

## Welcome

The Core Strategy sets out the vision for Taunton Deane and the strategic objectives, spatial strategies and policies for meeting that vision. It specifies the locations and quantity of growth to be accommodated within the Borough up to 2028 and identifies the strategic site allocations for developments over five hectares, including mixed-use urban extensions.

To access site specific policies and plans please click on relevant link below:

- Growth points within the Borough and Taunton Deane Key Diagram (section 4.1 'Sustainable Development Locations')
- Taunton policy and Taunton Key Diagram (section 4.2 'Taunton Policy')
  - Strategic site at Monkton Heathfield (section 5.1 'Monkton Heathfield')
  - Strategic site at Priorswood / Nerrols (section 5.2 'Priorswood / Nerrols')
- Wellington policy and Wellington Key Diagram (section 4.3 'Wellington Policy')
  - Strategic site at Longforth Farm (section 5.3 'Wellington- Longforth Farm')
  - Strategic site at Cades / Jurston (section 5.4 'Wellington- Cades / Jurston')
  - Strategic employment site (section 5.5 'Wellington- Strategic Employment Site')

It also includes policies for the control of development across the Borough (section 6 'Development Management Policies') to ensure planning applications meet the vision and objectives. For example, policy approaches to proposed housing development in the countryside or restrictions on the type of goods sold in out of centre retail stores.

Whilst the Core Strategy includes a number of policies setting the strategic framework and core development management policies across the Borough, it forms only part of the Development Plan framework, and should be read alongside the relevant Proposals Map. The Borough Council will also prepare a Site Allocation and Development Management Development Plan; reviewing policies "saved" from the 2004 Local Plan, the Taunton Town Centre Area Action Plan and allocating a range of smaller sites to contribute towards the requirements in the Core Strategy.

The Core Strategy has incorporated a number of "main modifications" recommended by the Inspector in his report on the examination into the Plan and thus satisfies the requirements of Section 20(5) of the 2004 Planning and Compulsory Purchase Act and meets the criteria for soundness set out in the National Planning Policy Framework (2012).

## Foreword

The Core Strategy is the culmination of six years work and sets out a vision of how Taunton Deane should develop up to and including the year 2028.

It has at its heart aspiration but it also has a strategic foundation with a sound evidence base to support what is a very positive vision for our area in the coming years. It is up to the civic leaders of Taunton Deane to bring together the local public, including voluntary and community sectors along with private enterprise in order to create this vision of the future for our area and, through this, address the problems, needs and ambitions in a coordinated way. We have therefore developed the Core Strategy with new jobs at its heart so that we can ensure that there is sufficient growth in employment to warrant the growth in housing with areas such as the green knowledge economy, health and education being drivers for new employment but still very aware that a thriving economy needs all types of employment.

The Core Strategy also outlines the council priorities including the regeneration of Taunton Town Centre, development of sustainable urban extensions not piecemeal development, the enhancement of the green wedges and a full physical, community and green infrastructure based delivery plan.

This is a truly strategic document and within it is the outline of Taunton Deane's future prosperity with consideration to all the communities that make up our district which whilst being concluded in a very difficult economic climate is the blueprint to the area's future development.

It is vital that we have a sound strategy, one which leaves us as a planning authority in control of our future to make sure that future development is sustainable and helps us to protect and preserve the characteristics that make Taunton Deane an attractive place to live.



A handwritten signature in black ink that reads "Mark Edwards".

Councillor Mark Edwards, Portfolio Holder for Strategic Planning and Transportation

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## Contents

## Introduction 1

**1.1** The Taunton Deane Core Strategy sets a long term strategic vision for the future of the Borough and how it will develop over the next fifteen years or more. The Plan has been shaped and informed by a comprehensive evidence base and a changing context to planning at both a national and regional level.

**1.2** In the spirit of localism, the Council has sought to put forward a strategy which reflects local priorities and aspirations and delivers real benefits to local communities. Following the government announcement of its intention to abolish the Regional Spatial Strategy, the Council has taken the opportunity to ensure that the Plan is more closely aligned to communities and their aspirations. This is perhaps best evidenced in the commitment to delivering employment-led growth for the Borough.

**1.3** This adopted Plan has been developed following extensive public consultation. The findings of the consultation and on-going engagement with key stakeholders and partners has shaped the preferred strategy outlined in the Plan, which has been developed following detailed consideration of the options open to the Council. Options have been considered in accordance with European law through both the Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) processes. The SA Report and two HRA Reports are available separately and have influenced the preferred strategy, helping to minimise the potential adverse impacts associated with development.

**1.4** The Taunton sub-region comprises a Housing Market Area that centres on Taunton and Bridgwater and covers an extensive surrounding rural area containing a number of market towns as well as part of Exmoor National Park and West Somerset. Taunton is the dominant centre, offering a wide range of employment, leisure, retail and other services. Bridgwater plays a complementary role to Taunton, providing jobs in sectors not as well represented in Taunton's economy.

**1.5** Central to the Core Strategy are ambitious proposals for regeneration and growth for Taunton. The town plays a key role as a sub-regional centre and the Core Strategy will deliver large scale growth at Taunton including a strategic urban extension at Monkton Heathfield. It will complement the adopted Town Centre Area Action Plan which is bringing about regeneration of the town's core and will deliver major new employment at Firepool. Moreover, the Plan will ensure that the town develops sustainably, with an enhanced role and profile within the South West.

**1.6** The context of national planning policy will continue to change with local communities afforded more autonomy to shape locally distinctive policies. Beyond the adoption of the Core Strategy we will prepare the Site Allocations and Development Management DPD. This will also review allocations in the Taunton Town Centre Area Action Plan which have changed emphasis since the Plan was adopted in 2008. It is proposed that the Core Strategy will be reviewed approximately five years from adoption.



## Vision and Objectives 2

### 2.1 Vision for Borough

#### Spatial Portrait of the Borough

**2.1** The Borough of Taunton Deane is located centrally within the South West Region in the County of Somerset. It covers an area of some 462 square kilometres.

**2.2** The Borough is predominantly rural in character although over half of the population of 108,200 live within the County town of Taunton (population around 63,000). The market town of Wellington also represents a significantly-sized settlement within the Borough with a population of around 13,000 and there are major rural centres at Wiveliscombe and Bishops Lydeard.

**2.3** Much of the Borough lies within the Vale of Taunton Deane with the Blackdown Hills to the south, Quantock Hills to the north, as well as the Somerset Levels and Moors to the east and Brendon Hills in the west. The quality of the landscape and setting of the Borough is of a particularly high standard and this is reflected by the national recognition of the Blackdowns and Quantocks as Areas of Outstanding Natural Beauty; the AONBs covering about 20% of the geographic area of the Borough.

**2.4** In addition to the high quality landscape enjoyed by Taunton Deane residents, the Borough also demonstrates a rich tapestry of wildlife habitats and sites. The Somerset Levels and Moors are recognised as Special Protection Areas (SPA) and Ramsar sites whilst there are also three Special Areas of Conservation (SAC) at Hestercombe House, Quants and Holme Moor and Clean Moor. There are 19 Sites of Special Scientific Interest (SSSI) including those referred to above as well as over 350 local wildlife sites within the Borough.

**2.5** Our towns and villages have evolved and developed over centuries, resulting in a rich and diverse local character. This is reflected today by the recognition of 41 Conservation Areas, over 2,000 recorded archaeological sites, 32 Scheduled Monuments, 6 Registered Historic Parks and Gardens, and 48 areas of High Archaeological Potential. There are also over 2,000 listed buildings which equates to 1 building for every 54 residents, nearly three times the national average of 1 building per 146 residents.

**2.6** The population structure of the Borough is broadly comparable to the regional average albeit there are likely to be significant increases in the number of residents over 65 over the lifetime of the Core Strategy in line with national and regional projections. The 2008 ONS projections indicate the numbers aged 15-19 and 20-24 may actually decline over the period up to 2028 by around 3%.

**2.7** Taunton Deane represents a relatively safe place to be. The overall crime rate is below the national average whilst 91% of residents perceive their areas as safe during the day and 59% do so after dark.

**2.8** The Borough is not particularly deprived in overall terms although there are small and quite pronounced pockets of deprivation both in an urban and rural sense. There are parts of the Taunton area which fall within the most deprived parts of the country when measured against the Indices of Multiple Deprivation, whilst many of the rural areas perform poorly against barriers to services and housing indices.

## 2 Vision and Objectives

**2.9** The quality of public and private education is excellent. Whilst there is no university at Taunton, Somerset College provides a range of further and higher education courses as well as a variety of part-time courses for adult learners. There is also a sixth form at Richard Huish College which performs highly in national tables. There are 44 primary schools and seven secondary schools. There are also four independent schools.

**2.10** The Borough has a lower than average economically active population with a lower percentage of people in senior and management level positions. Median average earnings are significantly lower than average, this is also a reflection of the fact that a significant proportion of the workforce does not work in full time employment.

**2.11** The house price to earnings ratio in Taunton Deane (Borough) is currently 7.1:1 based on data from the latest (2011) Annual Survey of Hours and Earnings and sales and valuations over the last 12 months. The regional house price to earnings is 7.5:1. Affordability is a key issue in relation to housing, particularly in relation to the quality of jobs available.

**2.12** Car ownership across the Borough is above the national average with those driving or being a passenger in a car the dominant mode of transport for those getting to work (64%). The number of people cycling to work is double the national average whilst public transport is used by a lesser share than nationally.

**2.13** Taunton and in general terms the Borough as a whole has excellent transport links. It is situated on the main London to Penzance rail route and also benefits from direct services to the Midlands, North of England and South Wales. There are motorway junctions at Taunton: Junction 25, and Wellington: Junction 26, providing direct access to the M5 which runs between Exeter and the West Midlands. In addition there are two major county routes: the A38 and A358 which run through the Borough.

**2.14** Climate change is a global challenge but one which is of particular relevance locally. Likely issues which may affect the Borough will include an increased risk of flooding (particularly as much of the Borough is low-lying and a significant proportion of existing residential properties are already at risk of flooding).

**2.15** The Core Strategy recognises the potential benefits associated with growth. The Plan proposes a significant quantum of new jobs and housing and associated infrastructure and facilities, a major challenge in itself taking into account some of the environmental constraints outlined above.

## Vision and Objectives 2

### Vision 1

Our Vision for the Borough:

Taunton Deane is a predominantly rural Borough comprising a collection of locally distinctive market towns, villages and hamlets nestled in a variety of diverse and ecologically rich landscapes. This diverse, attractive environment and excellent position at the centre of the South West with good road and rail links provide opportunities to attract businesses and investment.

By 2028 Taunton Deane will be recognised nationally as a place that is developing sustainably, securing a better life and future for its communities. Taunton Deane will be a more accessible and equitable place where those living and working can access suitable and affordable housing, a range of services, recreational and leisure facilities, and where deprivation is tackled. Our public transport networks will be improved whilst well connected and integrated walking and cycling networks will provide those living and working within the Borough with further alternatives to the private car. The Borough's residents can be proud of where people play an active role in communities and a high quality of life is enjoyed.

Economic diversification, primarily in the private, agricultural, green and knowledge sectors will secure a wider range of higher paid employment for its residents. Employment led growth will facilitate improvements in housing choice for residents; increase self-containment and provide essential infrastructure and community facilities. It will help the Borough to consider, mitigate and adapt to the possible effects of climate change, maximising opportunities to improve energy efficiency, sustainable transport and energy supplies. Developments will be well designed, taking cues from our distinctive character and enhancing our unique environment which plays such an important role in making the Borough of Taunton Deane so special.



## 2 Vision and Objectives

### 2.2 Strategic Objective 1: Climate Change

#### Objective 1

##### Strategic Objective 1 (Climate Change)

**Taunton Deane will be a leader in addressing the causes and impacts of climate change and adapting to its effects.**

**2.16** Along with every organisation and individual, our carbon footprint will need to be reduced in order to reduce greenhouse emissions and generally promote a more sustainable environment. The overall Plan strategy will direct development to sustainable locations, reducing the need to travel. Proposals themselves will also be expected to consider and mitigate the effects of climate change. Avoiding development in floodplains, green infrastructure associated with urban extensions, Eco proposals for the Taunton urban extension, reductions in carbon emissions from new residential and non residential development and using sustainable construction techniques will all help mitigate against and adapt to climate change within the Borough.



**Table 2.1 Measuring Success**

Indicator of achievement	Target	Source
Per capita carbon dioxide emissions	Reduction from 2006 baseline of 6.5 tonnes per person	Dept of Environment and Climate Change data
Renewable energy installations by capacity and type	Year on year increase from 2006 baseline	Internal monitoring

## Vision and Objectives 2

Number of new dwellings and non residential floorspace developed to required standards of carbon reduction and estimated carbon saving	Year on year increase from 2010 baseline	Internal monitoring through planning applications
Carbon improvements to the existing stock	Number of households and carbon savings arising from improvements arising directly or indirectly from granting of planning permission from 2012 baseline	Internal monitoring through planning applications
Number of planning permissions granted contrary to Environment Agency advice	Zero permissions	Internal monitoring
Area of new habitat created through development proposals	Increase from 2006 baseline	Internal monitoring
<p>Modal share of trips to / from:</p> <p>a. Taunton and Wellington town centres, and</p> <p>b. travel to / from work</p>	<p>a. Increase in non car use from 2010 baseline of 24% Taunton and 46% Wellington</p> <p>b. Increase from 2001 census baseline of 34.3% non car use</p>	<p>a. Town centre 'Health Check' every 5 years</p> <p>b. Somerset County Council</p>

## 2 Vision and Objectives

### 2.3 Strategic Objective 2: Economy

#### Objective 2

##### 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 fulfil its true economic potential.**

**2.17** The Core Strategy is an employment led strategy, housing and other requirements predicated on an evidence based assessment of economic growth. This will assist in retaining the high levels of self containment currently enjoyed within the Borough. Development opportunities within urban extensions and Wellington will complement the role and function of Taunton, which will remain the sub-regional focus for a range of employment opportunities, whilst existing employment areas will be safeguarded and continue to meet the needs of business. The main growth sectors will be away from ‘traditional employment’ (Class B) uses and towards health, education and retailing and will be facilitated through site allocations, on site expansions and a development management criteria based approach.



**Table 2.2 Measuring Success**

Indicator of achievement	Targets	Source
The number of net additional jobs created	From 2006 baseline: 11,900 net additional jobs, including: 3,094 new retail jobs; 2,192 new residential institutional jobs (e.g. hospitals, nursing homes);	Internal monitoring

## Vision and Objectives 2

Indicator of achievement	Targets	Source
	2,684 new non-residential institutional jobs (e.g. health centres, nurseries and crèches);  2,256 new office jobs	
Amount of completed Class B employment floorspace	From 2006 baseline:  49,541 sq.m. gross office space  54,990 sq.m. gross industrial / warehousing space  23,175 sq.m. gross sui generis floorspace	Internal monitoring
Amount of completed floorspace for other employment generating activities	From 2006 baseline:  93,150 sq.m. gross retail space  65,755 sq.m. gross residential institutional space  55,755 sq.m. gross non residential institutional space  35,157 sq.m. gross assembly and leisure space	Internal monitoring
Amount of Class B employment land lost to other uses.	Measure from 2006 baseline.  No target but yearly assessment	Internal monitoring
Levels of self containment	Improvements on 2001 levels of:  82% Taunton  74% Wellington	Census returns
Growth in Green Knowledge Economy jobs	Increase from 13% of workforce in 2006 baseline to 17% by 2028	Internal monitoring (current figures from Cambridge Econometrics; RTP)
Gross average weekly earnings of full time residents	Provision of better quality jobs to reach South-West average earnings and seek to reach national average compared with 2008 baseline (96% regional average and 90% of national average).	Internal monitoring and Annual Survey of Hours and Earnings Workplace Analysis
Gross Value Added (GVA) per head	To increase GVA from 2006 baseline to national average (83% of national average in 2006).	Internal monitoring and ONS data

## 2 Vision and Objectives

### 2.4 Strategic Objective 3: Town and other Centres

#### Objective 3

##### 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.**

**2.18** Regeneration of Taunton town centre (through the Area Action Plan) will retain and enhance its role and focus for employment growth, shopping, leisure, nationally significant cultural and sporting activity within the sub-region, which extends over western Somerset and into eastern Devon, and in the south-west generally. Wellington town centre will continue to serve the local needs of the surrounding catchment, particularly for food and other convenience shopping, which also extends into Devon. A District Centre as part of the Monkton Heathfield urban extension will be developed to provide a local shopping and employment focus for the new settlement which will develop over the plan period. Policy will protect the vitality and viability of these settlements to ensure that they remain important, accessible centres serving the needs of residents. Below this, rural centres in Wiveliscombe and Bishops Lydeard and local village shops will continue to provide a focus for the daily needs of the local, rural population.



## Vision and Objectives 2

**Table 2.3 Measuring Success**

Indicator of achievement	Target	Source
The number of net additional jobs created within defined centres	3,100 retail jobs 134 hotel jobs 519 assembly and leisure jobs 1,851 office jobs	Internal monitoring
Amount of completed town and district centre floorspace for major town centre uses	93,150 sq.m. gross retail space 35,157 sq.m. gross assembly leisure and cultural floorspace 6 cinema screens 49,451 sq.m. office space	Internal monitoring
Amount of completed floorspace for major town centre uses outside of defined centres/contrary to policy	Retail, leisure, cultural and assembly zero 7,300 sq.m. gross office space (already with permission)	Internal monitoring
Modal share of trips to/from Taunton and Wellington town centres	Increase in non car use from 2010 baseline of 24% Taunton and 46% Wellington	Town centre 'Health Check' every 5 years
Resident satisfaction with town centres.	Improvements from 2010 baseline (various measures)	Town centre 'Health Check' every 5 years
Position of Taunton in the national and regional retail hierarchy	Improvement on the 2008 baseline ranking of 82 <sup>nd</sup> nationally and 9 <sup>th</sup> regionally	Management Horizons Europe Index, as part of 'Health Check' every 5 years

**2.19 Note:** Office jobs are calculated having subtracted estimated job creation from current commitments, out of centre locations at Wellington and rural area (405 jobs).

## 2 Vision and Objectives

### 2.5 Strategic Objective 4: Housing

#### Objective 4

##### 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.**

**2.20** The Core Strategy will provide for at least 17,000 new dwellings over the period 2008 to 2028 supporting the Plan's employment-led strategy. By providing a significant quantum of new housing the Core Strategy will seek to maintain existing high levels of self-containment and ensure that a sufficient supply of housing is provided to meet the needs of the Borough. 25% of new housing stock will be affordable to meet existing and arising need over the plan period, the target percentage will ensure that the Plan accounts for the needs of those unable to access market housing but is not set so prohibitively high so as to inhibit the delivery of essential infrastructure.



## Vision and Objectives 2

Table 2.4 Measuring Success

Indicator of achievement	Target	Source
Net additional dwellings over the five year period.	At least 3,500 net dwellings 2011 - 2016 At least 4,500 net dwellings 2016 - 2021 At least 7,500 net dwellings 2021 - 2028	Internal monitoring
Net additional dwellings for the current year.	At least 704dpa 2011 - 2016 At least 904dpa 2016 - 2021 At least 1076dpa 2021 - 2028	Internal monitoring
Affordable housing completions (by tenure)	25% of annualised target.	Internal monitoring
Affordable housing completions (by tenure) outside Taunton and Wellington	At least 400 completions over Plan period.	Internal monitoring
Net additional pitches (Gypsy and Traveller) i) permanent ii) transit	25 additional permanent pitches by 2015; and 19 further permanent pitches by 2020 5 transit pitches by 2015	Internal monitoring
Housing Quality - Building for Life assessment i) very good ii) good iii) average iv) poor	80% of assessments good or above	Internal monitoring
Five year deliverable supply of housing sites.	At least five years' supply for Taunton Deane Borough	Strategic Housing Land Availability Assessment Review / Internal monitoring

## 2 Vision and Objectives

### 2.6 Strategic Objective 5: Inclusive Communities

#### Objective 5

##### Strategic Objective 5 (Inclusive Communities)

**To reduce inequalities and deliver more prosperous, cohesive communities.**



**2.21** The Council recognises the importance of tackling deprivation, reducing inequalities and creating more prosperous, cohesive communities. TDBC has a number of strategies that address provision and access to, inter alia, allotments, built sport facilities, community halls, green space, playing pitches, young children's and young people's play space. We are also partners for a range of county-wide strategies that aim to identify issues and address findings for, inter alia, children and young people, child poverty, financial inclusion, homelessness,

Priority Areas, strategic needs, older persons, housing and tenancy. In addition there are numerous stakeholder studies and reviews which provide in-depth studies and actions for addressing inequality, such as Strategic Review of Health Inequalities and Somerset Annual Public Health Report. Our Corporate Strategy includes tackling deprivation as one of four corporate priorities for the Council.

**2.22** The most deprived ward in Somerset (Halcon) lies in east Taunton, whilst other urban wards also feature prominently in the Indices of Multiple Deprivation. In addition there are also issues of rural isolation that need to be addressed. A range of county-wide strategies identifies in more detail individual issues for specific sections of the community. Whilst the Core Strategy may only have a limited role to play in tackling deprivation, as a spatial plan it is nonetheless important to flag tackling deprivation as an objective for the Plan, not least because the Plan sets a long term vision and subsequent DPDs will hang off it.

### Measuring Success

**Table 2.5 Measuring Success**

Indicator of achievement	Target	Source
Improving amount and quality of Open Space provision	By 2015 a minimum of 6.85 ha per 1000 population of Open Space provision  By 2015 a minimum quality rating of 4 (good) for all Open Space provision	Internal Monitoring

## Vision and Objectives 2

Improving Health	<p>Reduce the mortality rate for cardio-vascular disease for people under 75 years to 40.95 per 100,000 directly aged standardised population by 2013/14</p> <p>Year on year reduction in the percentage of people with limiting long term illnesses</p> <p>Year on year increased in life expectancy at birth</p> <p>Year on year increase in percentage of adult sport and active recreation participation, at least three sessions a week, 30 minutes, moderate intensity on at least 12 days out of the last 4 weeks.</p>	<p>NHS Somerset</p> <p>Internal monitoring, NHS Somerset</p> <p>Sport England</p>
Improving education and Learning	<p>Year on year increase in the percentage of 16year olds achieving 5+ GCSE at grade A*-C</p> <p>Increase in the percentage of working age population with NVQ level 3+ qualification</p>	<p>Internal monitoring</p> <p>Department for Education</p>
Reducing Crime	<p>Year on year reduction in the crime rate</p> <p>Year on year increase in the percentage of residents who feel fairly safe &amp; very safe a) after dark and b) during the day</p>	<p>Internal monitoring</p> <p>Home Office</p> <p>Avon and Somerset Police</p>
Indicators of deprivation	<p>Reduction in the number of LSOAs within the upper 10% most deprived nationally</p> <p>Reduction in the number of LSOAs within the upper 10% IMD barriers to housing and services</p>	<p>Indices of Multiple deprivation</p>
Increase in economic activity	<p>Year on year increase in the percentage of the population economically active</p> <p>Year on year increase in the average gross weekly earnings of full time residents</p>	<p>Internal monitoring</p> <p>Annual Population Survey</p> <p>Annual Survey of House and Earnings Workplace Analysis</p>
Maintaining or increasing Services and facilities	<p>Maintain or increase the level of rural services in Taunton Deane</p> <p>Community Halls within a 1 mile radius of new developments</p>	<p>Internal monitoring</p> <p>Internal monitoring</p>
Increasing amount of Housing in Sustainable locations	<p>Year on year increase in the percentage of completions in sustainable settlements</p>	<p>Internal monitoring</p>

## 2 Vision and Objectives

### 2.7 Strategic Objective 6: Accessibility

#### Objective 6

##### 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.**

**2.23** The location and design of development needs to contribute to reducing the need to travel, improving accessibility to jobs, services and community facilities, and addressing the climate change impacts of transport. Modelling undertaken as part of the urban extension proposals in Taunton, which has looked at the impact of growth across the town as a whole, suggests that, to reflect best practice "eco standards", at least 50% of all trips should be undertaken by modes other than the private car.

