’s Green Space Assessment and Strategies on Allotments, Children’s Play Areas, Playing Pitches, Green Spaces and Built Sports Facilities provide the latest local information on shortfalls in quantity and quality and over supply, as well as standards for new provision in the Borough. These documents and their evidence base must be referred to when applying Policies C2 and C3.

At the date of the SADMP publication the following standards were relevant. As it is a requirement to keep up-to-date assessments of existing and requirements for future provision please refer to the latest documents for the most up-to-date figures.

Children’s Play Areas
Across the Borough the Council is aiming for 0.8 hectare of children and teenager play space per 1000 persons. This constitutes mixture of both informal play space and formal equipped play space For new developments Children’s Play: minimum 20 square metres of equipped children’s playing area for all dwellings of two or more beds in the form of Local Equipped Play Area (LEAP) and Neighbourhood Equipped Play Area (NEAPS). A LEAP is for young children and is a minimum of 400m$^2$ and must be within 400 meters of new dwellings. It must include a minimum 5 items of play equipment, paths to equipment and landscaping. A NEAP is for younger and older children and is a minimum of 1,000m$^2$, and within 1km of new dwellings. It must include a minimum of 8 items of play equipment, paths to equipment and landscaping.

Developers will normally be expected to provide children’s play areas and allotments on-site. In some cases, on-site provision may not be desirable or feasible due to the physical characteristics of the site or its small size. In such circumstances the additional demand for recreational open space arising from the development can be met in other ways. This may be through the improvement of existing facilities suitably located to meet the needs of the site, thus enabling them to accommodate additional usage, or it may involve the provision of new facilities. In either case, implementation is likely to be sought through financial contributions secured by planning obligations. New Children’s Play Areas will normally be secured through Section 106 agreements. All other recreation space will be delivered through Community Infrastructure Levy.

Playing Pitches
Across the Borough the Council is aiming for 1.8 hectares of equipped playing field space per 1000 persons. A functional playing field has two drained and constructed pitches (or in the case of cricket; one pitch and separate practice area) with associated parking and changing pavilion to the relevant national governing body standard (Football Foundation, Rugby Football Union, England Cricket Board). Playing pitches are destination facilities and therefore may be located off-site.
Appendix D  
Recreational Open Space Standards

Allotments
Across the Borough the Council is aiming for 0.35 hectares of allotments per thousand people. For new developments 15.4 square metres of allotment land per dwelling. A functional site is 20 plots. Allotment sites must be within 1km of new development.

Multi-functional Space
Multi-functional green space, such as sustainable urban drainage incorporated into public open space, children’s play areas encompassed within recreation grounds and woodlands providing both habitat mitigation and recreational open space, will be encouraged.

The creation of sports hubs (multiple sports clubs in one location) will be encouraged to enable the sharing of facilities (such as changing rooms, parking, spectator areas and function rooms) and maintenance costs (utilities, ground care, building repairs).

Community Halls
Across the Borough the Council is aiming for all communities to have reasonable access to Community Halls. For new developments new provision will be sought in the form of either; a new hall or enhancement of an existing community building within 1 km of development, equivalent to:

For 1,495 people: one main hall (minimum 6.7m high x 9m wide x 16.4m long) with storage (20m sq), toilets (4 x female wc’s with 2 x hand wash basins and 2 x hand dryers; 2 x male wc’s plus 5 urinals with 2 x hand wash basins and 2 x hand dryers; 1 separate disabled wc; baby changing facilities) and a kitchen (40m sq; suitable for catering large events);

For 1,496-2149 people: one main hall with storage, one meeting room (20m sq with storage of 15m sq) or activity room (50m sq with 20m sq storage), toilets and a kitchen;

For 2150 people: one main hall, two meeting rooms or activity rooms, storage, toilets and a kitchen and a further meeting room or usable space for every additional 1,495 people.

The site for the Community Hall must be large enough to allow for the building, its landscaping and access paths, parking and for any shared spaces to work well. Community Halls must be fully accessible and comply with relevant Environmental Health and Building Regulation legislation. They must be fit for purpose, include appropriate fixtures and fittings, and the space flexible enough to meet the future needs of the community.
Parking Standards Appendix E
Appendix E Parking Standards

*Note: These standards replace those in the Taunton Town Centre Area Action Plan (Appendix 3)*

**Residential parking standards**
Car parking standards include any garages or car ports provided.

The minimum size for a single garage is 6.0m x 3.0m and a double garage 6.0m x 6.0m (all measurements between any internal piers). The minimum size for a single car port is 5.0m x 2.9m.