**2.24** Development in the Borough needs to be planned in a way which minimises use of the M5 for short -distance commuting and other journeys, particularly where this involves "junction hopping". At the same time, there is also a need to encourage modal shift for longer-distance journeys, since these account for the majority of carbon emissions from transport.

**2.25** Taken together, these objectives will require that employment, retailing, cultural and leisure development is primarily located within Taunton and Wellington town centres, with new housing being sited within easy walking distance of principal bus corridors.

**2.26** In rural parts of the Borough, co-ordination between development and the transport system will be improved by locating the majority of housing and employment in the identified rural centres, and elsewhere, in settlements which have a regular bus service to the main towns. It needs to be recognised, however, that the planning system cannot address the policies of service providers that have led to centralisation of facilities in larger centres and reduction in rural transport provision.



## Vision and Objectives 2

Table 2.6 Measuring Success

Indicator of Achievement	Target	Source
New housing in Taunton and Wellington located within 400m of a principal bus corridor	90%	Internal monitoring
New office development in Taunton located within 400m of a railway station	80%	Internal monitoring
New residential development within 30 minutes public transport time of a GP, hospital, primary school, areas of employment and a major retail centre	85%	Internal monitoring
New housing in Taunton and Wellington within 5 minutes walk of a town, district or local centre and primary school, and served by the cycle network.	80%	Internal monitoring
Proportion of trips by modes other than the private car to and from the proposed urban extensions in Taunton	50%	Internal monitoring
Residential units constructed as car-free developments	15%	Internal monitoring
Development complying with adopted car and cycle parking standards	100%	Internal monitoring
Completion of cycle network linking urban extensions in Taunton with the existing urban area	By 2028	Urban Extensions SPD
Completion of cycle schemes in accordance with the Taunton Town Centre Area Action Plan	By 2016	Taunton Town Centre Area Action Plan Policy Tr10
Overall bus / pedestrian priority scheme in Taunton town centre	By 2016	Taunton Town Centre Area Action Plan Policies Tr8, G4, Hs3, Hs4
Completion of bus / rail interchange at Taunton station	By 2016	Taunton Town Centre Area Action Plan Policy Fp4
Redevelopment of Taunton bus station with enhanced facilities	By 2016	Taunton Town Centre Area Action Plan Policy G3

## 2 Vision and Objectives

### 2.8 Strategic Objective 7: Infrastructure

#### Objective 7

##### 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.**



**2.27** Infrastructure requirements fall broadly into two types: those which arise from the growth in population (such as the need for schools or health care), and one-off items needed to accommodate development (such as flood alleviation and transport schemes), or which support specific objectives in the Core Strategy.

**2.28** The Borough Council will expect developers to provide for and/or contribute towards the provision of community and other infrastructure needs arising directly from a proposed development where this is considered necessary to make a scheme acceptable in planning terms. Contributions will also be required in some cases towards the cost of maintenance of defined facilities.

**2.29** The Borough Council will also require contributions on a pooled basis towards infrastructure needed to support the overall growth of Taunton Deane. The scale of contributions which developers will need to make will be established in detail through the use of an interim policy and the Community Infrastructure Levy (CIL).

**2.30** Specific infrastructure that will be needed during the first five years of the Core Strategy is contained in the Infrastructure Delivery Plan (IDP), which also identifies the broad pattern of infrastructure requirements to 2028.

**Table 2.7 Measuring Success**

Indicator of achievement	Target	Source
Completion of one-off items of infrastructure within the identified timescales	100% on time	IDP, CIL administration
Provision of population-driven infrastructure and services in step with housing growth	Development to fully meet the need for population-driven infrastructure, after allowing for any public funding or provision	IDP, CIL administration

## Vision and Objectives 2

### 2.9 Strategic Objective 8: Environment

#### Objective 8

##### 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.**

**2.31** The environment of Taunton Deane is unusually rich and varied within a relatively small geographical area. The high quality natural and man-made heritage is a key asset, attractive to both residents and visitors. The Core Strategy will maintain and enhance this asset which makes a fundamental contribution to the quality of life in Taunton Deane. Development provides opportunities to enhance and contribute to the quality of the environment.



## 2 Vision and Objectives

**Table 2.8 Measuring success**

Indicator of achievement	Targets	Source
Woodland coverage in the Borough	Increase in line with Somerset Woodland Strategy 2010 from current coverage of 7.62% to 8.7%	Somerset County Woodland coverage using Forestry Commission National Inventory of Woodland and Trees (NIWT) data.
Length of 'green links' and 'blue links' lost / created through new development	No net loss	Internal monitoring
Number of the following European protected species: <ul style="list-style-type: none"> <li>the lesser horseshoe bat colony at Hestercombe House SAC</li> <li>the barbastelle population at Longforth Farm</li> <li>the dormouse population at Cades Farm / Jurston Farm / Longforth Farm</li> <li>the Daubenton's bats on the River Tone in Taunton</li> </ul>	Monitoring to show no net downward trend in the population of protected species.	Monitoring by the Somerset Bat Group and reported to Natural England  Monitoring carried out as part of the monitoring for TTCAAP.
Condition of the following designated sites (European, SACs) <ul style="list-style-type: none"> <li>Hestercombe House SSSI</li> <li>Quants SSSI</li> <li>Curry and Hay Moors SSSI</li> <li>Holme and Clean Moors SSSI</li> </ul>	Site is in either 'favourable recovering' or 'favourable' condition.	Natural England
Area hectares of local nature reserves provided per 1000 population	1 ha	Natural England / Internal monitoring
Number of waterbodies at Good Ecological Status (or above)	Increase from 2009 baseline data	Environment Agency / Internal monitoring
Changes in the number of Listed Buildings, Conservation Areas and other heritage assets.	No net loss	TDBC & English Heritage
Number of planning applications granted contrary to Environment Agency advice on flood defence or water quality grounds, where issues cannot be overcome	Zero	Environment Agency / Internal monitoring

### 3.1 Presumption in Favour of Sustainable Development

#### Policy SD 1

##### **PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants jointly to find solutions which mean that proposals secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

#### **Justification**

**3.1** The Government's National Planning Policy Framework recognises that sustainable development is about change for the better. It is about positive growth, making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly. They are mutually dependent.

**3.2** In line with Government policy advice, the Council has adopted a positive approach in seeking to meet the objectively assessed development needs of the Borough. The policies in the Core Strategy provide a clear framework to guide development that creates positive, sustainable growth, therefore following the presumption in favour of sustainable development, enabling proposals that accord with the Plan objectives to be approved without delay. This policy is therefore at the heart of decision taking when assessing planning applications.

**3.3** There may be instances where the Plan is silent or in future years, policies become out of date. To enable the Council to continue to take a sustainably positive approach to decision making, the applicant will need to assist by submitting evidence to demonstrate how the benefits of the proposal outweigh any adverse impacts. In this way economic, social and environmental responsibilities can continue to be met without compromising the ability of future generations to meet their own needs and well-being.

**3.4** The following 8 Core Policies will apply across the Borough and relate to the 8 Strategic Objectives outlined in Chapter 2 of this plan.

## 3 Core Policies

### 3.2 Climate Change

#### Policy CP 1

##### **CLIMATE CHANGE**

Development proposals should result in a sustainable environment, and will be required to demonstrate that the issue of climate change has been addressed by:

- a. Reducing the need to travel through locational decisions and where appropriate, providing a mix of uses;
- b. Specifying how the development meets the relevant code level in the Code for Sustainable Homes, or, in the case of commercial development, the BREEAM standards;
- c. The protection of the quality, quantity and availability of the water resource, for example by the use of water conservation and recycling measures and minimising off site water discharge through methods such as Sustainable Urban Drainage systems;
- d. Incorporation of measures which promote and enhance the resilience of ecosystems and biodiversity networks within and beyond the site;
- e. Measures to minimise and mitigate the risks to the development associated with expected climate change impact such as average temperature increases, the urban 'heat island' effect, extreme weather events and soil moisture decreases in the summer and autumn;
- f. The adoption of the sequential approach and exceptions test to flood risk in accordance with Policy CP8 (Environment) and incorporation of measures in design and construction to reduce the effects of flooding.

Proposals for the development of renewable and low carbon sources of energy, including large-scale freestanding installations will be favourably considered provided that:

- g. Their scale, form, design, materials and cumulative impacts can be satisfactorily assimilated into the landscape or built environment and would not harm the character of these areas and has no overriding adverse impact on the amenity of the area in respect of noise, dust, odour and traffic generation;
- h. Impact on the local community, economy, nature conservation or historical interests does not outweigh the economic and wider environmental benefits of the proposal, and,
- i. Provision is made for the removal of the facilities and reinstatement of the site should it cease to be operational.

## Justification

**3.5** Government sees climate change as “probably the greatest long term challenge facing the human race”. It is now beyond debate that climate change is caused by greenhouse emissions such as carbon dioxide (CO<sub>2</sub>) and methane (CH<sub>4</sub>), largely resulting from man’s impact on the environment.

**3.6** The South-West’s average air temperature has increased by about 1° C over the past 100 years. Modelling for ‘Warming to the Idea’ (South West Climate Change Impacts Partnership 2003) suggests that temperatures in the South-West (including Taunton Deane) will increase by between 1-2.5° C by the 2050s, bringing summers 15-30% drier and winters 5-15% wetter, with strong, deeper winter depressions becoming more frequent. The 2009 UK Climate Projection figures show a similar range, now based on ‘probability’.

**3.7** The consequences of these impacts will be increasing heat and water stress, more flooding and stronger, more damaging wind speeds. For example, Taunton Deane Strategic Flood Risk Assessment identifies over 2,400 properties within Taunton Deane already classified as being at risk of 1 in 100 year flooding event. This amounts to around 5% of the existing housing stock in the Borough. Adapting to the effects of climate change through locational and design considerations will be of increasing importance throughout the Plan period as the effects of climate change are increasingly felt.

**3.8** However, climate change is not irreversible if tackled in time, although even if CO<sub>2</sub> emissions stopped overnight it would be decades before the amount in the atmosphere returned to earlier levels. The Climate Change Act sets the Government’s long-term goal of reducing UK greenhouse gas emissions (including carbon dioxide) by at least 26% by 2020, rising to at least 80% by 2050, compared to 1990 levels. The UK Low-Carbon Transition Plan (2009) increases the 2020 level to a 34% reduction in emissions. Nationally, emissions have already been cut by 21%.

**3.9** The Borough Council is committed to playing its part in addressing the issues associated with climate change. It signed the Nottingham Declaration on Climate Change in 2006 and tackling climate change is a key priority of the Taunton Deane Sustainable Community Strategy. Reducing the authority’s carbon footprint is a priority in the Council’s Corporate Strategy and the authority is in the process of preparing Carbon Management and Climate Adaptation Strategies for its operations. With its partners, the Council is also producing a Climate Change Strategy to pull together and promote the broad range of work across Taunton Deane in reducing overall carbon emissions in the Borough, which in 2006 stood at 6.5 tonnes per person, or nearly 15% below the national average. The bulk of emissions (38%) came from the domestic sector, where there are currently over 44,000 dwellings. Improvements to the existing stock is therefore seen as a vitally important element in reducing the Borough’s overall carbon emissions.

**3.10** Planning, through the LDF also has a key role in addressing the impacts of climate change in terms of both mitigation and adaptation. The Plan’s proposed increase of 17,000 new homes and accommodating 11,900 new jobs by 2028 could considerably raise the quantum of carbon emissions and impact on the wider environment unless adequate measures are introduced to combat this.

**3.11** Directing development to the most sustainable locations and thus improving accessibility and reducing the need to travel through the Plan’s spatial strategy will have a significant impact on climate change at the local level. However, individual development proposals must themselves also play a key role in mitigating the causes and adapting to the effects of climate change.

### 3 Core Policies

**3.12** The requirement to construct to higher carbon reduction standards, resulting in zero carbon development requirements by 2016 for residential and by 2019 for commercial use, will require use of low carbon and renewable energy technologies, including decentralised energy supply (DES). This will be supplemented by a positive approach to freestanding renewable energy installations subject to localised impact considerations such as wildlife and landscape impact. Both measures will assist in meeting local and national targets.

**3.13** Increases in winter rainfall and the frequency, duration and intensity of heavy downfalls will increase flood risk. Impervious surfaces will exacerbate the risks of flooding in urban areas. Reducing exposure to flood risk is the most effective way of managing flood risk. The Council has produced a Strategic Flood Risk Assessment (SFRA) reiterating the Government risk management approach including the sequential approach to development in floodplains, the use of Sustainable Urban Drainage Systems (SUDS) and overall, a more holistic approach to the quantity, quality and availability of the water resource.



**3.14** Development pressures are likely to impact or destroy many local wildlife habitats and affect migratory patterns for certain species. As some species will need to move some distance from their current locality, the success of their dispersal can be promoted by enhancing protected areas, creating new habitats on site and sympathetically managing areas between existing habitats in the wider environment.

**3.15** The Taunton Deane Green Infrastructure Strategy has identified corridors for the enhancement of biodiversity in Taunton and Wellington that will be taken into account when developing adjacent areas. There are also ways of promoting the adaptation of ecosystems to climate change within new development, for instance by using public realm and the spaces between buildings in order to create green spaces and networks of green infrastructure. Examples of more detailed measures include green roofs on buildings, which also benefit greywater collection and tree planting, both of which help support the development of local biodiversity.

## Core Policies 3

**3.16** The hot summers of 2003 and 2006 had significant effects on the health of the population, particularly the elderly and residents in poor quality housing and urban areas. Urban temperatures can be up to 5°C (10° F) higher than the surrounding area. Dark, solid objects such as buildings and road surfaces absorb light, emitting it back into the air as heat. This is known as the 'Heat Island Effect'. This in turn can increase carbon emissions and thus temperatures through the use of mechanical ventilation such as air conditioning.

**3.17** Scientists believe that increased vegetation can play an important role in keeping the urban area cooler, absorbing the drier, hotter air and turning it into water vapour. It is therefore important that high quality green space and 'blue space' (water) is incorporated into developments. Solutions could include tree planting, which also provide shade, grass and swales, water features and green roofs, which can assist in combating the heat of the building itself as well as cooling the air around it. Larger schemes must therefore demonstrate how risks to the development associated with expected climate change impacts such as urban heating and extreme weather events have been reduced.

**3.18** The final part of policy CP1 reflects PPS 22 advice that subject to impact, a positive approach should be taken towards renewable energy proposals in order to assist delivery of Government commitments on both climate change and renewable energy.

**3.19** All renewable energy proposals including wind farm developments should be sensitively located to avoid any significant harm to the landscape, including the qualities for which any national designated landscapes have been recognised, and equally to avoid harming the ecology of the Borough and to offset potential adverse impact on wildlife. Any development that would have an adverse impact on the integrity of national and European protected wildlife sites or their nearest features will be prevented. Applications for renewable energy will be required to show that there is no disturbance to or barrier on the migration and movement of bird species. There are also potentially adverse impacts of wind turbine development on bats from collision and barotrauma. Applications should include consultation with Natural England. Should changes be made in the application it is required that a conclusion of no adverse impact on the integrity of Natura 2000 sites or their features could be drawn. Further details on the impact on wind turbines on vulnerable habitats and mitigation including bat consultation zones are covered under the Policy CP8: Environment.

### Delivery

**3.20 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority and Somerset County Council as Transport Authority and Waste Planning Authority in cooperation with Partners including Somerset Waste Partnership, Viridor, Developers, Energy Supply Companies, Environment Agency, Natural England etc.

**3.21 Delivery Mechanisms:** Development Management process including submission of supporting documentation such as Energy Feasibility Study, Carbon Management Infrastructure Fund (Allowable Solutions) and proposed Sustainable Buildings Supplementary Planning Document, (see Policy DM5) and related Government policy advice.

**3.22 Funding Mechanisms:** Developer requirements and contributions (e.g. Infrastructure Delivery Plan), Eco-Development Funds, 'Green Deal'.

**3.23 Key Delivery Dates:** To at least keep pace with changes to Building Regulations requirements for energy reduction (e.g. zero carbon homes by 2016). See also 'Monitoring of Objectives'.

## 3 Core Policies

### 3.3 Economy

#### Policy CP 2

##### **ECONOMY**

To meet the economic forecast for the growth of around 11,900 net additional jobs in Taunton Deane provision will be made for:

- Around 36.5 hectares of land for Class B1 b.c., B2, B8 and Sui Generis uses, focused within the Taunton urban area with complementary provision at Wellington;
- Around 49,500 square metres of additional Class B1a. office space, focused on Taunton town centre;
- Around 93,150 sq.m. of additional retail floorspace focused on Taunton town centre, with complementary provision at Monkton Heathfield and Wellington;
- Around 35,150 sq.m. of additional assembly and leisure space, focused on Taunton town centre;
- Provision for around 270 additional hotel bedspaces, within Taunton town centre; and
- Around 121,500 sq.m. of additional floorspace for residential and non-residential institutions A1 use through on site expansions, site allocations and Development Management (criteria based) policies.

Development proposals for B Class uses shall provide for a range of unit / suite sizes, quality and tenure to cater for a broad spectrum of business needs.

Proposals which lead to the loss of existing or identified business, industrial or warehousing land to other uses, including retail, will not be permitted unless the overall benefit of the proposal outweighs the disadvantages of the loss of employment or potential employment on the site.

The Borough Council and its partner organisations will work with developers and contractors on allocated sites to secure job sustainability by improving local skills and employment opportunities by ensuring that an optimum proportion of jobs are sourced from within the local area and employers investing in relevant training and learning schemes for employees.

#### **Justification**

**3.24** To enable the Borough to reach its full economic potential the Core Strategy must provide sufficient, deliverable land in the right place and at the right time to enable sustainable growth. This is important to ensure that unsustainable travel patterns are not created by a growing residential population needing to commute beyond the Borough in order to find work or a polarisation of those who have access to jobs and those who do not.

**3.25** The Council's Economic Development Strategy has identified that the Borough has high levels of self containment, but is heavily dependent on public sector employment (nearly 40% of current jobs). Re-balancing the local economy away from the public sector is a vital element of the Economic

## Core Policies 3

Development Strategy, particularly in light of the 2010 Comprehensive Spending Review. The population is relatively well qualified although average earnings are below the regional and national average and whilst there is relatively little deprivation compared with the rest of the country there are 'pockets' within Taunton that need to be addressed as a priority. Overall, the provision of better quality jobs to reduce the earnings gap within the south west is the other important component of the Economic Development Strategy. The creation of a dynamic 'green knowledge economy' is seen as the key focus for the Borough to reach its full economic potential over the Plan period.

**3.26** A detailed assessment of employment growth has been undertaken by Roger Tym and Partners based on a 2.8% per annum increase in Gross Value Added over the Plan period 2006-2028, resulting in a net increase of around 11,900 new jobs. Reflecting the Council's aim of stimulating investment where it will be most concentrated, it is considered that around 80% of this employment growth should be within the Taunton urban area.

**3.27** The bulk of the Borough's growth will be driven primarily by expansion of the non Class B type jobs, accounting for around 76% of job growth. Key growth sectors will be education and health, other business services and distribution, the bulk of which will be through retail expansion. Reflecting the national picture, manufacturing is expected to continue to decline.

**3.28** Where non Business (Class B) jobs have land use implications, provision is made through other policies (such as 'Town and Other Centres', policy CP3) or specific allocations (such as community uses generating employment activity within Urban Extensions, policy SS1). In other instances, such as expansion of Musgrove Park Hospital, increased floorspace may be possible on site without the need for additional land.



**3.29** The Roger Tym assessment projects an increase of over 2,250 office based jobs and 640 industrial / warehouse jobs over the Plan period. This equates to around 49,500 sq.m. of office space and 22 ha of industrial / warehousing land required for development over the Plan period. An additional allowance for 2 ha has been made for sui generis type uses normally found within employment areas. When adjustments are made for employment land losses since the 2006 baseline the overall requirement increases to 36.5 ha.

As part of the evidence base an employment land availability review was undertaken to balance demand and supply requirements. Consequently, the existing Local Plan allocation at Henlade will not be taken forward in the Core Strategy due to deliverability issues and its non sustainable location.

**3.30** Boroughwide, total employment land supply would appear to be sufficient to meet projected demand. However, land availability varies significantly across the Borough. The Roger Tym study recommends an approximate 80/20 split between Taunton and the rest of the Borough, reflecting the settlement hierarchy. Assessing provision on a localised basis is more appropriate in order to retain local employment opportunity and sustain self containment.

### 3 Core Policies

**3.31** After taking account of completions and losses between April 2006 and 2010, around 24 hectares of additional industrial / warehousing land is projected to be required for development within the Taunton urban area to 2028. Allocations of 1 hectare at Nerrols and sites at the Monkton Heathfield urban extension totalling 22.5 hectares (which includes around 13.5 hectares from the previous Local Plan allocation) will provide short / medium term land supply opportunities, currently lacking in the Taunton area. An additional area of around 10 hectares is reserved for additional employment use around Walford Cross subject to evidenced demand. However, the site has severe infrastructure problems, likely to be resolved only in the long term. The area has not therefore been included as part of the employment land supply and will be further considered in a future Plan review.

**3.32** Within the Wellington and rural area there is a projected oversupply of employment land due to earlier Local Plan allocations. However, all have planning permission and on most development has commenced. At this stage, deallocation is not therefore a realistic consideration. A further site at Chelston, previously with permission and reserved for the livestock market relocation, is also allocated. This is specifically restricted to a single, strategically significant employer and may not come forward soon. The land has therefore not been included as part of the employment land supply and will be further considered in a future Plan review.

**3.33** Across the Borough, new allocations in the Local Development Framework and other proposals for employment development will be expected to provide for a range of unit / suite sizes, quality and tenures, to meet the broad spectrum of business demands and to provide a range of opportunities for growth. Delivery and future demand will be kept under review and additional small scale opportunities may be identified in a future Site Allocation Development Plan Document.

**3.34** An important part of the Plan's strategy is to retain existing employment provision and allocations in the urban areas to provide local opportunities for employment and economic growth and to react to changing economic requirements. A range and choice of sites are needed to provide a balanced and diverse employment base, to assist self containment, to ensure space is available for all employment sectors with a range of size, quality and cost, to provide opportunities for existing firms to expand and new businesses to start up, to provide local employment opportunities within urban extensions and for a range of tenure opportunities.

**3.35** However, an element of flexibility is required to enable change of use if overriding benefits would result, such as other forms of employment generation (excluding retail), subject to consistency with other national and local policies, although this is less likely to be acceptable within the Taunton urban area where employment land supply is tighter. Where unsustainable historic allocations or unimplemented permissions exist, these may not be renewed unless there is an identified wider need or justification for retention.

**3.36** Through the Plan, monitor and manage approach availability will be kept under review and reassessed through a Site Allocation DPD and a future Core Strategy review to ensure that the planning system is responsive to economic change. Of particular importance will be further detailed assessment for the delivery of an additional strategic, non office based employment site with good links to the trunk route network. The area of search will be particularly focused around the Monkton Heathfield / Walford Cross, Comeytrowe / west of Taunton and Junction 25 / Henlade areas.

**3.37** The Core Strategy has an important role to play in helping to deliver on a range of local employment priorities. The Taunton Deane Sustainable Community Strategy prioritises the need to address low wage and skill levels.

## Core Policies 3

**3.38** Taunton Deane and Project Taunton have approved the establishment of a 'Taunton Skills Academy for Construction', developed with a number of partners including further and higher education establishments. Further partnerships may be sought in other areas such as retail or the green knowledge economy as opportunities arise and secured through S106 legal agreements that shall require the developer and partners to invest in training skills and seek a proportion of jobs sourced from the local area. Policy CP2 will therefore apply to all Core Strategy allocations.

**3.39** The following table provides the possible breakdown of required jobs in Taunton Deane based on the Roger Tym evidence base, cross-referenced to broad locations and relevant DPD.

**Table 3.1**

<b>Employment Sector</b>	<b>Job estimate</b>	<b>Floorspace estimate Sq.m. (gross)</b>	<b>Broad location</b>	<b>Policy basis</b>
Retail	3,094	93,150	<ul style="list-style-type: none"> <li>* Taunton town centre and other allocations in the TCAAP</li> <li>* Wellington town centre</li> <li>* Monkton Heathfield District centre</li> </ul>	<ul style="list-style-type: none"> <li>* Core Strategy, Taunton Town Centre Area Action Plan</li> <li>* Core Strategy</li> <li>* Core Strategy / SPD</li> </ul>
Hotels	134	269 bed spaces	<ul style="list-style-type: none"> <li>* Taunton town centre</li> </ul>	<ul style="list-style-type: none"> <li>* Core Strategy, Taunton Town Centre AAP</li> </ul>
Residential Institutions	2192	65,755	<ul style="list-style-type: none"> <li>* On site expansion (e.g. Musgrove)</li> <li>* Taunton town centre</li> <li>* Urban extensions</li> <li>* Other</li> </ul>	<ul style="list-style-type: none"> <li>* Core Strategy, Site Allocations and Development Management DPD, Development Management</li> <li>* Taunton Town Centre AAP</li> <li>* Core Strategy / SPD</li> <li>* Development Management</li> </ul>
Non Residential Institutions	2684	55,755	<ul style="list-style-type: none"> <li>* On site expansion (e.g. schools / colleges)</li> <li>* Other (e.g. Nurseries)</li> <li>* Urban Extensions</li> </ul>	<ul style="list-style-type: none"> <li>* Core Strategy, Site Allocations and Development Management DPD, Development Management</li> <li>* Development Management</li> <li>* Core Strategy / SPD</li> </ul>
Assembly & Leisure	519	35,157	<ul style="list-style-type: none"> <li>* Taunton town centre</li> <li>* Wellington town centre</li> </ul>	<ul style="list-style-type: none"> <li>* Core Strategy, Taunton Town Centre AAP</li> <li>* Core Strategy</li> </ul>

### 3 Core Policies

Employment Sector	Job estimate	Floorspace estimate Sq.m. (gross)	Broad location	Policy basis
Sui Generis	367	23,175	* Employment Areas	* Core Strategy, Development Management
Industrial & warehousing	641	54,990 (22 Ha)	* Existing and commitments, * Urban extensions * Other	* Development Management, * Core Strategy / SPD * Site Allocations and Development Management DPD
Office	2256	49,541	* Taunton town centre * Wellington town centre * Monkton Heathfield District Centre	* Core Strategy / Taunton Town Centre AAP * Core Strategy * Core Strategy / SPD
<b>TOTALS</b>	<b>11,888</b>	<b>377,500</b> <b>sq.m.</b>		

### Delivery

**3.40 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, proposed Somerset West Local Delivery Partnership (sub-group of proposed Local Enterprise Partnership), Project Taunton, Borough Council's Economic Development Team in cooperation with Partners including Chamber, Federation of Small Businesses, developers and training providers.

**3.41 Delivery Mechanisms:** Development Management process, 'saved policies' in adopted Local Plan until replaced through other DPDs, Borough Councils Economic Development Strategy ('Grow and Green'), Somerset Economic Strategy.

**3.42 Funding Mechanisms:** Bidding through LDP/LEP, Growth Point and Regional Growth Fund, Local Investment Plan.

**3.43 Key Delivery Dates:** Core Strategy review in 2016 to include assessment for any requirement for additional strategic employment sites. See also 'Monitoring of Objectives'.

### 3.4 Town and other Centres

#### Policy CP 3

##### TOWN AND OTHER CENTRES

Town and other centres will be promoted and enhanced as the primary location for main town centre uses including retail, leisure, cultural and office development. The following principles will apply:

- a. A hierarchy of centres to support development appropriate to their role and function:
  - i. Taunton town centre's role as a sub-regional focus will be strengthened as the first preference in the Borough for main town centre uses as set out in the adopted Town Centre Area Action Plan. Residential development will also assist in enhancing the vibrancy of the town centre;
  - ii. Wellington town centre and the proposed district centre at Monkton Heathfield will provide a complementary secondary focus for main town centre uses in the Borough, functioning as important service centres for the needs of their respective localised catchment areas;
  - iii. Local and rural centres will provide for the daily retail needs of their local populations in a range of small shops, public houses, surgeries and other community services and facilities; and
  - iv. Within the rural areas proposals for new rural services including shops, public houses, Post Offices and surgeries will be permitted within the defined settlement limits. Proposals which would result in the loss of such services will not be permitted where this would damage the vitality and viability of a settlement or increase car travel by local residents unless it can be independently proven to be unviable for re-use for local service provision.

Development will be of a scale and intensity appropriate to the position of the centre in the hierarchy and be consistent with floorspace provision set out below. Where proposals are significantly larger in scale than existing uses, it must be clearly demonstrated that the catchment the development will serve is in keeping with the role of the centre.

- b. Over the Plan period to 2028 provision will be made for the following floorspace requirements:

	Comparison retail	Convenience retail	Classes A3, A4, A5 retail	Assembly & Leisure	Office
Taunton	60,100	1,900	5,200	35,100+ 6 screens	41,200
Monkton Heathfield / Urban extensions	8,000	4,400	1,500		1,000
Wellington	7,550	0	700	0	6,100*
Rural	3,400	0	350	0	1,200*
<b>TOTAL</b>	<b>79,050</b>	<b>6,300</b>	<b>7,750</b>	<b>35,100+ 6 screens</b>	<b>49,500</b>

### 3 Core Policies

**Note: All figures are square metres, gross**

**\* = existing commitments**

c. Proposals for main town centre uses will be assessed sequentially. Any proposal for such uses on the edge of or outside the centres defined under part a. of this policy above 500 sq.m. gross comparison floorspace or 500 sq.m. gross convenience floorspace will also be required to undertake an impact assessment in order to protect the Plans strategy to protect and enhance the vitality and viability of defined centres.

d. In order to protect the vitality and viability of existing centres the subdivision of existing out of centre retail floorspace will not be permitted where it would result in unit sizes well provided for in defined centres.

The extent of Taunton and Wellington Town Centre boundaries are shown on the relevant Proposal Map insets.

#### Justification

**3.44** The Borough Council is fully supportive of the Government's aims to promote the vitality and viability of town and other centres as important places for communities. They are major foci for employment and drivers of economic growth. They are also highly sustainable, their accessibility reducing the need to travel and often providing major brownfield regeneration opportunities. Taunton town centre is the major driver for economic growth within the Borough, providing the retail, leisure, cultural, sporting and office focus for a catchment population of over 350,000.

**3.45** The Taunton Town Centre Area Action Plan (TTCAAP) sets out the strategy for the regeneration of Taunton town centre, which acts as the sub regional focus between Bristol and Exeter. Policy CP3 of the Core Strategy sets out the hierarchy of centres within the Borough and the strategy for the management and growth of main town centre uses over the Plan period.

**3.46** This hierarchy of centres reflects the settlement hierarchy in the Spatial Policies section of this Plan; Taunton town centre being the focus for job growth in the Borough and thus a continued higher order functioning centre in terms of provision of services, with a secondary, complementary focus for growth at Monkton Heathfield and Wellington, both of which may have populations of between 12-15,000 by the end of the Plan period and thus for the purposes of sustainability and self containment, a need to provide an appropriate range of local service provision. Below this, a range of local and rural centres will provide for the daily needs of the local catchment populations.

**3.47** Background studies such as the 2010 Retail Capacity, Vitality and Viability Study and the Economic Development Topic Paper have identified floorspace requirements for main town centre uses up to 2028. Such uses include retail, offices, culture and leisure activities.

**3.48** The TTCAAP, existing commitments and the proposed district centre at Monkton Heathfield provide sufficient short term (within 5 years) and medium term (within 10 years) opportunities to accommodate more than currently projected development needs within the Taunton area to at least 2021 for retail and leisure and for the whole Plan period for office space.

**3.49** The availability of floorspace requirements further strengthens the need for a sequential approach to new proposals in order to prevent less sustainable locations potentially impacting on and undermining the Plans strategy to promote regeneration and vitality and viability within defined

## Core Policies 3

centres. This also provides flexibility to accommodate alternative uses within centres, such as additional residential or educational needs if required and in accordance with the Plan's overall strategy. A review of the TTCAAP will provide for any necessary longer term floorspace requirements.



**3.50** Within Wellington a more limited expansion for major town centre uses have been identified. The existing Local Plan commitment at Bulford and other underused land opportunities in Wellington will provide sufficient opportunities to at least 2016. The forthcoming Site Allocations DPD will make any required additional commitments for the period post 2016.

**3.51** The Proposal Map insets for Taunton and Wellington Town Centres define the extent of the town centre boundaries within which main

town centre uses, as defined in government policy should sequentially seek to be located, in order to promote ease of access to services, assist regeneration and the vitality and viability of the centre. This boundary has not been defined in earlier plans. The boundary includes those sites identified in the adopted Taunton Town Centre Area Action Plan for future expansion of town centre uses other than Tangier and Firepool Lock which, due to their peripheral location, function more as an edge or out of centre location. Development proposals should be consistent with the relevant policies in the AAP, having regard to any subsequent updated evidence base. For retail purposes, the boundaries of the primary and secondary shopping areas in the Local Plan and AAP are renamed primary and secondary frontages but remain unchanged, other than for the inclusion of Belvedere Retail Park on Station Road. These boundaries will continue to be applied to the relevant policies in the current Taunton Deane Local Plan until the adoption of the Site Allocations and Development Management DPD which will reassess the primary and secondary frontages and define a primary shopping area. Until this is adopted, the Council will determine what sequentially constitutes "in centre" for retail purposes by having regard to any proposals physical and functional linkages with the current primary shopping frontages.

**3.52** Out of centre floorspace in Taunton represents about one third of the available retail floorspace in Taunton town centre and about half the floorspace in primary locations. Even relatively modest increases to out of centre retail floorspace or changes to the range of goods offered could therefore represent a fairly significant proportion of total floorspace in town centre locations. The impact on the strategy to promote and enhance the role and function of centres could thus be seriously jeopardised through out of centre proposals, compounded by the fact that adequate land has been made available within town centres as well as edge of centre sites in Taunton town centre as identified on the Inset Map to more than meet projected demand. The Plan has therefore set lower thresholds for impact assessments than generically suggested in Government advice.

**3.53** Moreover, since 90% of existing town centre retail units are under 500 sq.m., subdivision of out of centre units will also be resisted, as it would result in direct competition with those already provided within town centres, potentially further impacting on the vitality and viability of the more sustainable centres.

### Delivery

**3.54 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority and landowner, together with Project Taunton in cooperation with developers.

### 3 Core Policies

**3.55 Delivery Mechanisms:** Taunton Town Centre Area Action Plan and 'saved policies' in the adopted Local Plan until replaced through other DPDs, proposed SPD (e.g. High Street), Development Management process including submission of supporting documentation where required such as Impact Assessments and other related Government policy advice.

**3.56 Funding Mechanisms:** Developer contributions; CIL; New Homes Bonus.

**3.57 Key Delivery Dates:** Taunton Town Centre AAP to commence review 2012, Firepool strategic site to commence 2011, High Street proposals to commence 2012 at earliest.

## 3.5 Housing

### Policy CP 4

#### HOUSING

The Council will seek to maintain a flexible supply of housing by making provision for the delivery of at least 17,000 new homes over the period 2008 – 2028. This housing should be delivered consistent with the settlement hierarchy established in Policy SP1 with the Taunton Urban Area acting as the primary focus.

Development will be phased broadly as follows:

1 April 2011 - 31 March 2016: at least 3,500 new dwellings

1 April 2016 - 31 March 2021: at least 4,500 new dwellings

1 April 2021 - 31 March 2028: at least 7,500 new dwellings

New housing should help to contribute towards the creation of sustainable, mixed communities offering high quality homes providing for a mix of new housing types, sizes and tenures which meet the needs of the Borough. Proposals should aim to make efficient and effective use of land whilst acknowledging varying characteristics and development potential.

The plan will seek to deliver around 4,000 new affordable housing units. A target of 25% of new housing should therefore be in the form of affordable units over the Plan Period. Contributions will be sought on sites of 5 or more dwellings.

The prescribed mix of affordable housing to be provided should reflect locally evidenced need in respect of type, size and tenure. In exceptional cases, where scheme viability may be affected, applicants will be expected to provide full development appraisals (at their own cost) demonstrating the level of affordable housing provision that is appropriate.

Provision will be made for 25 new residential and 5 new transit pitches for Gypsies and Travellers over the period 2010 – 2015 consistent with the Gypsy and Traveller Accommodation Assessment. A further 19 permanent pitches should be provided over the period 2015 - 2020 notwithstanding the need for a further assessment of accommodation to be undertaken.

These studies will identify the scale of the need with provision made through the Site Allocations DPD for individual sites to come forward consistent with Development Management DM3: Gypsy and Traveller Site Selection Criteria.

### Justification

**3.58** The Council has based its strategic housing target on a robust assessment of housing requirements undertaken by Fordham Research. Fordham's Locally Balanced Housing Projections (LBHP - 2010 and as amended, 2011) identify targets to replace the void left by the Government's proposed revocation of the Regional Spatial Strategy.

### 3 Core Policies

**3.59** The approach taken by Fordham uses local household survey data sourced from earlier work on the Taunton and South Somerset Strategic Housing Market Assessment (SHMA) in the form of some 2,000 household surveys to produce locally derived assumptions about in-migration. These assumptions have then been combined with existing ONS population and household projections before three job scenarios have been run which take into account a low, medium and high level of employment growth over the plan period. The Core Policy adopts the medium scenario based upon the creation of around 11,900 jobs in accord with Roger Tym's Economy Paper (incorporating addendum) and Core Policy CP2: Economy.

**3.60** The Core Policy aims to ensure the supply of sufficient sites to meet strategic housing requirements. The Plan's proposed phasing of housing development takes into account the fact that the housing market in 2011 remains fragile and wider economic growth continues to be slow. The Core Strategy is based upon a jobs-led approach, taking into account the state of the economy in 2011, it seems highly unlikely that jobs growth over the plan period will be evenly distributed. With this in mind, the Core Strategy sets out phasing which will allow for sustained economic and housing growth, to do otherwise, as noted by Fordham, would be arbitrary and inappropriate. Moreover, the phasing as set out does not act as a 'cap' on development but should be seen as a minimum amount of development envisaged to take place over the individual phasing periods.



**3.61** Through the provision of mixed housing developments the policy seeks to provide an appropriate mix of housing in terms of type, size and tenure. Whilst the Core Policy does not attempt to prescribe the desired mix of housing to be achieved, beyond outlining the level of affordable housing required, evidence in the form of the SHMA and the subsequent LBHP give an indication as to the type, size and tenure of market, affordable and specialist housing accommodation over the plan period.

**3.62** In regards to affordable housing need, the LBHP has identified a requirement for around 4,000 affordable housing units over the plan period in order to achieve tenure balance. Of this 4,000, approximately 2,500 would be affordable housing products in the form of social-rented or affordable rent with a further 1,500 or so being shared ownership type products.

**3.63** An Affordable Housing Viability Study has been undertaken to support the Council's affordable housing position. This Study, again, undertaken by Fordham Research, concludes that an affordable housing target of 25% would be viable and appropriate for adoption based upon current market conditions. In addition to this study, further viability testing has been undertaken for both the Infrastructure Delivery Plan and in order to demonstrate the deliverability of the Plan's proposed urban extensions. All three studies conclude that the 25% target is viable at present and can generally be achieved in combination with a package of developer contributions.

**3.64** It should be noted that further, more detailed, viability testing will be required to justify the Council's emerging Community Infrastructure Levy (CIL). Such testing will be undertaken to identify the level of CIL which can be sought and whether or not the 25% affordable housing target should be amended.

## Core Policies 3

**3.65** The evidence of need drawn from the LBHP and the assessments of development viability indicate a very close match between the level of affordable housing required and that which is viable. This suggests that the Council does have the ability to meet affordable housing need over the plan period. It is however, acknowledged that any target may need to be revisited in the future in the context of the level of affordable housing delivered and what is viable at a particular point in time.

**3.66** The viability of providing a certain level of affordable housing provision on sites is a 'balancing act' for the Core Strategy. The policy as drafted aims to set a challenging target over the Plan Period which reflects the fact that in addition to contributions towards affordable housing, contributions will be sought towards essential infrastructure to foster and support sustainable communities. Over the lifespan of the Core Strategy, viability will change as values and costs may fluctuate.

**3.67** The latest Gypsy and Traveller Accommodation Assessment (GTAA) undertaken by De Montford University and published in the Autumn of 2010 outlines the requirements for new Gypsy and Traveller (G&T) provision over the period 2010 – 2015. Whilst the GTAA looks in detail at G&T requirements for a five year period, it includes an indicative figure for a further 19 permanent pitches for the period 2015 - 2020. Further work to ascertain future requirements beyond 2020 will be needed for the review of the Core Strategy.

**3.68** The Council's Development Management Policy DM3: Gypsy and Traveller establishes the criteria by which proposals for Gypsy and Traveller provision will be assessed (consistent with Circular 01/06), whilst the Site Allocations DPD will make subsequent allocations for such uses.

### Delivery

**3.69 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, housing enabling body and social housing provider, in collaboration with developers and housing associations.

**3.70 Delivery Mechanisms:** Development Management process, saved policies in adopted Local Plan until superseded by other DPDs; Somerset Local Investment Plan 2010-2013; Somerset Housing Market Partnership; Urban Extensions SPD; Affordable Housing SPD; Community Infrastructure Levy (CIL). The Council will continue to monitor housing land supply, and in particular, the five year deliverable supply of housing land. The annual review of the Strategic Housing Land Availability Assessment and Housing Land Availability Summary provide the mechanisms to do this. The SHLAA process, through extensive involvement of the Panel of housebuilding professionals, will facilitate the advancement of sites into the five year deliverable supply. The strategic site allocations and Broad Locations outlined in Chapter 5 of the Core Strategy will need to be assessed as part of this process in addition to any subsequent sites identified through the Site Allocations and Development Management DPD so as to gauge the level of contribution they are capable of making at any point in time. Where the SHLAA process identifies a shortfall in the five year deliverable supply of housing land, measured against the requirements of the National Planning Policy Framework, the Council will identify further interim release sites and measures to unlock existing planning permissions and/or consider the early release of allocated sites.

**3.71 Funding Mechanisms:** Homes and Communities Agency funding for schemes in the Somerset Local Investment Plan; developer contributions to affordable housing; CIL; New Homes Bonus.

**3.72 Key Delivery Dates:** Somerset LIP submitted early 2011 and reviewed annually; Urban Extensions SPD to be adopted 2013; Affordable Housing SPD to commence 2012; CIL to be in place by 2013.

## 3 Core Policies

### 3.6 Inclusive Communities

#### Policy CP 5

##### **INCLUSIVE COMMUNITIES**

Development proposals will promote sustainable development that creates social cohesive and inclusive communities; reduce inequalities, promote personal well-being and address accessibility to health, inclusive housing, training, education, places of worship, leisure and other community facilities ensuring a better quality of life for everyone both now and for future generations.

An assessment will be made of the likely effects of implementing the proposal on:

- the elderly;
- young people;
- disabled people; and
- those in the most deprived rural and urban areas of the Borough.

Development proposals will make provision and access for all to:

- Training and Employment Opportunities – raising the skill and wage level as well as diversifying the range of jobs;
- Inclusive Housing – providing a range of accommodation for the settled and travelling community; complying with legislation on adaptability, inclusivity and energy efficiency;
- Services, Community and Social Facilities – providing a range of education, health, indoor sports, retail and meeting spaces as well as access to sustainable transport and high speed broadband; and
- Recreational Space – improving health and interaction through provision of formal and informal green space such as play spaces, allotments, playing pitches, sports facilities as well as promoting walking and cycling.

Wherever possible and viable, proposals will contribute towards:

- A reduction in crime and the fear of crime;
- A reduction in social inequalities and disadvantage; and
- The protection and enhancement of the supply of community facilities and local services.

## Core Policies 3

### Justification

**3.73** In general terms the Borough is relatively prosperous; however, more detailed analysis of its social and economic characteristics indicates significant pockets of pronounced deprivation – Halcon, Lyngford, Pyrland and the rural areas. There should be equal access for all to housing, services and facilities.

**3.74** Many of the Borough's rural communities are disadvantaged by barriers to housing, poor access to facilities and severely limited public transport. There is therefore a need to bring forward affordable housing in rural areas and ensure all new development is well related to existing facilities and services. It is vital that communities have good access to utility infrastructure, such as gas, to reduce dependence on expensive oil, energy efficient homes to reduce fuel poverty, and high speed broadband to enable diversification and support rural businesses, services and facilities.

**3.75** Sustainable (economically, socially and environmentally), mixed communities; which promote integration, for the benefit of all members of society are essential throughout the Borough. A range of transport modes: walking, cycling and excellent public transport is also essential for a balanced community by enabling good access to employment, services and facilities.



**3.76** Education and training is an important factor in tackling deprivation, as well as diversifying and re-balancing the economy of the Borough, addressing its dependency on public sector employment, tackling low workplace earnings, low skill levels, and the high percentage of part time jobs. A variety of work based training as well as universities and further education are essential for building a strong and innovative economy. Such services are delivered through traditional centres of learning but also community centres, adult learning, libraries, community halls and supported through programmes such as Early Years Learning.

**3.77** Amongst Taunton Deane's population there are systemic long term issues of poor general health and fitness; including obesity, heart disease and glandular conditions. There are acute health and social needs in Halcon, Lyngford and Pyrland. It is important to remove inequalities to treatment but also essential to address the causes of ill-health and diseases. This is achieved through a combination of education, access to health professionals and Green Space; including allotments, public open space and active play, as well as embedding walking and cycling into new developments and providing playing pitches and formal sports facilities.

**3.78** The population of the Borough is older than the national average which will require adaptability of homes, and a range of specialist housing such as provision of Care and Residential institutions, including, inter alia, Extra Care Housing Schemes, Close Care, Assisted Care housing and Continuing

### 3 Core Policies

Care Retirement Communities. Increased demand will be placed on specific services and facilities associated with declining physical and mental function. It is important that the location of new accommodation is well related to community facilities and that they adhere to life time homes principles, adaptability and energy efficiency.

**3.79** The Infrastructure Delivery Plan (IDP) list of projects is not intended to be exhaustive; therefore not all requirements in this policy may be reflected in it. In the main, the Community Infrastructure Levy (CIL) will be used to support development by funding infrastructure that the local community needs.