Table 2

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</table>

**Non-residential parking standards**

All standards include parking for all trip purposes; including employees, visitors and customers. Developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of car parking provision. Proposals for provision above or below these standards must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer’s Travel Plan.

All figures refer to Gross Floor Area.
## Parking Standards Appendix E

### Table 3 Non-residential parking standards

<table>
<thead>
<tr>
<th>Car Parking (maximum provision)</th>
<th>Taunton town centre</th>
<th>Taunton urban area outside the town centre, including urban extensions</th>
<th>Wellington urban area and urban extensions</th>
<th>Remainder of Taunton Deane</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Retail stores &lt; 1000 sq m:</td>
<td>provision for servicing only</td>
<td>provision for servicing only</td>
<td>1 space per 60 sq m</td>
<td>1 space per 50 sq m</td>
</tr>
<tr>
<td>A1 Non-food retail stores &gt; 1000 sq m:</td>
<td>1 space per 70 sq m</td>
<td>1 space per 70 sq m</td>
<td>1 space per 60 sq m</td>
<td>1 space per 50 sq m</td>
</tr>
<tr>
<td>A1 Food retail stores &gt; 1000 sq m:</td>
<td>1 space per 28 sq m</td>
<td>1 space per 28 sq m</td>
<td>1 space per 20 sq m</td>
<td>1 space per 16 sq m</td>
</tr>
<tr>
<td>A2 Financial and Professional Services:</td>
<td>-</td>
<td>1 space per 55 sq m</td>
<td>1 space per 40 sq m</td>
<td>1 space per 30 sq m</td>
</tr>
<tr>
<td>A3/A4/A5 Food and Drink:</td>
<td>-</td>
<td>1 space per 45 sq m</td>
<td>1 space per 30 sq m</td>
<td>1 space per 16 sq m</td>
</tr>
<tr>
<td>B1(a), B1(b), B1(c) business:</td>
<td>1 space per 100 sq m</td>
<td>1 space per 55 sq m</td>
<td>1 space per 40 sq m</td>
<td>1 space per 30 sq m</td>
</tr>
<tr>
<td>B2 General Industrial:</td>
<td>-</td>
<td>1 space per 100 sq m</td>
<td>1 space per 85 sq m</td>
<td>1 space per 75 sq m</td>
</tr>
<tr>
<td>B8(a)and B8(b):</td>
<td>-</td>
<td>-</td>
<td>1 car space per 300 sq m + 1 lorry space per 250 sq m</td>
<td>1 car space per 200 sq m + 1 lorry space per 250 sq m</td>
</tr>
<tr>
<td>C1 Hotels and Hostels:</td>
<td>1 space per 3 bedrooms</td>
<td>1 space per 2 bedrooms</td>
<td>1 space per 3 bedrooms</td>
<td>1 space per 2 bedrooms</td>
</tr>
<tr>
<td>C2a Hospitals:</td>
<td>1 space per 50 sq m</td>
<td>1 space per 50 sq m</td>
<td>1 space per 50 sq m</td>
<td>1 space per 40 sq m</td>
</tr>
<tr>
<td>C2b Nursing homes, Hostels, Retirement Homes, etc.:</td>
<td>1 space per 8 bedrooms</td>
<td>1 space per 8 bedrooms</td>
<td>1 space per 8 bedrooms</td>
<td>1 space per 4 bedrooms</td>
</tr>
<tr>
<td>D1a Places of Worship, Church Halls, Public Halls:</td>
<td>-</td>
<td>1 space per 34 sq m</td>
<td>1 space per 34 sq m</td>
<td>1 space per 20 sq m</td>
</tr>
<tr>
<td>D1b Clinics, Health Centres, Surgeries:</td>
<td>-</td>
<td>1 space per 30 sq m</td>
<td>1 space per 30 sq m</td>
<td>1 space per 25 sq m</td>
</tr>
</tbody>
</table>
## Appendix E Parking Standards