#### Delivery

**3.80 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority and an enabler for provision of recreation facilities, children's play, allotments and community halls; Somerset County Council as Education and Learning Authority, Supporting People and Adult Social Care; Tone Leisure as Leisure Service Provider; Musgrove Park NHS Trust and Somerset Primary Care Trust as health care providers; Social Housing Provider; Housing Enabling Body; Developers; Sport England.

**3.81 Delivery Mechanisms:** Development Management process; developer contributions to schemes identified in the IDP including its annual review; Affordable Housing SPD; Community Infrastructure Levy (CIL); Urban Extensions SPD.

**3.82 Funding Mechanisms:** Developer funding; New Homes Bonus; DCLG Gypsy & Traveller Sites Fund; Sport England and National Lottery Capital Grants; Somerset County Council Education and Learning.

**3.83 Key Delivery Dates:** Affordable Housing SPD to commence 2012; CIL to be in place by 2013; Green Space Strategy annual review; Allotment Strategy annual review; Playing Pitch Strategy annual review; Built Sports Facilities annual review; Initial five-year programme of schemes identified in the IDP to be delivered by 2016; Urban Extensions SPD to be adopted 2013.

## 3.7 Transport

### Policy CP 6

#### TRANSPORT AND ACCESSIBILITY

Development should contribute to reducing the need to travel, improve accessibility to jobs, services and community facilities, and mitigate and adapt to climate change. This will be achieved by:

- Ensuring that development proposals are consistent with the principle of 'corridor management' on the strategic road network and rail links connecting Taunton Deane to other regions;
- Improving accessibility by public transport, cycling and walking to key destinations such as Taunton and Wellington town centres, new employment areas, Somerset College and Musgrove Park Hospital, especially from North Taunton and Taunton East, and from rural centres and villages to the main towns;
- Ensuring that new development supports expansion of local and regional rail services, including the West Somerset Railway;
- Requiring all developments to submit a robust evidence base and management plan in line with current policy and guidance on Transport Assessment, Travel Planning and the County Council's Travel Plan SPD;
- Using 'smarter choices' measures such as personal and employer travel planning programmes to achieve modal shift;
- Managing public and private car parking (including capacity and pricing structures) in accordance with national and/or local parking standards to reduce congestion and pollution, improve road safety, and encourage travel by sustainable modes; and
- Locating major industrial and warehousing development where it will encourage efficient, safe and sustainable freight transport, including options for the use of rail or waterways.

### Justification

**3.84** Taunton Deane is served by the Exeter - Birmingham (via Bristol) and Exeter - London (via Taunton or Salisbury) corridors, which involve the M5 and A303, together with the railway lines to Bristol and London (via Bristol or Westbury).

**3.85** The M5 is forecast to experience increasing stress during the period to 2028, in peak hours and adjoining periods, and all day during the summer holiday season. The Highways Agency are particularly concerned about 'junction hopping' between the adjoining motorway junctions serving Bridgwater, Taunton and Wellington. Development in the Borough, particularly at Taunton and Wellington, therefore needs to be planned in a way which minimises use of the strategic road network for long distance journeys, and which reduces the impacts of local trips on the corridors.

### 3 Core Policies

**3.86** Solutions are likely to involve locating development where use of the M5 motorway is not an automatic choice, and improving the alternatives such as parallel roads and public transport services. In particular, efforts are needed to encourage longer-distance journeys to be made by train, and the adopted Taunton Town Centre Area Action Plan identifies land at Firepool, close to Taunton station, main bus services and cycle routes, as the primary location for new office development. Improvements to Taunton station, including bus/rail interchange, have been identified as offering good value for money and are already included in the TTCAAP. The potential to reopen Wellington station later in the Core Strategy period is proposed to be the subject of detailed feasibility studies. Any future development at Ford Farm, Norton Fitzwarren should include improved access to the adjoining West Somerset Railway station, and allow for the operation of regular passenger services over the WSR in the longer term.



**3.87** Even with modal shift, capacity enhancements are still likely to be required at M5 Junctions 25 and 24. Beyond 2028, the capacity of Junction 25 may act as constraint on the long term growth of Taunton. At present there is no evidence to suggest that an additional motorway junction will be required within the Core Strategy timeframe, but the scale of growth proposed for Taunton suggests that the position should be kept under review.

**3.88** Addressing social exclusion will require careful co-ordination of development and services with the transport system, particularly pedestrian, cycling and public transport networks. The proposed new district and local centres in Taunton will be served by high quality bus routes along main road corridors, as will the employment developments in Taunton town centre and at Monkton Heathfield. There is also a need to provide more 'cross town' bus services within Taunton; for example, linking Musgrove Park Hospital and Somerset College with North Taunton and Monkton

Heathfield, and from south Taunton to the major employment site at Firepool. Bus services within Taunton town centre and on the main radial roads are currently impeded by traffic congestion. Priority measures in these areas are now essential so that journeys are faster and more reliable, and many more people are encouraged to travel for work, shopping and leisure by bus.

**3.89** There is a clear link between sustainable transport and accessibility, and public health policies. Health promotion strategies need to be embedded in future transport plans throughout Taunton Deane to promote primary prevention of poor health.

**3.90** Transport schemes are included in the Infrastructure Delivery Plan that forms part of the Core Strategy. A variety of funding sources will need to be explored, including the LTP, bids for schemes in Taunton reflecting its 'Growth Point' status, contributions from developers (either through Section 106 agreements or the Community Infrastructure Levy), and the Regional Growth Fund.

#### Delivery

**3.91 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, in partnership with Somerset County Council as the Transport Authority, the Highways Agency and bus/rail operators.

## Core Policies 3

**3.92 Delivery Mechanisms:** IDP including its annual review; Somerset's Future Transport Plan (FTP) 2011-2026; Community Infrastructure Levy (CIL); Development Management process; Taunton Deane Borough Council's management of car parking.

**3.93 Funding Mechanisms:** Developer contributions to schemes identified in the IDP and CIL; Local Sustainable Transport Fund; other public funding for local transport schemes; New Homes Bonus.

**3.94 Key Delivery Dates:** Initial five-year programme of schemes in the IDP to be delivered by 2016; CIL to be in place by 2013.

## 3 Core Policies

### 3.8 Infrastructure

#### Policy CP 7

#### INFRASTRUCTURE

The Borough Council will work with partners to ensure that infrastructure is in place at the right time to meet the needs of Taunton Deane and to support the growth set out in the Core Strategy. It will also secure developer contributions towards the provision of physical, social and green infrastructure. This will be achieved by the following means:

- Preparation and regular review of the Infrastructure Delivery Plan (IDP) for the Borough that will set out the infrastructure to be provided by partners, including the public sector and utilities;
- Securing contributions to all aspects of land use, infrastructure and services that may be affected by development, in accordance with the Borough Council's identified priorities and objectives for delivering sustainable communities;
- Preparation of a Community Infrastructure Levy (CIL) charging schedule that sets out the level of developer contributions towards new or upgraded infrastructure to support the overall growth of the Borough;
- Negotiating appropriate planning obligations to mitigate any adverse impacts of proposed development - while avoiding duplication of payments made through CIL; and

Where viability is a constraint, priority will be given to:

1. Measures essential to enable a development to physically proceed.
2. Infrastructure supporting sustainable development.
3. Measures that facilitate economic development.
4. For residential schemes, contributions to other measures related to the needs of the new population.

#### Justification

**3.95** The Infrastructure Delivery Plan (IDP) accompanies, but is not part of, this Core Strategy. It identifies the infrastructure that local service providers and the Borough and County Councils have established as key to delivering future growth in Taunton Deane, and to meeting the objectives of the Core Strategy. The infrastructure required will be of two types: that required to meet the needs of the growing population, and one-off items that support key objectives of the Core Strategy.

## Core Policies 3



**3.96** Whilst the IDP provides robust evidence of infrastructure requirements throughout the Core Strategy period, the focus is on the measures that are needed in the first five years (2011-2016). The IDP will need to be reviewed on an annual basis and updated as circumstances change. For example, levels of public funding are likely to vary over the life of the Core Strategy. Changing requirements may become apparent when new areas of development are designed in greater detail, and/or ways of

delivering services are reviewed.

**3.97** To minimise any risks to delivery, the Borough Council will ensure that contributions from development are set at the maximum level in order to pay for the infrastructure and that can be achieved without rendering schemes unviable. The Council will also maximise opportunities to secure funding from other sources; and identify sites for community facilities through the Site Allocations DPD and Urban Extensions SPD.

**3.98** Further detailed guidance on the rate of the Levy to be sought, and the circumstances in which it will apply will be set out in the CIL charging schedule.

### Delivery

**3.99 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, in partnership with Somerset County Council, the HCA, and key service providers.

**3.100 Delivery Mechanisms:** IDP including its annual review; Community Infrastructure Levy (CIL).

**3.101 Funding Mechanisms:** Developer contributions to schemes identified in the IDP and through CIL; Somerset's Local Investment Plan; Somerset's Future Transport Strategy; New Homes Bonus; other mainstream public funding

**3.102 Key Delivery Dates:** Initial five-year programme of schemes identified in the IDP to be delivered by 2016; CIL to be in place by 2013.

## 3 Core Policies

### 3.9 Environment

#### Policy CP 8

##### **ENVIRONMENT**

The Borough Council will conserve and enhance the natural and historic environment, and will not permit development proposals that would harm these interests or the settings of the towns and rural centres unless other material factors are sufficient to override their importance. Proposals that will have an adverse impact on Natura 2000 and Ramsar sites and/or features which provide ecological support for their conservation objectives will not be supported.

Planning applications for development on sites within the Bat Consultation Zone will require a 'test of significance' under the Habitat Regulations to be carried out. Applicants must provide all necessary information to enable such a test to be conducted, including any necessary survey work, reports and avoidance/mitigation measures with the application.

A network of green infrastructure assets has been identified and should be retained and enhanced, including through the development of green wedges and corridors as envisaged through the Taunton Deane Green Infrastructure Strategy. A number of green and blue links are proposed. New green wedges are proposed to be delivered as an integral part of urban extensions at Comeytrowe / Trull in Taunton and in Wellington at Longforth and Cades / Jurston. Extensions to existing green wedges are proposed at Staplegrove, along the Tone east of the M5 and at Wellington. A new Priorswood country park is proposed to be provided as an integral part of the urban extensions at Monkton Heathfield and Nerrols. New green links are proposed from the town through the existing green wedges to the Quantock Hills AONB to the north and the Blackdown Hills AONB to the south. Developments will be expected to adopt Natural England's Accessible Natural Green Space Standards (ANGSt) and contribute to realising the opportunities identified within the Taunton Deane Green Infrastructure Strategy.

Development will be supported at sustainable locations to improve green infrastructure, public access, visual amenity and the overall quality of the natural environment. Development will need to mitigate and where necessary, compensate for adverse impacts on landscape, protected or important species, important habitats and natural networks, river and ground water quality and quantity so that there are no residual effects.

The Council will seek to direct development away from land at risk of fluvial or other causes of flooding (including areas likely to be subject to flood risk in the future as a result of climate change) adopting a sequential approach to the location of development, as set out in the Strategic Flood Risk Assessment Level 2. Development sites will need to ensure that flood risk is not exacerbated from increased surface water flows by ensuring that existing greenfield rates and volumes are not increased off-site through the adoption of multi-functional SUDS. The Council will seek to reduce flood risk and mitigate for the impacts of climate change within Taunton Deane (and in particular the Taunton urban area) through the provision of a strategic flood attenuation scheme to which development sites will need to contribute.

## Core Policies 3

Unallocated greenfield land outside of settlement boundaries will be protected and where possible enhanced. Development within such areas will be strictly controlled in order to conserve the environmental assets and open character of the area. Development outside of settlement boundaries will be permitted where it will:

- be in accordance with national, regional and local policies for development within rural areas (including those for protected Natura 2000 and Ramsar sites); and
- be appropriate in terms of scale, siting and design; and
- protect, conserve or enhance landscape and townscape character whilst maintaining green wedges and open breaks between settlements; and
- protect, conserve or enhance the interests of natural and historic assets; and
- not exacerbate, and where possible improve the quality, quantity and availability of the water resource, reduce flood risk (fluvial and surface water); and
- protect habitats and species, including those listed in UK and Local Biodiversity Action Plans, and conserve and expand the biodiversity of the Plan Area; and
- provide for any necessary mitigation measures.

### Justification

**3.103** The Core Policy attempts to establish a clear and consistent approach to protection and enhancement of the natural and historic environment. The natural environment includes wildlife sites of international, national and local importance; geological sites; protected wildlife species; protected trees, woodlands, orchards and hedgerows; Areas of Outstanding Natural Beauty; landscape character areas and green wedges. The historic environment includes Conservation Areas; Listed Buildings; parks and gardens of special historic interest; archaeological sites of national and county importance and areas of high archaeological potential.

### National Policy Context

#### Landscape and Biodiversity

**3.104** The NPPF sets out the Government's planning policies for the delivery of sustainable development through the planning system. It states that planning should facilitate and promote sustainable urban and rural development by protecting and enhancing the natural and historic environment and the quality and intrinsic character of the countryside, protecting and enhancing valued landscapes, geological conservation interests and soils. This is reflected in Core Strategy policies which seek to preserve and enhance the environmental qualities of the borough.

**3.105** The NPPF sets out national policy relating to biodiversity. It seeks to ensure that planning, and development should have minimal impacts on biodiversity and enhance it wherever possible. In particular, it requires that the Core Strategy should identify areas or sites for the restoration or creation of new priority habitats which contribute to national and local targets, and support the restoration or creation through appropriate policies.

## 3 Core Policies

**3.106** The NPPF also identifies Landscape Character Assessment as a tool for protecting valued landscapes outside nationally designated areas without the need for rigid local designations.

### The Historic Environment

**3.107** The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. The Government's objectives which relate to planning for the historic environment are set out in the NPPF: 'recognising that heritage assets are an irreplaceable resource and that they should be conserved in a manner appropriate to their significance, recognising the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring'.

### Flood Risk



**3.108** The NPPF also aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas of high risk. Local planning authorities should deliver sustainable development by appraising, managing and reducing risk. Risk should be appraised by preparing Strategic Flood Risk Assessments. Risk should be managed through a sequential approach to determining the suitability of land for development. If,

following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones of lower probability of flooding, the Exception Test provides a method of managing flood risk while still allowing necessary development to occur. Risk should be reduced by safeguarding land from development that is required for current and future flood management, incorporating sustainable drainage systems (SUDS) and using opportunities offered by new development to reduce the causes and impacts of flooding, such as making the most of the benefits of green infrastructure for natural flood attenuation through woodland and wetland creation, flood storage, conveyance and SUDS.

**3.109** We have been working closely with the Environment Agency who support our long-term objective of reducing flood risk and the impacts of climate change in the Taunton urban area. An initial inception study has been completed which identifies a preferred option of long term storage on the River Tone between Taunton and Wellington to reduce flood risks downstream. The Council will also consider the use of green spaces to contribute to flood alleviation (as recommended by the Green Infrastructure Strategy and paragraph 3.15 of the Core Strategy) as well as the modification of existing infrastructure (for example de-culverting of watercourses and improving existing flood risk infrastructure) to alleviate flooding.

## Local Policy Context

### Green Wedges

**3.110** The protection of green wedges has long been an important part of the planning policy framework for Taunton and Wellington. These will continue to contribute environment-led planning for the future. Key policy objectives of Green Wedges are to:

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

**3.111** New green wedges are proposed to be delivered as an integral part of urban extensions at Comeytrove / Trull in Taunton and at Longforth and Cades / Jurston in Wellington. Extensions to existing green wedges are proposed at Staplegrove, along the Tone east of the M5 and towards the Tone at Wellington.

### Biodiversity

**3.112** The Taunton Deane Biodiversity Action Plan (2008) and Somerset Biodiversity Strategy (2008) review the biodiversity resource within the district and county respectively and identify priority actions to conserve local biodiversity.

### Landscape Character Assessment

**3.113** Landscape Character Assessments have been prepared for Taunton's Rural-Urban Fringe (2005) which assesses the potential capacity to accommodate growth around the town and Taunton Deane Landscape Character Assessment (2011). Taunton Deane exhibits considerable landscape variety, with 16 landscape types that have been sub-divided into 22 character areas. The assessment outlines key national and international conservation and landscape designations and any adverse impacts which could result from development. These designations are outlined below.

- International conservation designations: The nearest SAC is Hestercombe House. There are no SPA or Ramsar sites in proximity to urban areas;
- National landscape designations: These comprise the Blackdown Hills and Quantocks Hills AONB. None of the strategic sites in the Core Strategy are close enough to the AONB designations to have any adverse impact;

### 3 Core Policies

- National conservation designations: It is not anticipated that any development proposals would adversely affect any SSSI designations.

#### **AONB Management Plans**

**3.114** These statutory documents are produced every five years. The Quantock Hills AONB Management Plan 2009-2014 and the Blackdown Hills AONB Management plan 2009-2014 set out the challenges and priorities for managing these special landscapes of national importance.

#### **Green Infrastructure Strategy**

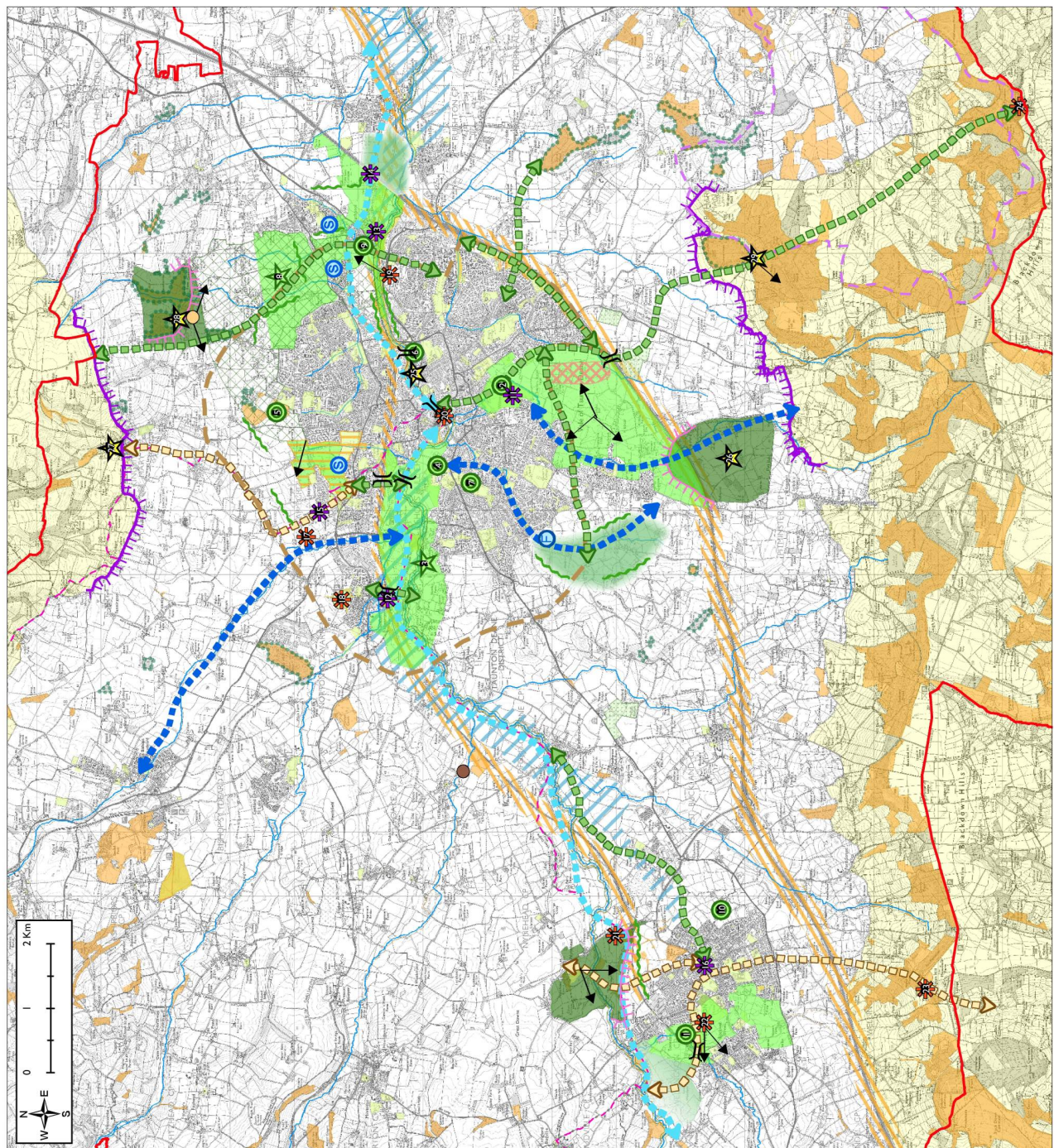
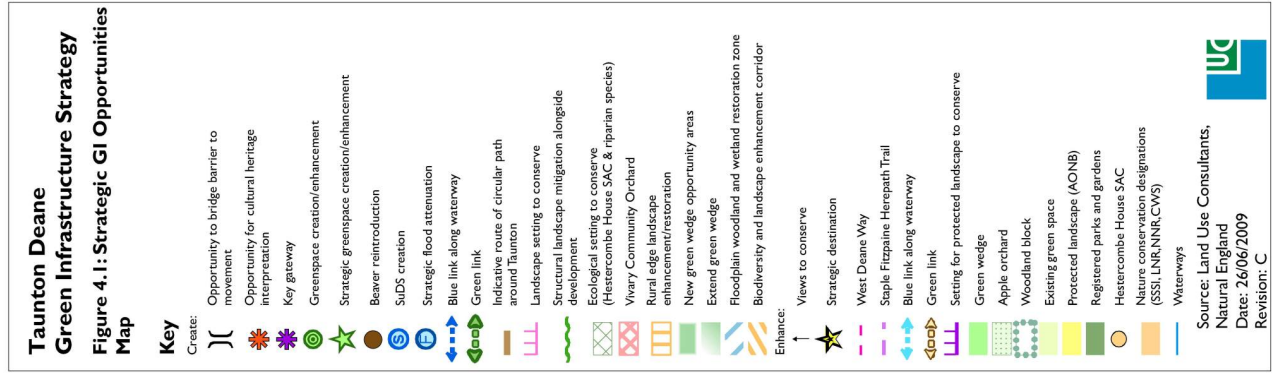
**3.115** Taunton Deane Green Infrastructure Strategy (2009) assesses the need and demand for green infrastructure in relation to open space and access, access links, landscape, ecology and biodiversity, cultural heritage, flood risk management and socio-economic issues. It defines green infrastructure as:

**3.116** "Protected sites, nature reserves, green spaces and greenway linkages which should where possible, provide multi-functional uses, e.g. wildlife, recreation, and cultural experience, as well as delivering environmental services, such as flood protection and micro-climate control. It should also operate at all spatial scales from urban centres through to the open countryside."

**3.117** It proposes a range of measures that will contribute to the provision of habitats, and the conservation, enhancement and creation of biodiversity within Taunton Deane. A number of green links (through green space) and blue links (alongside watercourses) are proposed. A new country park is proposed to be provided in the Priorswood green wedge as an integral part of the urban extensions at Monkton Heathfield and Nerrols. New green links are proposed from the town through the existing green wedges to the Quantock Hills AONB to the north and the Blackdown Hills AONB to the south. The aims outlined in the Green Infrastructure Strategy are as follows:

**3.118** "Create and enhance green infrastructure across the borough ... and maximise its potential to meet a diversity of functions, including wildlife habitat, recreation, flood alleviation and to identify opportunities for green infrastructure within and adjacent to potential development areas to inform the LDF, and to identify approaches to funding and implementation of the green infrastructure proposals."

Core Policies 3



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File: S:\4400\4443 Taunton Deane Green Infrastructure\GIS\Themes\A-G\89\4443-01\_023\_Working\_GI\_Map\_RevC.mxd

## 3 Core Policies

### Core Strategy Habitat Regulations Assessments (HRA)

**3.119** The Habitat Regulations Assessment of Taunton Deane Core Strategy (2011) relates to Natura 2000 sites within Taunton Deane comprising Special Areas of Conservation (SAC) sites at Holme and Clean Moors, Hestercombe House and Quants; and also outside of Taunton Deane at Exmoor and Quantock Oakwoods SAC, Exmoor Heaths SAC, Mendip Limestone Grasslands SAC and North Somerset and Mendip Bats SAC were considered as being potentially affected by the Plan. The report concludes the Plan is unlikely to have a significant effect on the conservation objectives of the Natura 2000 sites assessed subject to minor amendments that have been made to policies and supporting text.

**3.120** Hestercombe House AA (2009) was prepared to assess the potential impact of development to the north of Taunton on the Hestercombe House Special Area of Conservation (SAC) which is a summer maternity roost for lesser horseshoe bats. The study has identified the foraging areas of the lesser horseshoe bats which affect the potential development sites around the northern side of Taunton between the area to the north of the A3259 in Monkton Heathfield in the east and the eastern part of the Staplegrove broad location for growth in the west. Each development site will require both woodland belts around the outer edges of the site and off-site offset habitat creation in the form of woodland planting. The amount of off-site offset planting required for each affected allocation site will be determined from the most recent available data and from a Habitat Regulations Assessment.

**3.121** The Appropriate Assessment for Somerset Authorities Core Strategies: Somerset Levels and Moors and Severn Estuary (Bridgwater Bay) Natura 2000 sites scoping report (2009) identified 3 likely impacts from Taunton Deane Core Strategy on the Somerset Levels and Moors SPA and Ramsar site. These have potential to impact upon fish migratory signals due to increased levels of abstraction; increased recreational disturbance to birds due to population growth; and increased water quality impacts to invertebrates due to eutrophication from new water treatment facilities and surface water run-off from developments. Taunton Deane Core Strategy Habitat Regulations Assessment addressing the Somerset Levels and Moors International Sites final report (2011) concludes there will be no adverse effect on the integrity of the Somerset levels and Moors international sites either alone or in-combination with other plans and policies.

### Bat Consultation Zone

**3.122** The District supports one Special Area of Conservation (SAC), which has lesser horseshoe bats as a feature, at Hestercombe House. In addition to this SAC, Taunton Deane contains habitat likely to be used by barbastelle bats from the Exmoor and Quantocks Oak Woodlands SAC. As 'competent authority' under the Conservation of Species and Habitats Regulations 2010 [the 'Habitats Regulations'] Taunton Deane Borough Council is required to carry out a 'test of likely significant effect' on planning applications that potentially affect the conservation objectives of these sites and is responsible for ensuring that populations and distribution of European Protected Species are maintained at a 'Favourable Conservation Status' as defined in Article 1 of the Habitats Directive. Applicants must ensure that all necessary information to enable such an assessment to be conducted, including any necessary survey work, reports and avoidance / mitigation measures with the planning application.

**3.123** Horseshoe and barbastelle bats rely on a number of features in order to maintain their populations, the conservation objective of the SACs, including hedgerows and buildings used as night roosts and loss or alteration to these features from removal, change in habitat, alteration to structures and the introduction of street lighting may result in permanently reducing the amount of habitat required to maintain the population.

## Core Policies 3

**3.124** Applications occurring within the Bat Consultation Zone will require the Borough Council to carry out a 'test of significance' under the Habitats Regulations, including consultation with Natural England. The Bat Consultation Zone marked on the Proposals Map are areas which lesser horseshoe bats are known to be and barbastelle bats likely to regularly use for commuting and/or foraging and in night roosting. The mapping is drawn from radio tracking studies and aerial photographic interpretation of habitat used by bats, that are features of the SACs.

### **Bats Populations and Development**

**3.125** In addition to the Bat Consultation Zone, British bat species are widespread in Taunton Deane and may be using habitats and roost sites anywhere in the administrative area. As a 'competent authority' under the Habitats Regulations the Borough Council is responsible for ensuring that populations and distribution of bats are maintained at a 'Favourable Conservation Status' as defined in Article 1 of the Habitats Directive.

**3.126** In order to aid the Borough Council in reaching a decision on an application that potentially affects bats, material consideration of the implications of the development on bat populations and their distribution will be required in order to show that these are not adversely affected by the proposal.

### **Taunton Deane Strategic Flood Risk Assessment (SFRA)**

**3.127** Taunton Deane SFRA (2011) provides a level 1 SFRA for the rural areas and level 2 for the urban area of Taunton. Other relevant reports include the Parrett Catchment Flood Management Plan (2008) and Taunton Flood Risk Management Guidance (2006). Recently completed schemes include a flood storage dam on the Halse Water to reduce flood risk to downstream sites in Norton Fitzwarren and the Long Run Farm flood storage scheme to enable the regeneration of strategic town centre sites. The SFRA (2011) has identified the opportunity for a strategic flood storage scheme on the River Tone between Wellington and Taunton to which future developments will be expected to contribute. This strategy will no longer require new dams on Galmington or Sherford Streams as the 2006 Taunton Flood Risk Management Guidance had envisaged. Urban Extensions will be expected to provide strategic SUDS to maximise surface water attenuation. Site specific measures within development boundaries are not sufficient mitigation for strategic developments to accord with the NPPF.

### **Delivery**

**3.128 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, in partnership with Somerset County Council, Natural England, the Environment Agency, Somerset Wildlife Trust and other voluntary organisations, private landowners and developers.

**3.129 Delivery Mechanisms:** IDP including its annual review; Community Infrastructure Levy (CIL).

**3.130 Funding Mechanisms:** Developer contributions to schemes identified in the IDP and CIL; New Homes Bonus.

**3.131 Key Delivery Dates:** Initial five-year programme of schemes identified in the IDP to be delivered by 2016; CIL to be in place by 2013.



## Spatial Policies 4

**4.1** Whereas the core policies in the previous chapter apply across the whole of the Borough, the spatial policies in this chapter apply to particular places within the Borough. The spatial policies here in chapter 4 distribute the anticipated growth over the plan period to the settlements in Taunton Deane and indicate the different roles and functions of settlements. There are spatial portraits, visions and spatial policies for Taunton, Wellington and the rural areas and key diagrams for Taunton Deane, Taunton and Wellington. The allocation of strategic sites in Taunton and Wellington are dealt with in chapter 5.

### 4.1 Sustainable Development Locations

#### Policy SP 1

##### **SUSTAINABLE DEVELOPMENT LOCATIONS**

In order to create and maintain sustainable, balanced communities, provision will be made for the delivery of new services, facilities and infrastructure including the creation of at least 11,900 new jobs and at least 17,000 new homes, including an appropriate balance of affordable and market housing, over the Plan period.

Proposals should make efficient use of land and follow a sequential approach, prioritising the most accessible and sustainable locations and maximising opportunities to make best use of previously developed land where possible. Proposals should promote principles of sustainable development by: minimising and/or mitigating pressures on the natural and historic environment and valuable natural resources; ensuring that sufficient utilities and infrastructure can be provided to support new development; and directing development away from areas of greatest flood risk wherever possible.

Development will be focused on the most accessible and sustainable locations as shown on the Key Diagram:

The Taunton urban area<sup>(1)</sup> will remain the strategic focus for growth within Taunton Deane Borough and the wider sub-region and as such will be the focal point for new development. It will accommodate at least 13,000 new homes as well as 9,500 new jobs, sustainable transport links and a range of other higher order services and facilities that will enhance and strengthen its role.

Wellington<sup>(2)</sup> will act as a secondary focus for growth within the Borough, developing its role as a market town serving a wider rural hinterland. It will accommodate at least 2,500 new homes in the period up to 2028 in addition to new employment development and retail growth commensurate with its role and function.

Major Rural Centres are identified as Wiveliscombe and Bishops Lydeard. These settlements will provide the focus for essential facilities within rural communities, this will include an appropriate balance of housing provision, small-scale employment and other local services. In these settlements allocations of up to 200 new net additional dwellings will be made through the Site Allocations and Development Management DPD.

## 4 Spatial Policies

Minor Rural Centres are identified as Cotford St Luke, Creech St Michael, Milverton, North Curry and Churchinford. New housing development at these locations will include an appropriate balance of market and affordable housing together with some live-work units and will be small scale allocations, sites within the development boundary (primarily on previously developed land) and sites fulfilling affordable housing exceptions criteria outside of development boundaries. For these settlements a total allocation of at least 250 new net additional dwellings will be made through the Site Allocations and Development Management DPD.

The villages of Ashbrittle, Ash Priors, Bishopswood, Blagdon Hill, Bradford-on-Tone, Burrowbridge, Cheddon Fitzpaine, Combe Florey, Corfe, Fitzhead, Halse, Hatch Beauchamp, Henlade, Kingston St Mary, Langford Budville, Lydeard St Lawrence, Nynehead, Oake, Pitminster, Ruishton, Sampford Arundel, Stoke St Gregory, Stoke St Mary, West Bagborough, West Buckland and West Monkton will retain settlement boundaries, as shown on the Proposals Map insets, and have no further allocations made through the Site Allocations and Development Management DPD, but some scope for small scale proposals within settlement limits.

Outside of the settlements identified above, proposals will be treated as being within Open Countryside.

### Justification

**4.2** Taunton is situated strategically within the South West region and is anticipated to continue to fulfil a strategic role over the period up to 2028.

**4.3** The town lies at the heart of the South West region and is the second most important town for commercial and retail activity in the central part of the region after Exeter. It lies within the M5 corridor economic zone identified by the Regional Economic Strategy for the South West and sits within other main transport corridors through the spine of the region, is well-connected to London and other markets. Taunton is also the focus for an extensive travel to work area which forms the basis of the Taunton Housing Market Area.

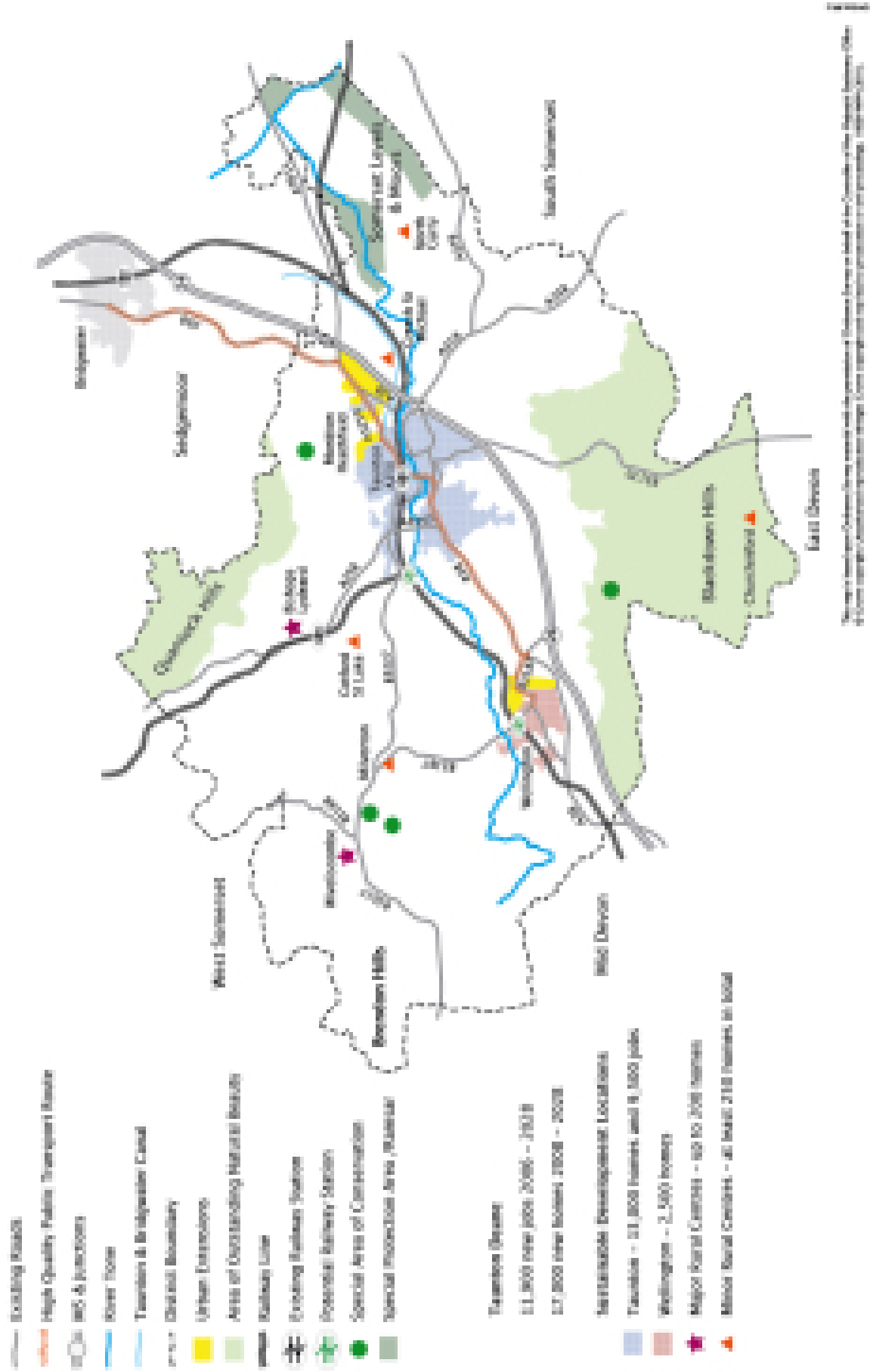
**4.4** Wellington is the sixth largest settlement in Somerset with a population of 12,845 at the 2001 Census. It functions as a market town serving a wider rural hinterland which extends into Devon. The town's size, offer of services and facilities and accessible location justify its recognition as a secondary focus for growth within the Borough.

**4.5** The Major Rural Centres of Wiveliscombe and Bishops Lydeard offer a balance of services and facilities including shops, pubs, community facilities, school, doctors' surgery, local employment opportunities and a reasonable, daily public transport link to Taunton and are of sufficient size (both with populations of around 3,000) to warrant recognition as locations for further significant housing and employment growth.

**4.6** The Minor Rural Centres of Cotford St Luke, Creech St Michael, Milverton, North Curry and Churchinford all display a broad range of services such as a primary school and shop but lack sufficient facilities to warrant recognition as Major Rural Centres.

- 
- 1 For the purposes of the Core Strategy, the definition of Taunton is taken to include the Taunton Urban Area as shown on the Proposals Map but also including the associated settlements of Bathpool, Bishops Hull, Monkton Heathfield, Norton Fitzwarren, Staplegrove, Staplehay and Trull
  - 2 For the purposes of the Core Strategy, the definition of Wellington is taken to include the Wellington Urban Area as shown on the Proposals Map but also the associated settlements of Rockwell Green and Westford

### Taunton Deane Key Diagram



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## 4 Spatial Policies

**4.7** In order to allow for some small scale infilling in rural communities the settlement limits of a number of smaller villages listed in the Policy have been retained. It is not the intention to accommodate further allocations in these villages, but to recognise that there should be some scope for small scale proposals within settlement boundaries.

### Delivery

**4.8** The delivery sub-section as set out here in relation to Sustainable Development Locations has not been replicated in respect of the Spatial Policies for Taunton, Wellington and Rural Areas. To include this information would involve a significant degree of duplication and would add little value to the reader.

**4.9 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority together with Project Taunton, in cooperation with partners including Community Engagement Panel, Parish Councils, developers and statutory undertakers such as Environment Agency and Wessex Water.

**4.10 Delivery Mechanisms:** Site Allocations and Development Management DPD, potentially Neighbourhood Development Orders and Neighbourhood Plans, Community Right to Build, Development Management processes.

**4.11 Funding Mechanism:** Developer contributions to schemes identified in the IDP and CIL; potential funding opportunities through Regional Growth Fund; New Homes Bonus; Somerset's Local Investment Plan; and other mainstream public funding.

**4.12 Key Delivery Dates:** Site Allocations and Development Management Development Plan Document to be adopted in 2015 ; Urban Extensions SPD to be adopted 2013; CIL to be in place by 2013; initial five-year programme of schemes identified in the IDP to be delivered by 2016; Core Strategy review 2016.

## 4.2 Taunton Policy

### Taunton Spatial Portrait

**4.13** Taunton is the county town of Somerset and acts as the major administrative, economic, cultural and retail centre within the County. It is also the focus for many other services such as health, education and leisure. The town serves a large catchment of approximately 350,000 people which extends into much of Somerset as well as parts of North and East Devon.

**4.14** Regional Planning policy has recognised the important role and function of Taunton within the South West region. The town is strategically located between Exeter and Bristol on the motorway corridor and with excellent communication and infrastructure links.

**4.15** Taunton acts as a focus for a strategic housing market area providing for a range of employment, services and facilities which should be strengthened and enhanced through the Core Strategy.

**4.16** The town which dates back to the 7<sup>th</sup> Century grew significantly during the Victorian age, following the arrival of the canal and the railway. The town's economy was built upon these, acting as a focus for the surrounding agricultural area, and industry grew in the town centre and along the River Tone and its tributaries.

**4.17** The urban area is visually contained and lies within a shallow saucer, the rim of which comprises a series of ridges. As a result of the relative self-containment of the urban form, there is an element of surprise when crossing the ridges from the surrounding area as the town becomes visible. The skyline is dominated by the historic church towers of the town centre whilst the green wedges provide long distance views out to the hills to the north and south and along the River Tone to the east and west.

**4.18** Despite its rapid suburbanisation over the 20<sup>th</sup> Century, Taunton has retained a historic core and distinctive three-leafed clover urban form with the main urban areas separated by 'green wedges'. These green wedges form a link from the urban area into the countryside, provide opportunities for wildlife and leisure activities and greatly enhance the setting of the town.

**4.19** There is an abundance of protected species and wildlife both within and adjoining the urban area. This is perhaps best evidenced by the designation of Hestercombe House to the north of the town as a Special Area of Conservation as it acts as a maternity roost for a colony of Lesser Horseshoe Bats.

**4.20** Self-containment for the town is high with around 82% of those living within the town also working there. A key challenge for the Core Strategy will therefore to be deliver employment-led growth alongside new housing so as to ensure that high levels of self containment are maintained as the town grows.

**4.21** At present, demand exceeds available capacity on the highway network, particularly at peak times. This has resulted in 30% of average journey times in the morning peak being spent in delays or queueing. Road traffic has been identified as the main cause of poor air quality in Taunton Deane with congestion noted as a major problem in the inner parts of Taunton. Traffic modelling has demonstrated that it is not possible to accommodate planned levels of growth without a significant modal shift being achieved from car travel to more sustainable modes.

## 4 Spatial Policies

**4.22** The river corridor running through the heart of the urban area provides an invaluable setting for the regeneration of the urban core of the town outlined in the recently adopted Taunton Town Centre Area Action Plan. Notable cultural and sporting attractions include the Castle Museum, Brewhouse Theatre and the County Cricket Club, all of which are located within the town centre and contribute towards the quality of life enjoyed by Taunton residents. The town centre benefits from a good range of shops although there is a lack of sites available for national multiples.

**4.23** Taunton has a significant proportion of jobs in the service industry, many of these being within the public sector. Within the town major employers include the Borough and County Councils as well as Somerset College and Musgrove Park Hospital. In the context of current economic challenges and pressures, a key challenge for the town will be to diversify and strengthen its employment base. Similarly to the picture for the Borough as a whole, Taunton suffers from a low wage economy.

**4.24** Some of the inner areas of Taunton display high levels of deprivation (the Halcon North area falls within the top 10% of most deprived wards nationally). In response to these challenges we are in the process of preparing a separate Priority Areas Strategy, this will outline the Council's response to tackling deprivation and may have spatial and land use implications for Development Plan Documents.

### Vision 2

Our Vision for Taunton:

Taunton, the county town of Somerset, with its main-line rail connections and access to the M5, is suitable for sustainable balanced growth, reinforcing its role as an important sub-regional centre within the South West region. An attractive market town with a rural hinterland, yet strategically located between Bristol and Exeter, Taunton is the most important settlement in the Borough, surrounded by a diverse and high quality natural environment, with potential for growth.

The growth priority is to regenerate the town centre providing a stronger and more vibrant core with a dynamic and diversified economy, a choice of residential accommodation, retail, leisure, community, sporting and cultural facilities. A wider range of better paid jobs will provide opportunities to retain more young people in the area. The River Tone will become an attractive corridor through the heart of the town, linking the redevelopment sites. Having maximised the opportunities for growth on brown field sites in the town centre, most of the remaining requirements for growth will be met in sustainable, high quality urban extensions in existing public transport corridors.

Outside the town centre, major new neighbourhoods such as Monkton Heathfield will be well connected to Taunton and known as exemplars of quality placemaking. They will be mixed use developments where people can meet their daily needs locally, incorporating a range of accommodation, employment, housing, open space, local facilities and an environment in which people are proud to live.

Despite accommodating substantial levels of growth, the urban form of Taunton will remain self-contained, below ridge lines which are sensitive to development and preserving the setting and character of the Quantock Hills AONB and Blackdown Hills AONB. Green wedges between different areas of the town will be retained and enhanced, helping to provide a network of green infrastructure linking the heart of the town with the surrounding countryside.