<table>
<thead>
<tr>
<th></th>
<th>Taunton town centre</th>
<th>Taunton urban area outside the town centre, including urban extensions</th>
<th>Wellington urban area and urban extensions</th>
<th>Remainder of Taunton Deane</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1e Primary Schools:</td>
<td>-</td>
<td>1 space per FTE employee plus 2 visitor spaces</td>
<td>1 space per FTE employee plus 2 visitor spaces</td>
<td>1 space per FTE employee plus 2 visitor spaces</td>
</tr>
<tr>
<td>D1f Secondary Schools:</td>
<td>-</td>
<td>1 space per 2 FTE employees plus 2 visitor spaces</td>
<td>1 space per 2 FTE employees plus 2 visitor spaces</td>
<td>1 space per 2 FTE employees plus 2 visitor spaces</td>
</tr>
<tr>
<td>D1g Higher and Further Education Centres:</td>
<td>-</td>
<td>1 space per 100 sq m</td>
<td>1 space per 100 sq m</td>
<td>-</td>
</tr>
<tr>
<td>D2 Leisure Centres:</td>
<td>-</td>
<td>1 space per 65 sq m</td>
<td>1 space per 65 sq m</td>
<td>1 space per 40 sq m</td>
</tr>
<tr>
<td>Other land uses:</td>
<td>provision for servicing and people with disabilities only</td>
<td>Other Class D uses would be expected to locate in Taunton town centre, so no parking standards are indicated.</td>
<td>It is not proposed that other D class uses would be located in Wellington, so no parking standards are indicated.</td>
<td>It is not proposed that other Class D uses would be located outside Taunton and Wellington, so no parking standards are indicated.</td>
</tr>
<tr>
<td>Service Stations:</td>
<td>-</td>
<td>-</td>
<td>case by case</td>
<td>-</td>
</tr>
<tr>
<td>Car Dealerships:</td>
<td>-</td>
<td>-</td>
<td>case by case</td>
<td>-</td>
</tr>
</tbody>
</table>

### Cycle parking (minimum provision - all spaces to be under cover)

<table>
<thead>
<tr>
<th>Category</th>
<th>Taunton town centre</th>
<th>Taunton urban area outside the town centre, including urban extensions</th>
<th>Wellington urban area and urban extensions</th>
<th>Remainder of Taunton Deane</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Retail stores &lt; 1000 sq m:</td>
<td>1 space per 80 sq m</td>
<td>1 space per 80 sq m</td>
<td>1 space per 80 sq m</td>
<td>1 space per 250 sq m</td>
</tr>
<tr>
<td>A1 Retail stores &gt; 1000 sq m:</td>
<td>1 space per 70 sq m</td>
<td>1 space per 70 sq m</td>
<td>1 space per 70 sq m</td>
<td>1 space per 250 sq m</td>
</tr>
<tr>
<td>A2 Financial and Professional Services:</td>
<td>1 space per 80 sq m</td>
<td>1 space per 80 sq m</td>
<td>1 space per 80 sq m</td>
<td>1 space per 250 sq m</td>
</tr>
<tr>
<td>A3/A4/A5 Food and Drink:</td>
<td>1 space per 20 sq m</td>
<td>1 space per 20 sq m</td>
<td>1 space per 20 sq m</td>
<td>1 space per 20 sq m</td>
</tr>
<tr>
<td>B1(a), B1(b), B1(c) business:</td>
<td>1 space per 80 sq m</td>
<td>1 space per 80 sq m</td>
<td>1 space per 80 sq m</td>
<td>1 space per 250 sq m</td>
</tr>
<tr>
<td>B2-B7:</td>
<td>1 space per 130 sq m</td>
<td>1 space per 130 sq m</td>
<td>1 space per 130 sq m</td>
<td>1 space per 400 sq m</td>
</tr>
<tr>
<td>B8 General warehouses and distribution:</td>
<td>1 space per 250 sq m</td>
<td>1 space per 250 sq m</td>
<td>1 space per 250 sq m</td>
<td>1 space per 750 sq m</td>
</tr>
</tbody>
</table>
## Parking Standards

### Taunton town centre
- **C1 Hotels and Hostels:** 1 space per 10 beds
- **C2a Hospitals:** 1 space per 80 sq m
- **C2b Nursing homes, Hostels, Retirement Homes, etc.:** 1 space per 7 bedrooms
- **D1a Places of Worship, Church Halls, Public Halls:** case by case
- **D1b Clinics, Health Centres, Surgeries:** 1 space per 60 sq m
- **D1c Libraries:** case by case
- **D1d Art Galleries and Museums:** case by case
- **D1e Primary Schools:** 1 space per 10 pupils + 1 space per 5 employees
- **D1f Secondary Schools:** 1 space per 5 pupils + 1 space per 5 employees
- **D1g Higher and Further Education Centres:** 1 space per 200 sq m
- **D2 Leisure Centres:** 1 space per 300 sq m
- **D2a Cinemas:** 1 space per 25 seats
- **D2b Exhibition Centres:** 1 space per 25 seats
- **Bingo Halls:** 1 space per 25 seats