## Policy SP 2

### Realising the vision for Taunton

The Taunton Urban Area (TUA includes the associated settlements of Bathpool, Bishops Hull, Monkton Heathfield, Norton Fitzwarren, Staplegrove, Staplehay and Trull) will provide the strategic focus for growth within the Borough. Over the Plan period up to 2028, the key features of the vision will:

- Realise forecast growth in the local economy including provision for around 9,500 additional jobs with a focus on health, education and retail and promotion of the green economy; there will be around 42,200 sq.m of additional office space; around 81,100 sq.m. of additional retail space; around 35,000 sq.m. of additional assembly and leisure space, along with provision for a 270 bed hotel and additional floor space for residential institutions within the Town Centre; and around 23.5 hectares of land for Class B1 b.c., B2, B8 and sui generis uses, focused within the wider Taunton urban area. This will be accompanied by at least 13,000 dwellings of which around 1,700-2,100 will be in the Town Centre;
- Focus shopping, leisure, sport and cultural development and other employment growth towards town centre and then other identified regeneration opportunities outside of the town centre delivered through the adopted Town Centre Area Action Plan;
- Deliver at least 13,000 net additional dwellings (including existing planning consents and allocations). This will include strategic sites at Monkton Heathfield (approximately 4,500 dwellings), Priorswood / Nerrols (approximately 900 dwellings), sites within the adopted Town Centre Area Action Plan (approximately 2,000 dwellings) and broad locations for development towards the end of the Plan period at Comeytrowe / Trull (between 1,000 and 2,000 dwellings) and Staplegrove (between 500 and 1,500 dwellings) and areas of search for a potential strategic employment site for Taunton;
- Contribute approximately 3,250 new net affordable dwellings in accordance with Core Policy CP4 Housing;
- Create balanced and sustainable, high quality mixed-use communities through the provision of employment and community facilities including schools, community halls, places of worship, recreational space, doctors' surgeries and sheltered accommodation;
- Protect and extend the Town's distinctive green wedges and corridors and develop a comprehensive network of green and blue infrastructure across the town. Strategic green infrastructure locations will be delivered at French Weir Country Park, Priorswood Country Park, Pyrland Hall and Bathpool Green Wedge;
- Provide strategic surface water attenuation on the River Tone between Wellington and Taunton;
- Encourage sustainable transport choices. Provide bus priority measures, improvements to Taunton bus station, real time passenger information and improvements to bus stops and shelters to encourage public transport use. Provide high quality, comprehensive cycle and pedestrian networks within Taunton and between the town and adjoining settlements;

## 4 Spatial Policies

- Provide a bus priority corridor and associated highway improvements on the A38 and A3259, between Wellington and Bridgwater via Taunton town centre, Firepool, Taunton railway station, and the proposed urban extension at Monkton Heathfield;
- Provide an enhancement scheme in Taunton town centre, including North Street, East Street and Corporation Street, incorporating bus priority measures and improvements for pedestrians and cyclists;
- Secure improvements to rail services and facilities at Taunton station, including bus/rail interchange;
- Provide the Northern Inner Distributor Road in Taunton, improvements to Creech Castle junction, new highway links within northern Taunton as an integral part of new developments, complete a by-pass for Norton Fitzwarren and improve access to the West Somerset Railway as an integral part of development; improve key road junctions within Taunton to maintain their effectiveness; and a Henlade by-pass together with traffic calming and improved junctions as part of A303/A358 improvement package, subject to the availability of government major highway scheme funding;
- Provide a Park and Ride site at Monkton Heathfield, an enlargement of the existing Park and Ride site at Silk Mills and Park and Bus site at Chelston linked to enhanced bus services along the A38 serving the Wellington – Bridgwater corridor;
- Provide variable message signing on the main approaches to Taunton, together with enhancements to urban traffic management;
- Secure improvements to Junction 25 of the M5 to meet the needs of the proposed urban extensions; and
- Review the need for a new or improved motorway junction to support the longer term growth of Taunton.

This is illustrated in Key Diagram 2: Taunton

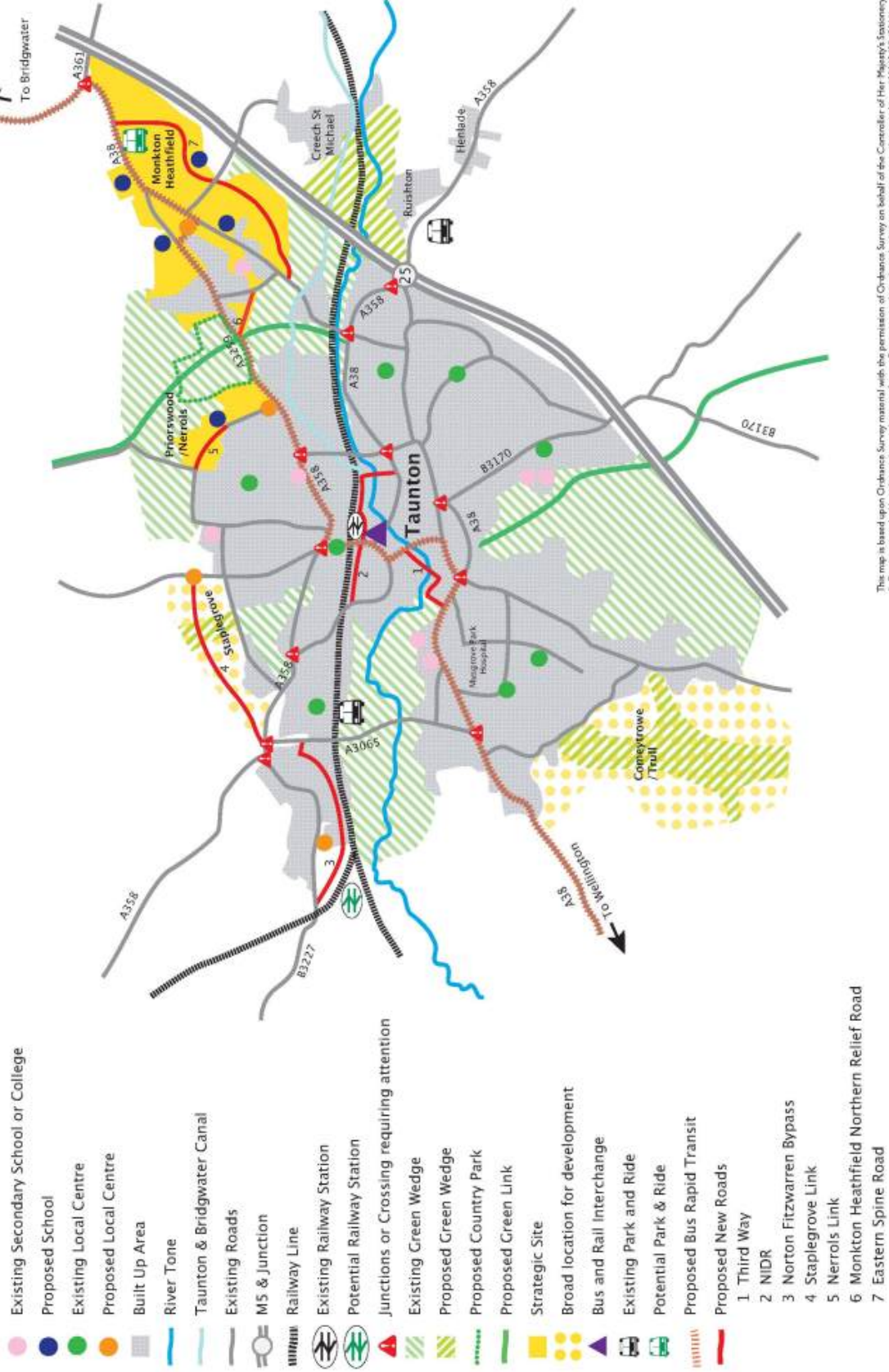
### Justification

**4.25** Taunton is the county town of Somerset and has been identified as a Growth Point. It is the major administrative, economic, cultural and retail centre in the county as well as being the focus for many other services, including health, education and leisure. Taunton has a large catchment of about 350,000, including much of Somerset and parts of north and east Devon. The town is located at the geographic centre of the region, astride the strategic road and rail routes to and from the South West.

**4.26** Taunton enjoys an exceptional level of self-containment, with about 82% of the workforce also living in the town. It aims to set high standards of quality, design and sustainability in its ambitious growth and regeneration proposals. The local population has embraced the need for a step change in employment-led growth and strong delivery partnerships have been developed involving both the public and private sectors.

Spatial Policies 4

Key Diagram 2: Taunton



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## 4 Spatial Policies

**4.27** The Core Strategy concentrates development primarily at Taunton. Priority has been given to the regeneration and expansion of the town centre, with a number of strategic sites allocated in the adopted Taunton Town Centre Area Action Plan (2008). The proposed strategic mixed use urban extension at Monkton Heathfield will provide about 5,000 dwellings, together with new employment, a district centre and associated services and facilities to create an exemplar sustainable new community demonstrating principles of eco-development. The mixed use urban extension at Nerrols will provide about 900 dwellings, employment and a new local centre. These two developments will provide a new Country Park in the green wedge between Monkton Heathfield and Priorswood, including significant new woodland planting to mitigate the effect of development on the foraging area for the colony of lesser horseshoe bats at Hestercombe House SAC, in accordance with the recommendations of the Hestercombe House Appropriate Assessment (2009). A range of sustainable transport infrastructure is also proposed in conjunction with these urban extensions. Cycle routes outside development areas will need to be sensitive to the requirements of lesser horseshoe bats from the Hestercombe House SAC.

**4.28** Broad locations for development later in the plan period are identified at Comeytrowe / Trull and Staplegrove. The conclusions of studies in 2004 and 2005 that Comeytrowe / Trull is the second most sustainable location for a strategic urban extension after Monkton Heathfield remain sound in the context of the recent economic and demographic projections. However, the scale and complexity of transport, foul and surface water drainage and green infrastructure provision for a strategic mixed use urban extension necessitates a comprehensive masterplanning approach to identify the full long term potential for sustainable development in this area. Therefore a piecemeal approach to development in the short term will not be accepted. The Council will work closely with both developers and the local community to prepare detailed masterplans for Comeytrowe / Trull and Staplegrove over the next few years to enable allocation of strategic sites in the Site Allocations and Development Management DPD. Further community engagement and masterplanning will also be carried out at Staplegrove to enable it to be allocated when the Core Strategy is reviewed.

**4.29** A key challenge is to make urban areas more attractive places to live, and to develop the transport network to support growth and development in the main towns. Congestion has been noted as a significant problem in the inner parts of Taunton. One reason for this is an absence of outer orbital routes, which compels non-local traffic to approach the town centre too closely. Major junctions relatively close to the town centre have tended to become barriers to public transport, cyclists and pedestrians, as well as unattractive features in themselves. Local loop roads in north Taunton would offer some relief and will be constructed in phases as part of the developments at Priorswood / Nerrols and Staplegrove.

**4.30** Traffic modelling in connection with the Future Transport Plan has demonstrated that it is not possible to accommodate the proposed level of development in Taunton without a significant shift from car travel to other modes. Encouraging change in travel behaviour will primarily require investment in public transport, pedestrian and cycle facilities, combined with appropriate urban design, management of car parking and travel planning initiatives. Cycling presents a particular opportunity in Taunton, as the town is relatively flat and the existing level of cycling is well above the national average. The cycle network will be developed to serve the proposed major development sites.

**4.31** As well as tackling congestion, giving priority to non-car modes is also essential to improve the urban environment of Taunton and make it an attractive place to live. Within the South West region, transport accounts for around 28% of total greenhouse gas emissions, most of which are from road vehicles. Planning to reduce emissions is therefore essential. Development will need to be easily accessible on foot, by bicycle and on public transport, with the optimum solution identified and secured through a robust travel plan.

## Spatial Policies 4

**4.32** Road traffic is the main cause of poor air quality in Taunton Deane. Long term monitoring has shown that there are areas where traffic related levels of nitrogen dioxide (NO<sub>2</sub>) exceed national guidelines. There are currently two declared Air Quality Management Areas (AQMA), one in Henlade and the other in East Reach. Air Quality Action Plans are in place for these areas which include policies to try to reduce pollution levels, mainly through traffic management. Longer-term measures may include a Henlade bypass, combined with traffic management measures in the village, and measures to reduce traffic levels and congestion in East Reach.

## 4 Spatial Policies

### 4.3 Wellington Policy

#### Wellington Spatial Portrait

**4.33** Wellington is the second largest settlement in Taunton Deane Borough and the sixth biggest settlement in Somerset. The town has its origins in the 13<sup>th</sup> Century when plots were laid out along the Bristol to Exeter Road. Like Taunton, Wellington expanded rapidly during Victoria times with the construction of the Grand Western Canal and the railway soon after. Major industrial development followed including the extensive woollen mills at Tonedale. Wellington Monument was completed in 1854 to celebrate the Duke of Wellington's victory at Waterloo in 1815.

**4.34** The town centre is characterised by the mediaeval cross-roads pattern, whilst many of the burgage plots, which run behind properties in the centre, remain intact. There is a high proportion of listed buildings which avoided demolition in the post-war years.

**4.35** Wellington benefits from an attractive setting at the foot of the Blackdown Hills AONB. It also benefits from high quality green spaces within the urban area, including an award-winning park and football ground and cricket pitch located in the town centre. There is a green wedge separating the town from its associated settlement of Rockwell Green and Westford. Within the green wedge there are prominent hills at Linden, Hilly Head and the Cleeve, affording longer distance views of the spectacular wooded scarp of the Blackdown Hills AONB to the south.

**4.36** The town centre is characterised by numerous specialist independent shops and has fostered an image as a 'food town'. However it lacks the presence of many national retailers. There is likely to be some scope for expansion of the town centre to cater for the growth envisaged.

**4.37** Wellington provides an important function as a market town (albeit serving a more reduced function in regards to retailing and leisure in light of its proximity to Taunton), and it acts as focus for a rural hinterland which extends into Devon.

**4.38** The economy of the town is still heavily influenced by manufacturing with two major local employers: Swallowfield and Relyon operating. For many years the town has sought the provision of a northern relief road to enable the enhancement of the town centre by removing HGV traffic. There are new business parks situated on the fringes of the town, with the Chelston Business Park located to the east of the town in close proximity to Junction 26 of the M5.

**4.39** Despite being a substantially sized settlement and being on the main railway line between Exeter and Bristol, Wellington does not currently have a mainline rail station. The re-opening of the station within the town, over the Plan period, represents an aspiration of the community and would bring wider sustainability benefits.

### Vision 3

Our Vision for Wellington:

The beautiful market town of Wellington is the second largest town in the Borough, supporting a wide rural hinterland extending into adjoining districts to the west and south. Historically important, Wellington has a distinct character and good provision of open space, recreation and community facilities. The town has a high level of self-containment in terms of employment, retailing, facilities and services as well as the advantage of its accessible location in the region, which will be enhanced by a reopened mainline railway station during the plan period. The level of growth proposed will maintain Wellington's role and function.

25ha of employment land is already available for major investment which will add value to the economy, raise skill and wage levels and vary the labour force. It will be accompanied by at least 2,500 dwellings. Development will increase investment in the town centre making it an attractive place with a wider choice of national retailers in addition to the established independent shops. Growth will deliver improvements in transport infrastructure, community facilities and services, and new green wedges.

New development will be within walking distance of the compact town centre. Cycle routes, a reopened main line railway station and direct access to the M5 motorway will strengthen links between the town and surrounding communities as well as the wider sub-region. Developments will be exemplars of green design and construction; they will be respectful of the town's historic buildings, wildlife and landscape setting, in particular, the Blackdown Hills AONB. Green wedges between different areas of the town will be retained and enhanced. Natural boundaries to the development of Wellington are provided by the River Tone to the north and the A38 Wellington relief road to the south.

### Policy SP 3

#### Realising the vision for Wellington

As the secondary focus for growth within Taunton Deane, over the period up to 2028, the key features of the vision for the Wellington Urban Area will:

- Provide the bulk of new employment growth required outside of the Taunton Urban Area principally within the large sites allocated and permitted at Chelston;
- Promote limited expansion within the town centre to play a complementary role to Taunton serving a wider rural hinterland;

## 4 Spatial Policies

- Deliver at least 2,500 net additional dwellings (including existing planning consents and allocations), which will include strategic sites at Longforth (around 900 dwellings) and Cades / Jurston (around 900 dwellings). The relocation of Relyon and Swallowfield to the eastern part of Longforth and mixed use regeneration of their existing premises to include a new local centre on Station Road;
- Deliver a strategic employment site of 8.67 hectares for a single user at Chelston;
- Contribute approximately 625 new net affordable dwellings in accordance with Core Policy CP3 Housing;
- Create balanced and sustainable, mixed-use communities through the provision of employment and community facilities including schools, community halls, recreational space, doctors' surgeries and sheltered accommodation;
- Protect and extend the existing green wedge and provide new green wedges at Longforth and Cades / Jurston as part of those developments;
- Encourage sustainable transport choices. Bus priority measures and a Park and Bus site at Chelston will be provided on the A38 between Wellington and Taunton. A railway station will be re-opened and a town bus service will also be introduced, linking the proposed developments to the town centre and the railway station. A comprehensive network of cycle routes will link urban extensions to the existing fabric of the town;
- Provide a Northern Relief Road for Wellington as an integral part of the proposed development at Longforth, and an eastern link road as an integral part of the development at Cades / Jurston; and
- Progressively implement urban design improvements, improve way-finding and signs to assist pedestrians and cyclists on existing radial roads and at intersections.

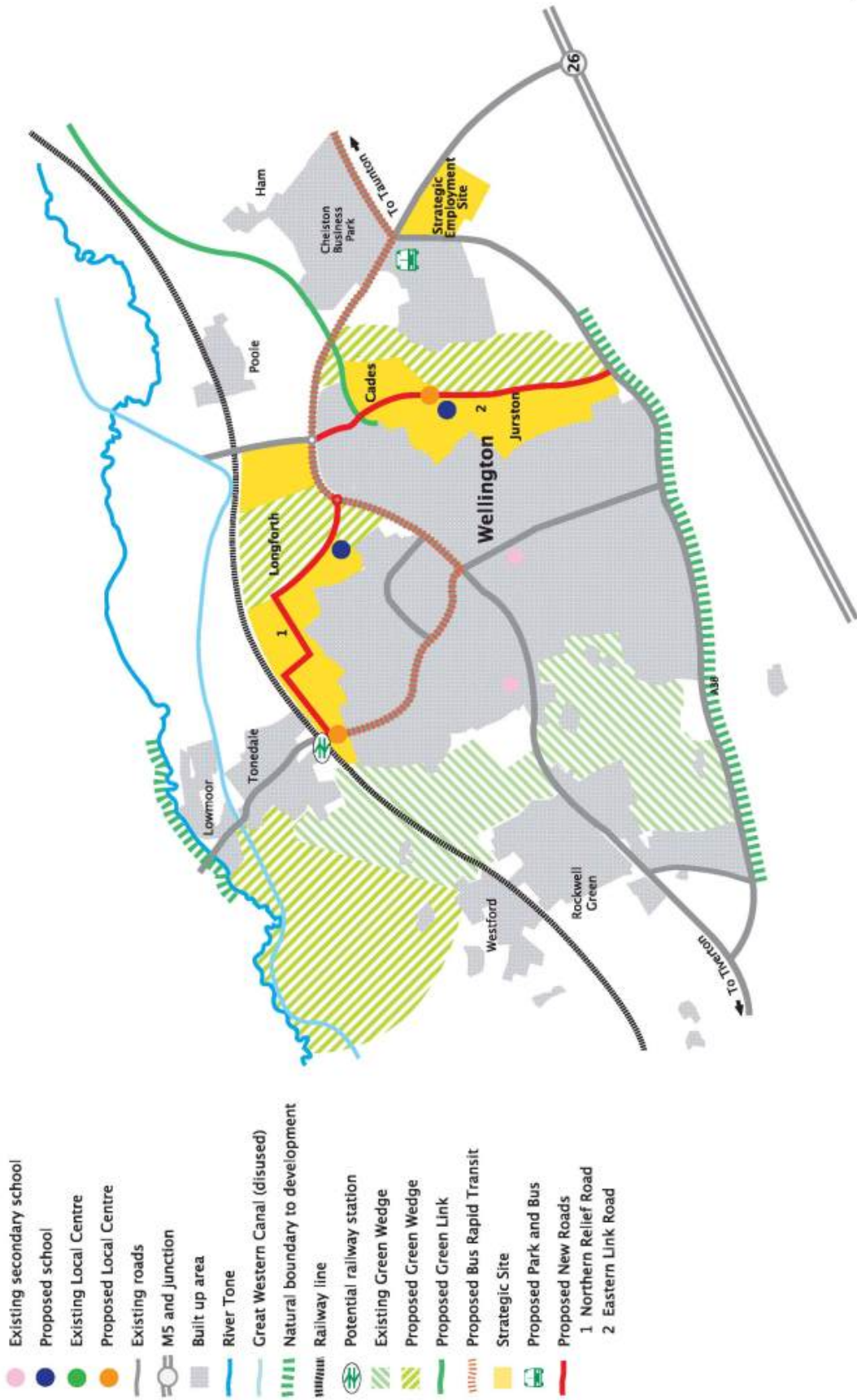
This is illustrated in Key Diagram 3: Wellington Urban Area.

### Justification

**4.40** As the second largest settlement in Taunton Deane, Wellington provides a mixed offer of employment and one which will be developed and supplemented through the delivery of existing commitments.

**4.41** Policy CP2 identifies that provision should be made for around 7,550sqm of comparison retail over the Plan period with a further 700sqm of A3, A4 and A5. In addition, 6,100sqm of office floorspace in the form of existing commitments will be brought forward. These proposals will help to ensure that the town continues to grow and develop as a thriving market town over the lifespan of the Plan.

**Key Diagram 3: Wellington**



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## 4 Spatial Policies

**4.42** Plans for housing in Wellington principally involve the development of strategic sites at Cades / Jurston and Longforth which enables the relocation of Relyon and Swallowfield and mixed use regeneration of that area to include a new local centre, small workshop units and a re-opened railway station. These plans will yield approximately 2,500 new dwellings and include around 625 new affordable units (consistent with Core Policy CP4).

**4.43** The 8.67 ha site at Chelston, granted planning permission for the relocation of the Livestock Market, provides an opportunity for a large, single user strategic employment site.

**4.44** The protection and enhancement of the existing green wedge and the provision of new green wedges at Longforth and Cades / Jurston is particularly important for Wellington in view of its sensitive location as a gateway to the Blackdown Hills as well as the rich array of wildlife and biodiversity at the urban fringe. The strategic sites have a critical role to play in the delivery of new green wedges which will safeguard the habitat of protected species, provide formal and informal recreation opportunities, provide strategic SUDS and will foster a high quality living environment and setting for the Town by preventing coalescence of the residential areas with the employment areas at Chelston and Poole.

**4.45** Consistent with CP6 a range of sustainable transport measures will be encouraged and delivered. Of particular importance will be the re-opening of the mainline railway station to serve the town, which has long been an aspiration of its residents and together with a local bus service, will encourage more sustainable methods of travel. The relocation of the LPG tanks from the railway station to a safer location away from existing residential properties would also benefit the area.

**4.46** Provision of the northern relief road as part of the development of Longforth will alleviate traffic pressures on the town centre and provide an alternative route for heavy goods vehicles serving the two main employers. The eastern relief road as part of the development of Cades / Jurston will ensure permeability from the first phase of Cades to subsequent phases of the strategic site, reducing pressure on the town centre for some north - south trips.

## 4.4 Rural Policy

### Rural Spatial Portrait

**4.47** The remainder of the Borough includes the market towns of Wiveliscombe and Bishops Lydeard, both of which fulfil important functions as major rural centres serving specific rural hinterlands. Minor rural centres have a basic range of facilities including shop(s), public house(s), a community centre / village hall, school and doctors' surgery. Milverton, Cotford St Luke, Creech St Michael, North Curry and Churchinford represent minor rural centres within the Deane.

**4.48** Rural communities in Taunton Deane are perhaps best characterised by the geographical diversity of the areas in which they sit. This diversity has greatly influenced not only the landscape character and setting of villages and hamlets but also the building materials used within them. The quality of both the natural and built environment in many of our rural communities contributes greatly to the quality of life enjoyed by its residents.

**4.49** Accessibility and rural isolation remains the key issue for rural communities in Taunton Deane and this manifests itself in a number of ways. There has been a continuing decline in service provision in our rural communities. Many of the local shops, post offices and primary schools have closed.

**4.50** In relation to housing, high prices (reflecting the quality of the natural and built environment) coupled with low wages mean that many local people are priced out of the housing market. In many cases this has meant that local people with ties to particular communities have left for urban areas where the prospects of securing affordable housing are greater.

**4.51** Whilst the rural economy has been diversified somewhat, many jobs remain unskilled and poorly paid. Communications links (and broadband capabilities in particular) are poor and in order for the rural economy to develop sustainably, these links should be improved.

**4.52** Individually and in combination, these accessibility issues mean that many rural villages are amongst the most deprived areas nationally when considered against barriers to housing and services indicators.

### Vision 4

Our Vision for Rural Areas:

Taunton Deane has a network of locally distinctive, beautiful villages and hamlets surrounded by ecologically rich and diverse landscapes. Growth will focus on supporting and enhancing existing sustainable rural centres which act as hubs for the wider rural community. Development will tackle rural deprivation and inequality.