### Taunton urban area outside the town centre, including urban extensions
- **C1 Hotels and Hostels:** 1 space per 10 beds
- **C2a Hospitals:** 1 space per 80 sq m
- **C2b Nursing homes, Hostels, Retirement Homes, etc.:** 1 space per 7 bedrooms
- **D1a Places of Worship, Church Halls, Public Halls:** case by case
- **D1b Clinics, Health Centres, Surgeries:** 1 space per 60 sq m
- **D1c Libraries:** case by case
- **D1d Art Galleries and Museums:** case by case
- **D1e Primary Schools:** 1 space per 10 pupils + 1 space per 5 employees
- **D1f Secondary Schools:** 1 space per 5 pupils + 1 space per 5 employees
- **D1g Higher and Further Education Centres:** 1 space per 200 sq m
- **D2 Leisure Centres:** 1 space per 300 sq m
- **D2a Cinemas:** 1 space per 25 seats
- **D2b Exhibition Centres:** 1 space per 25 seats
- **Bingo Halls:** 1 space per 25 seats

### Wellington urban area and urban extensions
- **C1 Hotels and Hostels:** 1 space per 10 beds
- **C2a Hospitals:** 1 space per 80 sq m
- **C2b Nursing homes, Hostels, Retirement Homes, etc.:** 1 space per 7 bedrooms
- **D1a Places of Worship, Church Halls, Public Halls:** case by case
- **D1b Clinics, Health Centres, Surgeries:** 1 space per 60 sq m
- **D1c Libraries:** case by case
- **D1d Art Galleries and Museums:** case by case
- **D1e Primary Schools:** 1 space per 10 pupils + 1 space per 5 employees
- **D1f Secondary Schools:** 1 space per 5 pupils + 1 space per 5 employees
- **D1g Higher and Further Education Centres:** 1 space per 200 sq m
- **D2 Leisure Centres:** 1 space per 300 sq m
- **D2a Cinemas:** 1 space per 25 seats
- **D2b Exhibition Centres:** 1 space per 25 seats
- **Bingo Halls:** 1 space per 25 seats

### Remainder of Taunton Deane
- **C1 Hotels and Hostels:** 1 space per 20 beds
- **C2a Hospitals:** 1 space per 100 sq m
- **C2b Nursing homes, Hostels, Retirement Homes, etc.:** 1 space per 13 bedrooms
- **D1a Places of Worship, Church Halls, Public Halls:** case by case
- **D1b Clinics, Health Centres, Surgeries:** 1 space per 100 sq m
- **D1c Libraries:** case by case
- **D1d Art Galleries and Museums:** case by case
- **D1e Primary Schools:** 1 space per 10 pupils + 1 space per 10 employees
- **D1f Secondary Schools:** 1 space per 5 pupils + 1 space per 10 employees
- **D1g Higher and Further Education Centres:** -
- **D2 Leisure Centres:** 1 space per 400 sq m
- **D2a Cinemas:** Other Class D uses would be expected to locate in Taunton town centre, so 1 space per 25 seats
- **D2b Exhibition Centres:** 1 space per 25 seats
- **Bingo Halls:** It is not proposed that other D class uses would be located outside Taunton and Wellington, so no
## Appendix E Parking Standards

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Bowling Alleys</td>
<td>1 space per lane</td>
<td>no parking standards are indicated.</td>
<td>uses would be located in Wellington, so no parking standards are indicated.</td>
<td>parking standards are indicated.</td>
</tr>
<tr>
<td>Leisure Centres</td>
<td>1 space per 300 sq m</td>
<td>case by case</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casinos:</td>
<td>case by case</td>
<td>case by case</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2d Stadia:</td>
<td>case by case</td>
<td>case by case</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Stations:</td>
<td>case by case</td>
<td>case by case</td>
<td>case by case</td>
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</tr>
<tr>
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<td>case by case</td>
<td>case by case</td>
</tr>
</tbody>
</table>

### Motorcycle parking

Where parking spaces are unallocated a minimum of one space per twenty car spaces, with a minimum of one space provided in all non-residential developments.

### Parking for people with disabilities (minimum provision)

- Development with 24 or fewer parking spaces: 2 spaces
- Development with 25 or more parking spaces: 5% of total capacity, plus 2 spaces