Development must diversify employment, making existing businesses more sustainable and enhancing job opportunities. New residential development at rural centres of around 1,000 dwellings will address affordable housing need and be located close to existing services and facilities. Local services and facilities will be retained and enhanced where appropriate, with communities actively involved in their running. Rural communities will also have access to excellent communications infrastructure such as high speed broadband.

Development will protect and enhance the local character and distinctiveness of high quality built and natural environment.

## 4 Spatial Policies

### Policy SP 4

#### Realising the vision for the Rural Areas

Growth in the rest of the Borough will be more limited, respecting and reflecting the rural character and sustainability considerations. The creation of balanced and sustainable mixed-use communities will be achieved through a focus in the first instance on the Major Rural Centres and secondly on Minor Rural Centres as defined in SP1: Sustainable Development Locations. Over the period up to 2028, the key features of the vision for the Rural Areas will:

- Provide small-scale local opportunities for employment growth including tourism and rural diversification;
- Encourage the provision of additional services such as shops and community halls to serve identified local needs;
- Deliver at least 1,500 net additional dwellings (including existing planning consents and allocations);
- Enable a step change in the delivery of affordable housing, through specific allocations but also Rural Exception Sites in accordance with Core Strategy Policy DM2; and
- Encourage sustainable transport choices. An enhanced network of bus and cycle links will be provided at settlements where growth is proposed, linking new development with the existing fabric of the villages.

#### Justification

**4.53** Accessibility is a key issue for rural residents. For example, the rural area around Milverton falls within the top 10% of the country for barriers to access to housing and service provision whilst many smaller rural communities have extremely limited or no public transport provision.

**4.54** Growth within the rural parts of the Borough is therefore directed towards Rural Centres, with a reasonable level of existing services and facilities, defined in policy SP1. Specific allocations for rural housing sites within rural centres will be set out in a Site Allocations and Development Management DPD. Outside of settlement boundaries, proposals for affordable housing are set out under Core Strategy Policy DM2.

**4.55** Small scale employment opportunities are promoted within and adjoining settlements and through conversion of redundant rural buildings in order to assist diversification and promote local access to employment as set out in Core Strategy Policy DM2.

**4.56** In rural parts of the Borough, co-ordination between development and the transport system will be improved by locating the majority of housing and employment in the identified major rural centres of Wiveliscombe and Bishops Lydeard. These centres already have a wider range of services, and better public transport, than other rural settlements. Elsewhere, addressing social exclusion by providing better access to jobs and services is likely to involve expansion of demand responsive transport services, such as the 'Slinkybus' network. The Core Strategy aims to avoid creating a dispersed pattern of development in rural areas which then increases the need to use the private car

## Spatial Policies 4

to access employment and services. In association with the County Council's Future Transport Plan, the Core Strategy seeks to promote an improved public transport and cycle network, linking rural communities and providing an alternative to the use of a car to access services and facilities.

**4.57** It is vital that any development respects the integrity of the countryside, which is of exceptional quality within Taunton Deane. Core Policy CP8 sets out requirements to ensure that proposals conserve and enhance the natural and historic environment in which it is located as well as its wider countryside setting.



## Strategic Sites and Broad Locations 5

**5.1** This chapter allocates strategic sites for mixed use development for Taunton at Monkton Heathfield and Nerrols / Priorswood and for Wellington at Longforth and Cades / Jurston. There are site boundary plans and concept plans for these strategic site allocations. Also at Wellington a strategic employment site is allocated for a single use occupier at Chelston, where planning permission was granted for the relocation of the livestock market.

**5.2** At Taunton broad locations for growth, after 2015, are identified for mixed use developments at Staplegrove and Comeytrowe / Trull, and areas of search for a strategic employment site. The Site Allocations and Development Management DPD will allocate strategic sites for these broad locations following further community and stakeholder engagement, working in partnership with developers to prepare detailed masterplans to provide for comprehensive development utilising the full potential of growth in these broad locations together with all the necessary physical, social and green infrastructure. In the meantime, premature piecemeal development in these broad locations will be resisted.

**5.3** The Core Strategy adopts an overall approach that is robust and flexible. The assumed annual increase in GVA of 2.8% results in an allocation of land for development somewhat in excess of historic trends. Conversely, if growth occurs at a lower rate, this can be allowed for by delaying development in the areas such as Staplegrove and Comeytrowe / Trull which are identified as 'broad locations'.

**5.4** Infrastructure providers have been closely involved in preparation of the Infrastructure Delivery Plan (IDP) which accompanies this Core Strategy. This gives confidence that the proposals are deliverable. The IDP provides details of the infrastructure that local service providers and the Borough and County Councils have identified as key to delivery of growth over the Core Strategy time period. It also sets out how the infrastructure will be delivered, as well as the risks associated with infrastructure delivery and how these will be mitigated.

## 5 Strategic Sites and Broad Locations

### 5.1 Monkton Heathfield

#### Policy SS 1

##### **MONKTON HEATHFIELD**

Within the area identified at Monkton Heathfield, a new sustainable neighbourhood will be delivered through a coordinated and comprehensive approach, including:

- Phased delivery of around 4,500 new homes at an overall average of 35-40 dwellings per hectare;
- 25% of new homes to be affordable homes in line with Policy CP4: Housing;
- A new mixed-use district centre comprising a 4,400m<sup>2</sup> (gross) food store, 8,000m<sup>2</sup> (gross) of other convenience and comparison retail (A1), financial and professional services (A2), restaurants and cafes (A3), drinking establishments (A4) and hot food take-aways (A5), 1,000m<sup>2</sup> (gross) offices (B1) which could be on upper floors of buildings and multi-functional community facilities around a village green including land for a range of opportunities including places of worship, community hall, health facilities and care and residential accommodation for the elderly;
- 22.5 hectares of additional employment land for research and development (B1 (b)), light industrial (B1 (c)), general industrial (B2) and storage and distribution (B8) to be provided in the first phase of development, of which, 3 ha to be at and adjacent to The Hatcheries and 19.5 hectares south of Langaller. A further 10 ha shall be reserved for longer term release around Walford Cross;
- 3 new primary schools and a new secondary school;
- A country park within the green wedge between Monkton Heathfield and Priorswood;
- New homes will be energy efficient and should be built to government guidelines to reduce carbon emissions;
- Relocation of West Monkton Cricket Club;
- A suitably located energy centre to provide locally generated electricity to the new development;
- Provision of a 'park and ride' site south of the A38, west of Walford Cross;
- Implementation of the A3259 corridor strategy;
- Improvements to the A38 to transform it into an urban street;
- A new 'western development spine' to connect the A38 and the A3259 to the south-west of Monkton Heathfield;

## Strategic Sites and Broad Locations 5

- A new 'eastern development spine' to the south and parallel to the A38;
- Infrastructure for bus rapid transit;
- Strategic SUDS infrastructure;
- A multi-purpose 'green necklace' of landscape and public open space surrounding the settlement providing allotments, outdoor recreation and wildlife habitat. This will also include:
  - A 20m wide buffer of woodland planting around the boundaries facing bat activity from Hestercombe House SAC;
  - Off-site offset woodland habitat in accordance with the recommendations of Hestercombe House SAC Appropriate Assessment to compensate for the loss of habitat of lesser horseshoe bats. The off-site offset habitat should be functional prior to the commencement of any development north of the A3259; and
  - A belt of landscaping between the motorway and the development areas.

The development form and layout for Monkton Heathfield should provide;

- A variety of character areas which reflect the existing landscape character and the opportunities and constraints provided by natural features to create a place that is distinctive and memorable;
- An accessible district centre with a mix of uses and facilities;
- A connected street network which accommodates pedestrians, cyclists and vehicles and promotes a viable public transport system;
- Well designed public open spaces which are enclosed and overlooked by new development;
- A positive relationship between new housing and existing communities; and
- A well defined green edge to the urban area that protects views from Hestercombe House and the Quantock Hills.

The preparation and adoption of SPD will be required to further guide development, incorporating a masterplan and design codes to ensure a coordinated approach to the delivery of this site.

### Justification

**5.5** Taunton has set an agenda for growth to enable it to retain and enhance its status as a sub-regional centre and a self-contained settlement. Monkton Heathfield has long been recognised for its potential as a site for growth and had a Major Site allocation in the Taunton Deane Local Plan 2004-2011 (Policies T8 to T12) for mixed use development, including 1,000 homes. Supplementary Planning Guidance was also prepared and subsequently outline planning permission has been

## 5 Strategic Sites and Broad Locations

granted for 900 homes. The 25% target for affordable homes in Policy SS1 does not apply to the 1,000 homes allocated in the Local Plan, but it applies to the further 3,500 homes allocated in this Core Strategy at Monkton Heathfield.

**5.6** The Monkton Heathfield urban extension comprises a number of sites under different ownerships. These ownerships are under options to a number of developers including Redrow / Persimmon who have an outline permission for 900 homes (part of the 4,500 new homes set out in this policy).

**5.7** The Taunton Urban Extension Study (Terence O'Rourke, November 2004) concluded that Monkton Heathfield was the most sustainable location for a strategic urban extension for Taunton. The Taunton Sub Area Study (Baker Associates, March 2005) which informed the Draft Regional Spatial Strategy (RSS) also identified Monkton Heathfield as the most appropriate area of search for a strategic urban extension. The RSS sub-regional policy on Taunton Strategically Significant Cities and Towns (SSCT) allocated 4,000 homes in this area.

**5.8** The conclusion of these previous studies has been confirmed by further work being carried out for the Urban Extensions SPD (Urban Initiatives, 2011). Monkton Heathfield is identified as the most sustainable and deliverable option to meet the majority of Taunton's housing, community and employment needs over the plan period.

**5.9** In total the area allocated for development is approximately 220 hectares. This does not include the 'green necklace' of landscape which will include both the 20m wide buffer of structural landscaping and the offset woodland planting in accordance with the Hestercombe House SAC Appropriate Assessment. The requirement for these woodlands to be established before the commencement of development on sites north of the A3259 dictates that these sites may be in the later phases of development. The allocated site area is considered sufficient to provide the number of new homes, employment, mixed-use district centre, schools and other uses as specified in the policy.

**5.10** Monkton Heathfield is accessible to the strategic road network (both the A38 and the M5) and compact development of this scale will have a further benefit of supporting a bus rapid transit link from Bridgwater to Wellington along the A38, which will improve public transport accessibility along with a new park and ride facility. Improvements to the A38 and A3259 will also be a prerequisite of development of the urban extension, to enable quality access to employment sites and appropriate street character through the new settlement.

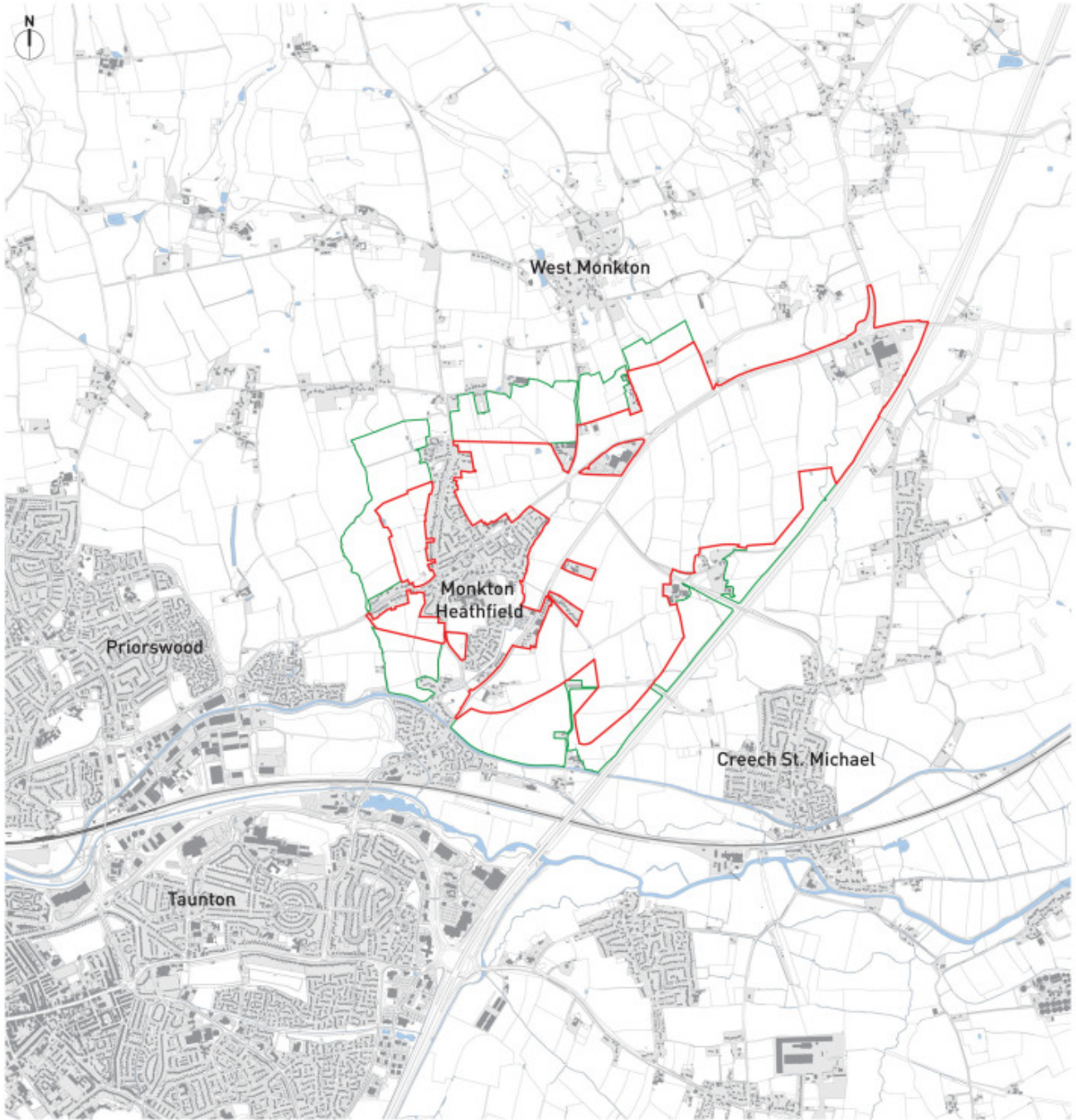
**5.11** There is also the long term opportunity for a limited motorway junction (Walford Cross) as part of a future plan review which could also assist development potential. Improving motorway access into the town is a corporate objective.

**5.12** The new eastern spine road will be designed as a street that balances traffic capacity with the needs of development access, walking, cycling and public transport.

**5.13** As well as accommodating new housing and associated social infrastructure, the site is able to provide 22.5 ha of employment land in the short/medium term in close proximity to the strategic road network and centres of population, capable of attracting a range of employment types. An additional area of around 10 ha is reserved at Langaller for longer term employment release. An agreed marketing strategy for development of the employment areas will be required to provide local employment opportunities in line with housing growth, reducing the need to travel and assisting self containment. The quantum and compact form of development proposed is sufficient to support a new district centre comprising retail, community and office uses to support the daily needs of the new settlement without competing with larger centres such as Taunton town centre. The proposed district centre may require the relocation of West Monkton Cricket Club.

## Strategic Sites and Broad Locations 5

### Monkton Heathfield red line boundary



#### SITE BOUNDARY PLAN






- Development area
- Area reserved for external green spaces associated with developable area

## 5 Strategic Sites and Broad Locations

### Monkton Heathfield concept plan



#### CONCEPT PLAN

-  Primary routes
-  Proposed urban extension
-  Employment
-  Park and Ride
-  Green necklace
-  Green wedge
-  Proposed Country Park
-  Green link Halcon & Quantocks
-  District centre
-  Primary school
-  Secondary school

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## Strategic Sites and Broad Locations 5

**5.14** Developer contributions will be required for community infrastructure in accordance with the Infrastructure Delivery Plan and will be further detailed in the CIL. These will include education, transport, health, community facilities and green infrastructure including the Country Park and woodland planting, in accordance with Policy CP7: Infrastructure.

**5.15** In allocating this site the impact on landscape and the ecological value of the site have been carefully considered to ensure that impacts on protected species known or expected to be present on the site is minimised and mitigated where appropriate. Of particular note, are the foraging areas and routes of Lesser Horseshoe Bats from the Hestercombe House SAC and provision of compensatory habitat for this species, and possibly others, will be a prerequisite of development. This should be done in accordance with the recommendations in the Hestercombe House SAC Appropriate Assessment (2009) and Core Strategy Policy CP8. It should be noted that the area of off-site offset planting has been recalculated since the 2009 report according to revised site allocation boundaries and the latest survey data.

**5.16** It is also important to protect views southward from the Quantock Hills AONB from overly intrusive urban development and therefore a 'green necklace' of open landscape and open spaces around the site is proposed. A belt of landscaping will also be required in the green necklace next to the M5 motorway. Development of this site will involve building on high grade agricultural land, but the other benefits of the site are deemed to outweigh the resultant loss of this land use.

**5.17** The concept plan for Monkton Heathfield is evolving and further engagement will take place as the Masterplan and SPD is progressed to guide the submission of planning applications. The plan must be viable and deliverable and result in a coordinated approach to development. The justification for the distribution of land uses will be supported by the evidence base for the development of Monkton Heathfield.

### Delivery

**5.18 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority together with Project Taunton, in cooperation with partners including Community Engagement Panel, Parish Councils, developers and statutory undertakers such as Environment Agency and Wessex Water.

**5.19 Delivery Mechanisms:** Development Management process with reference to Urban Extensions SPD on development principles, masterplanning and design codes, etc.

**5.20 Funding Mechanism:** Developer contributions to schemes identified in the Urban Extensions SPD and CIL; potential funding opportunities through Regional Growth Fund and Somerset's Local Investment Plan.

**5.21 Key Delivery Dates:** Commencement of Phase 1 of Local Plan allocation 2011; Urban Extensions SPD to be adopted 2013; CIL to be in place by 2013; initial five-year programme of schemes identified in the IDP to be delivered by 2016; Core Strategy review 2016.

**Table 5.1 Implementation and Monitoring**

Targets	Monitoring indicators
<b>Land uses</b>	
Deliver approx. 1,000 new homes by 2016	The number of new homes delivered in Monkton Heathfield
Deliver a further 1,600 (approx) new homes by 2021	

## 5 Strategic Sites and Broad Locations

Targets	Monitoring indicators
Deliver a further 1,900 (approx) new homes by 2028	
Have made provision for infrastructure to enable delivery of 22.5 hectares of employment land by 2016.	The amount of new employment space delivered in Monkton Heathfield
Deliver a mixed use district centre by 2028	Amount and proportion of retail, community use, offices and residential delivered
Deliver 3 new primary schools – appropriately phased to support development within each of the three phasing bands	Number of primary school places delivered relative to homes delivered
A new secondary school	Number of secondary school places delivered relative to homes delivered
A new energy centre	Completed, as part of the new development
<b>Open space</b>	
A new Country Park to be provided through both strategic allocations at Monkton Heathfield and Priorswood Nerrols by 2021.	Amount of Country Park created
Compensatory off-site offset habitat established by 2016 in accordance with the recommendations of Hestercombe House SAC Appropriate Assessment	Amount of new woodland created Evidence of woodland being used by target species
A network of open space delivered in accordance with masterplan	Amount of new open space created relative to number of homes created.  % satisfaction with open spaces
<b>Movement</b>	
New park and ride facility created by 2021	Number of park and ride bays created  Use of park and ride
Implementation of Phase 1 Bus Rapid Transit (BRT) infrastructure by 2016 and Phase 2 by 2021	Bus stops implemented at 1 at every 400-600m through the built up area of Monkton Heathfield.  Bus priority measures implemented throughout the Monkton Heathfield area (A38 / A3259)
Running of BRT services at a frequency of 1 every 15 minutes by 2016 and 1 every 10 minutes by 2021	Bus patronage levels
100% of new homes within 800m of BRT stop. 100% of new homes within 400m of other bus routes	% of homes within 800m of BRT stop
Encourage walking and cycling as an alternative to the private car	% of trips made by walking and bicycle  Length of designated cycle routes

## Strategic Sites and Broad Locations 5

### 5.2 Priorswood / Nerrols

#### Policy SS 2

##### **PRIORSWOOD / NERROLS**

Within the area identified at Nerrols / Priorswood a new sustainable neighbourhood will be delivered including:

- Phased delivery of around 900 new homes at an overall average 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 600 m<sup>2</sup> (gross) retail (A1), 440 m<sup>2</sup> (gross) financial and professional services (A2), restaurants and cafes (A3) and drinking establishments (A4), 10 live-work units and 30 new homes, and community facilities;
- 1 hectare (gross) of additional employment land for research and development (B1 (b)), light industrial (B1 (c)) and storage and distribution (B8);
- 1 new primary school;
- A country park within the green wedge between Priorswood and Monkton Heathfield, including part of the green link between Halcon and the Quantocks;
- Infrastructure for bus rapid transit;
- A new highway link between Bossington Drive and Lyngford Lane / Cheddon Road;
- New homes will be energy efficient and will be built to government guidelines;
- A suitably located energy centre to provide locally generated electricity to the new development;
- Strategic SUDS infrastructure;
- A multi-purpose 'green necklace' surrounding the settlement providing allotments, outdoor recreation and wildlife habitat. This will also include :
  - A 20m wide buffer of woodland planting around the boundaries facing bat activity from Hestercombe House SAC; and
  - Off-site offset habitat in accordance with the recommendations of Hestercombe House SAC Appropriate Assessment to compensate for the loss of habitat of lesser horseshoe bats. The off-site offset habitat should be functional prior to the commencement of any development.

## 5 Strategic Sites and Broad Locations

The development form and layout for Nerrols / Priorswood should provide:

- A neighbourhood that attracts a wide range of people by providing a range of housing types, including family homes, market and affordable housing, shared ownership and key worker housing;
- An accessible, compact local centre with a mix of uses and facilities that can be accessed easily and safely on foot;
- A positive relationship between the local centre, Priorswood roundabout and the Crown Medical Centre to create an attractive gateway to the neighbourhood;
- A permeable street network which accommodates pedestrians, cyclists and vehicles, provides good access to Yallands Hill / Priorswood Road and the public transport corridor and integrates with the existing street network in Priorswood;
- Well designed public open spaces (including semi-natural spaces) which are enclosed and overlooked by new development;
- A positive relationship between new housing and existing communities;
- A well defined green edge to the urban area that protects views from Hestercombe House and the Quantock Hills.

### Justification

**5.22** The proposals for Nerrols / Priorswood create a critical mass of population between the three neighbourhoods of Priorswood, Maidenbrook and the proposed Nerrols to sustain a new local centre as the focus of the community and improved public transport viability. The allocation is therefore able to deliver against a number of the Core Strategy objectives, primarily against objective 4 on providing a sufficient supply of high quality housing and objective 7 on ensuring sustainable communities are delivered through the timely provision of physical, social and green infrastructure. It also supports all the other objectives on climate change, deprivation, environment, economy, retail and leisure and accessibility.

**5.23** The Nerrols site was identified for development through the SHLAA process by landowners, The Crown Estate, who own the southern two thirds of the site. The remaining northern third owned by the Shapland Trust and Read, has been identified through the urban extensions study process. In June 2010 the Council agreed that Interim Sites of about 300 dwellings each at Nerrols and Cades should be released to contribute towards the shortfall in the 5 year supply of housing land in Taunton Deane.

**5.24** Development at Nerrols / Priorswood has the ability to unite three neighbourhoods, the existing Priorswood and Maidenbrook neighbourhoods and the proposed Nerrols Neighbourhood, around a new local centre at the southern end of Nerrols Drive that will bring existing and new communities within easy access of local facilities.

## Strategic Sites and Broad Locations 5

**5.25** The development of Nerrols will take place in a phased manner. Development plans for the first phase at the southern end of the site which include the local centre, new homes, employment and areas for off-site woodland planting required for mitigating the loss / disturbance of habitat of lesser horseshoe bats in-line with the Hestercombe House SAC Appropriate Assessment. A site for a new primary school will also be provided at the earliest opportunity.

**5.26** The local centre will provide some employment in retail, financial and professional services, restaurant and cafes etc. Live / work units will also be provided in the local centre. In addition 1 hectare employment land for research and development (B1 (b)), light industrial (B1 (c)) and storage and distribution (B8) will be provided. The listed Nerrols Farm buildings provide an opportunity for conversion.

**5.27** The proposed location of the local centre has the advantage of being in close proximity to existing road infrastructure and the proposed bus rapid transit corridor, connecting Nerrols with Taunton town centre, Bridgwater and Wellington. Key to achieving this sustainable neighbourhood and a successful local centre will be the connections between existing and new developments.

**5.28** Developer contributions will be required for community infrastructure in accordance with the Infrastructure Delivery Plan and will be further detailed in the CIL. These will include education, transport, health, community facilities and green infrastructure including the Country Park, green link and off-site woodland planting in accordance with Policy CP 7: Infrastructure.

**5.29** The Maidenbrook Stream running through the allocated area provides the opportunity to incorporate strategic SUDS and surface water attenuation measures together with landscaped open space.

**5.30** In allocating this site the impact on landscape and the ecological value of the site have been carefully considered to ensure that impacts on protected species known or expected to be present on the site is minimised and mitigated where appropriate. Of particular note, are the foraging areas and routes of Lesser Horseshoe Bats from the Hestercombe House SAC and provision of compensatory habitat for this species, and possibly others, will be a prerequisite of development. This should be done in accordance with the recommendations in the Hestercombe House SAC Appropriate Assessment (2009) and Core Strategy Policy CP8. It should be noted that the area of off-site offset planting has been recalculated since 2009 according to revised site allocation boundaries and the latest survey data.

**5.31** The green wedge, new woodland planting and structural belt of landscaping around the site will enhance the setting and the views from Cheddon Fitzpaine Conservation Area. Development of this site will involve building on high grade agricultural land, but the other benefits of the site are deemed to outweigh the resultant loss of this land use.

### Delivery

**5.32 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, together with Project Taunton, in partnership with Somerset County Council, developers (such as the Crown Estate) and statutory undertakers, such as the Environment Agency and Wessex Water.

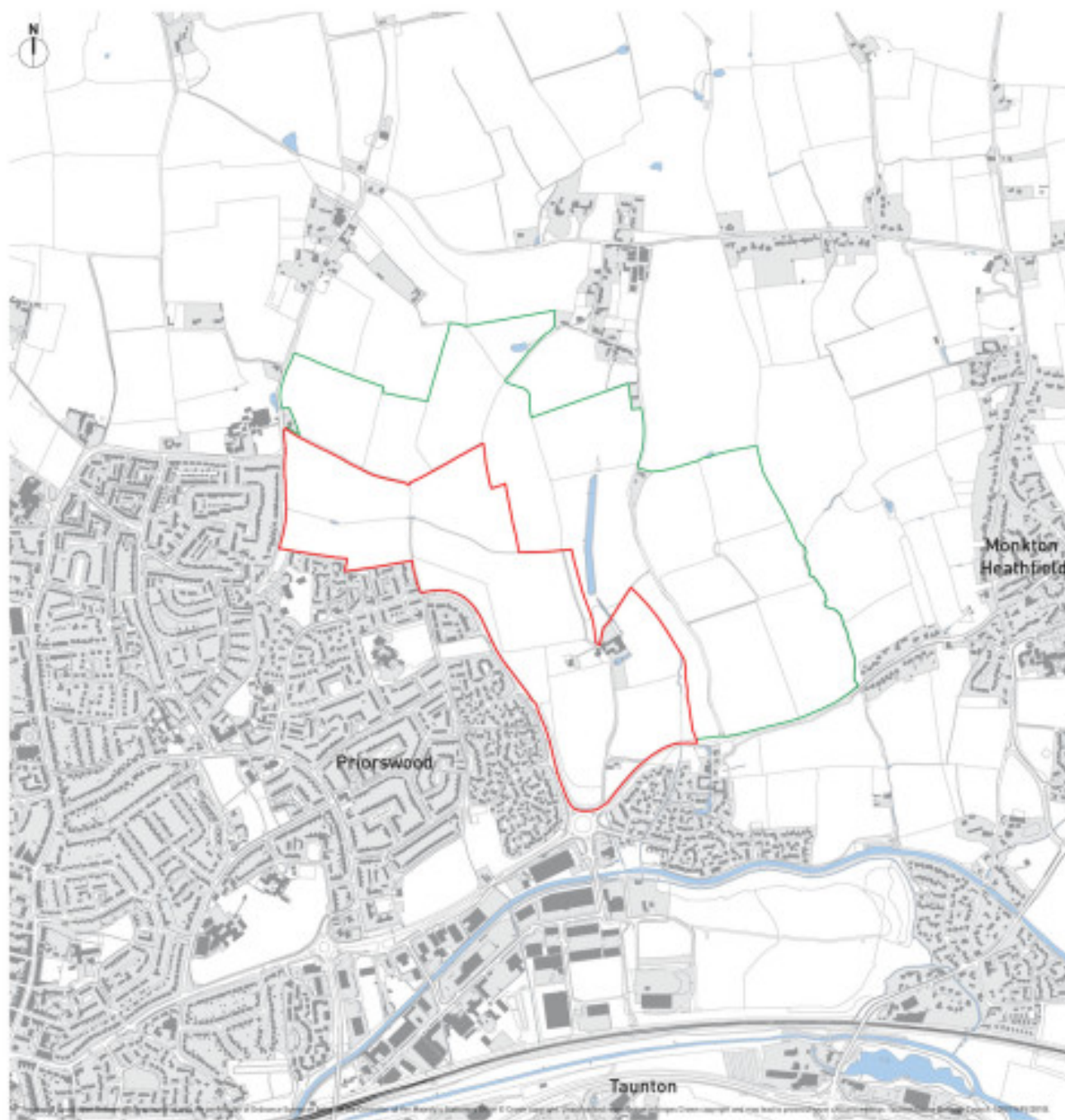
**5.33 Delivery Mechanisms:** Development Management process with reference to Urban Extensions SPD on development principles, masterplanning and design codes, etc.

**5.34 Funding Mechanisms:** Developer contributions to schemes identified in the Urban Extensions SPD and CIL; potential funding opportunities through Regional Growth Fund and Somerset's Local Investment Plan.

## 5 Strategic Sites and Broad Locations

**5.35 Key Delivery Dates:** Urban Extensions SPD to be adopted 2013; initial five-year programme of schemes identified in the IDP to be completed by 2016.

### Priorswood / Nerrols red line boundary



#### SITE BOUNDARY PLAN

- Development area
- Area reserved for external green spaces associated with developable area

## Strategic Sites and Broad Locations 5

### Priorswood / Nerrols concept plan



#### CONCEPT PLAN

- Primary routes
- Development access
- Proposed urban extension
- Green necklace
- Green wedge
- General location of Country Park
- Green link between Halcon & The Quantocks
- Local centre
- Primary school

## 5 Strategic Sites and Broad Locations

**Table 5.2 Implementation and Monitoring**

<b>Targets</b>	<b>Monitoring indicators</b>
<b>Land uses</b>	
Deliver 240 new homes by 2016 Deliver a further 340 new homes by 2021 Deliver a further 320 new homes by 2028	The number of new homes delivered in Nerrols
Deliver 1ha employment space by 2021	The amount of new employment space delivered in Nerrols
Deliver a mixed use local centre by 2028	Amount and proportion of retail, community use, offices and residential delivered
Deliver a new primary school	Number of primary school places delivered relative to homes delivered.
<b>Open space</b>	
A new country Park to be provided through both strategic allocations at Monkton Heathfield and Priorswood / Nerrols by 2021	Amount of Country Park created
Compensatory off-site offset habitat established by 2016 in accordance with the recommendations of Hestercombe House SAC Appropriate Assessment	Amount of new woodland created Evidence of woodland being used by target species
A network of open space delivered in accordance with masterplan	Amount of new open space created relative to number of homes created.  % satisfaction with open spaces
<b>Movement</b>	
Implementation of Phase 1 Bus Rapid Transit (BRT) infrastructure by 2016	Bus stops implemented at 1 at every 400-600m along built up area of A3259.  Bus priority measures implemented along A3259
Running of BRT services at a frequency of 1 every 15 minutes by 2016	Bus patronage levels
Encourage walking and cycling as an alternative to the private car	% of trips made by walking and bicycle  Length of designated cycle routes

## Strategic Sites and Broad Locations 5

### 5.3 Wellington- Longforth Farm

#### Policy SS 3

##### WELLINGTON LONGFORTH

Within the area identified at Longforth, a new compact urban extension to the north of Wellington will be delivered including:

- Phased delivery of around 900 new homes at an overall average of 35-40 dwellings per hectare;
- 25% of new homes to be affordable homes in line with Policy CP4: Housing;
- A new local centre with associated social infrastructure including a single form entry primary school, GP surgery, community hall, places of worship, sheltered housing and local convenience shopping;
- 11 hectares of employment land for general industrial (B2) and storage and distribution (B8) at the eastern edge of the allocation. This area is designated for the relocation of the two biggest employers in Wellington;
- Land released by the relocation of the two biggest employers to be used for mixed use development including part of the new local centre, re-opening of Wellington railway station, new homes and small business start-up units along the railway line;
- Developer contributions towards (a) studies to establish the engineering, operational and commercial feasibility of a railway station for Wellington and, (b) subject to approval by the rail industry, towards capital costs;
- Developer contributions for other infrastructure delivery in line with Policy CP7: Infrastructure;
- A Northern Relief Road in the initial phases of the development between Taunton Road and the existing employment area, alleviating HGV traffic in the town centre and residential areas;
- A local bus loop to provide public transport access to the residential areas and link with the town centre, railway station and inter-urban bus services between Wellington and Taunton; and
- A green wedge of 18 hectares between the residential area and the employment area.

The development form and layout for Longforth should provide:

- A new neighbourhood that reflects the existing landscape character and the opportunities and constraints provided by natural features to create new neighbourhoods that are distinctive and memorable places;

## 5 Strategic Sites and Broad Locations

- Easy access to the town centre and a connected street network which accommodates pedestrians, cyclists and vehicles and promotes a viable public transport system;
- Well-designed public open spaces (including playing fields, children's play, allotments, and associated community facilities such as changing facilities) which are enclosed and overlooked by new development, create a green necklace around the town, and promote a positive relationship between new housing and existing communities.

Development will be further guided by a masterplan and design code to ensure a coordinated approach to the delivery of this site.

### Justification

**5.36** The proposals for Longforth create an urban extension to Wellington that will focus growth to maximise the potential to deliver a new railway station, contribute to the vitality and viability of Wellington town centre, and support the proposed bus rapid transit linking Wellington to Taunton and Bridgwater. The allocation is therefore able to deliver against a number of the Core Strategy objectives, primarily against objective 4 on providing a sufficient supply of high quality housing and objective 7 on ensuring sustainable communities are delivered through the timely provision of physical, social and green infrastructure. It also makes a minor contribution to the other objectives.

**5.37** The Longforth site has been identified for development through the SHLAA process, provided a satisfactory ecology assessment is concluded with appropriate compensation. The site has the advantage of being located in close proximity to the town centre, and has good access from Taunton Road and Station Road.

**5.38** The site will provide for relocation of two of the biggest employers in Wellington to a more sustainable location for operation. This will also result in the hazardous substances (liquid petroleum gas tanks) at Swallowfield being moved further away from residential areas to a rural location.

**5.39** The relocation would make more efficient use of land by making sites available for redevelopment with good accessibility, and result in a greater catchment population to support a new local centre. This centre would serve Tonedale as well as Longforth, and support the reopening of a railway station at Wellington. The local centre will complement the railway station and provide a range of uses as set out in the policy, including a seven-class primary school.

**5.40** The Northern Relief Road will provide a direct link between Taunton Road and Relyon and Swallowfield, thereby significantly reducing HGV traffic in the town centre and residential areas. The Northern Relief Road will be designed as a traditional street with development fronting onto it.

**5.41** A comprehensive and co-ordinated approach to development within Longforth together with development at Cades / Jurston will support the re-opening of the railway station. This will result in a significant improvement in public transport for the existing and new population, and will also provide a realistic alternative to the increasingly congested M5 for many longer-distance journeys.

**5.42** A co-ordinated approach to development across Longforth will also ensure that the area develops as a whole in line with the principles of good design; that it links effectively with existing developments; and that future infrastructure is planned ahead and can be appropriately delivered.

## Strategic Sites and Broad Locations 5

### Longforth red line boundary

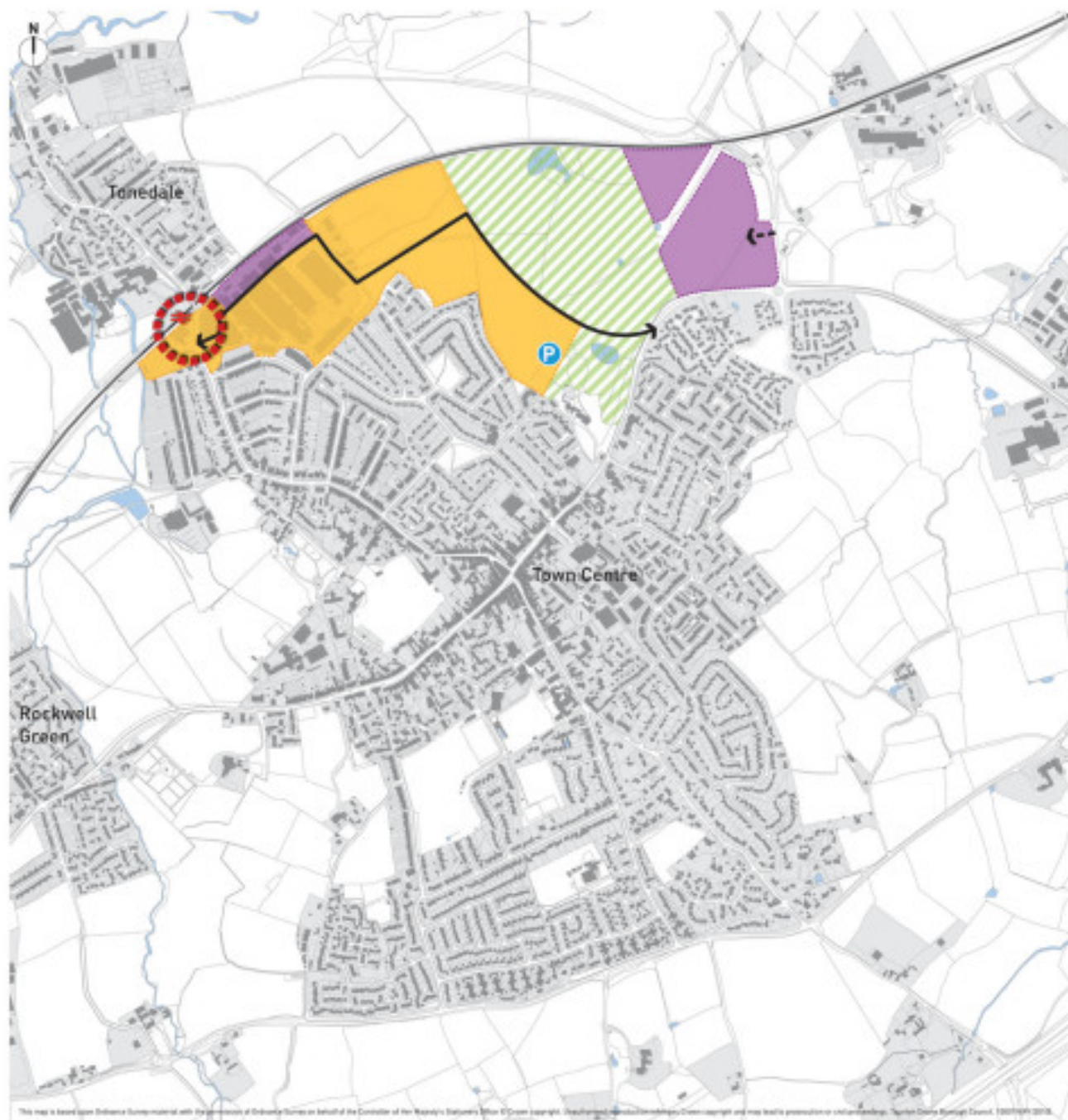


#### SITE BOUNDARY PLAN

— Development area

## 5 Strategic Sites and Broad Locations

### Longforth concept plan



#### CONCEPT PLAN

- Primary routes
- Development access
- Proposed urban extension
- Employment
- Green wedge
- Local centre
- Primary school

## Strategic Sites and Broad Locations 5

**5.43** Development proposals should consider the need to use renewable energy in-line with Policy CP1. As part of the comprehensive development of the area, development proposals should consider the viability of an energy centre to supply renewable energy to the satisfaction of the Council. Developers will be encouraged to consider the viability of providing an energy centre along with the development at Cades / Jurston.

**5.44** The development will take place in a phased manner, with the first phase on the greenfield land for residential. The first phase should also deliver the Northern Relief Road up to the car park at Relyon. The biggest employers in the area are then expected to relocate to the employment land identified to the east, and are likely to have their own phasing plan for moving operations. Therefore the second phase will be the relocation followed by mixed use development on the existing Relyon / Swallowfield sites as the final phase.

**5.45** A multi-functional 'green wedge' will be created between the new residential area and the new employment area, thereby providing the function of physically separating the two distinct areas. The green wedge will provide good habitat for protected species such dormice, Barbestelle bats and great crested newts. It will also be used to provide a strategic SUDS infrastructure. In addition the green wedge will be used for leisure and recreation with public footpaths and cycling tracks. This will provide the local population the advantage of great open spaces rich in biodiversity right on their doorstep.

### Delivery

**5.46 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority in partnership with Somerset County Council, Wellington Town Council, developers and statutory undertakers.

**5.47 Delivery Mechanisms:** Development Management process with reference to Urban Extensions SPD on development principles, masterplanning and design codes, etc.; successor 'Greater Western' rail franchise to include station for Wellington subject to feasibility studies.

**5.48 Funding Mechanisms:** Developer contributions to schemes identified in the Urban Extensions SPD and CIL; potential funding opportunities through Regional Growth Fund and Somerset's Local Investment Plan; commercial investment by bus and rail operators.

**5.49 Key Delivery Dates:** Initial five-year programme of schemes identified in the IDP to be completed by 2016; railway station for Wellington to be included as commitment in successor Greater Western franchise after 2013; CIL to be in place by 2013; 1 new primary school by 2021; mixed-use local centre by 2028.

**Table 5.3 Implementation and Monitoring**

Targets	Monitoring indicators
<b>Land uses</b>	
Deliver 250 new homes by 2016	The number of new homes delivered in Longforth
Deliver 250 new homes between 2016 and 2021	
Deliver 400 new homes between 2022 and 2028	

## 5 Strategic Sites and Broad Locations

<b>Targets</b>	<b>Monitoring indicators</b>
Deliver a mixed use local centre by 2028	Amount of social infrastructure and local convenience shopping delivered
Deliver 1 new single form entry primary school	Number of primary school places delivered relative to homes delivered.
<b>Open space</b>	
A network of open space delivered in accordance with masterplan	Amount of new open space created relative to number of homes created.  % satisfaction with open spaces
<b>Movement</b>	
Encourage walking and cycling as an alternative to the private car	% of trips made on foot and by bicycle  Length of designated cycle routes
100% of new homes within 400m of bus routes	% of homes within 400m of bus stops

## Strategic Sites and Broad Locations 5

### 5.4 Wellington- Cades / Jurston

#### Policy SS 4

##### WELLINGTON CADES / JURSTON

Within the area identified at Cades / Jurston, a new compact urban extension to the east of Wellington will be delivered including:

- Delivery of around 900 new homes at an overall average of 35-40 dwellings per hectare;
- 25% of new homes to be affordable homes in line with Policy CP4: Housing;
- A new local centre with associated community infrastructure including a single form entry primary school, community hall, places of worship, sheltered housing and local convenience shopping;
- Developer contributions towards (a) studies to establish the engineering, operational and commercial feasibility of a railway station for Wellington and, (b) subject to approval by the rail industry, towards capital costs;
- Developer contributions for infrastructure delivery in line with Policy CP7: Infrastructure;
- A new north-south link road between Taunton Road and the A38. The design layout for development proposals will need to ensure that delivery of future phases of this road on land beyond the developer's control is not prejudiced;
- A local bus loop to provide public transport access to the residential areas and link with the town centre, railway station and inter-urban bus services between Wellington and Taunton; and
- A green wedge of approximately 30 hectares to the east of the new residential area and part of the green link from Wellington eastwards to the River Tone and West Deane Way.

The development form and layout for Cades / Jurston should provide;

- A new neighbourhood that reflects the existing landscape character and the opportunities and constraints provided by natural features to create new neighbourhoods that are distinctive and memorable places;
- Easy access to the town centre;
- A connected street network which accommodates pedestrians, cyclists and vehicles and promotes a viable public transport system;

## 5 Strategic Sites and Broad Locations

- Well-designed public open spaces (including playing fields, children's play, allotments, and associated community facilities such as changing facilities) which are enclosed and overlooked by new development, create a green necklace around the town, and promote a positive relationship between new housing and existing communities.

Development of strategic sites at Wellington will be further guided by a masterplan and design code to ensure a coordinated approach to the delivery of this site.

### Justification

**5.50** The proposals for Cades / Jurston create an urban extension to Wellington that will focus growth to support the potential to deliver a new railway station and the proposed bus rapid transit from Wellington to Taunton and Bridgwater, and contribute to the vitality and viability of Wellington town centre. The allocation is therefore able to deliver against a number of the Core Strategy objectives, primarily against objective 4 on providing a sufficient supply of high quality housing and objective 7 on ensuring sustainable communities are delivered through the timely provision of physical, social and green infrastructure. It also makes a minor contribution to the other objectives.

**5.51** The Cades / Jurston site has been identified for development through the SHLAA process, providing a satisfactory ecology assessment is concluded with appropriate compensation. The site has the advantage of good access from Taunton Road; however, due to the layout of earlier development, opportunities to connect the development into the town centre are limited. Therefore development proposals will need to ensure that good linkages are established in a co-ordinated and comprehensive way across the wider area. In June 2010 the Council agreed that Interim Sites of about 300 dwellings each at Nerrols and Cades should be released to contribute towards the shortfall in the 5 year supply of housing land in Taunton Deane.

**5.52** The development will create a new north-south link indicated in the concept plan. Exact alignment of this route should be established at detailed design stage. Developers should ensure that proposals for development are designed so that this route is delivered/deliverable within land in their control and the link is not prejudiced in subsequent phases as outlined in the concept plan.

**5.53** The development at Cades / Jurston will support the re-opening of Wellington railway station along with the development at Longforth. While the railway station is not within easy walking distance of Cades / Jurston, once opened it will become the nearest station to the area. The station will thus be a significant benefit for existing and future residents.

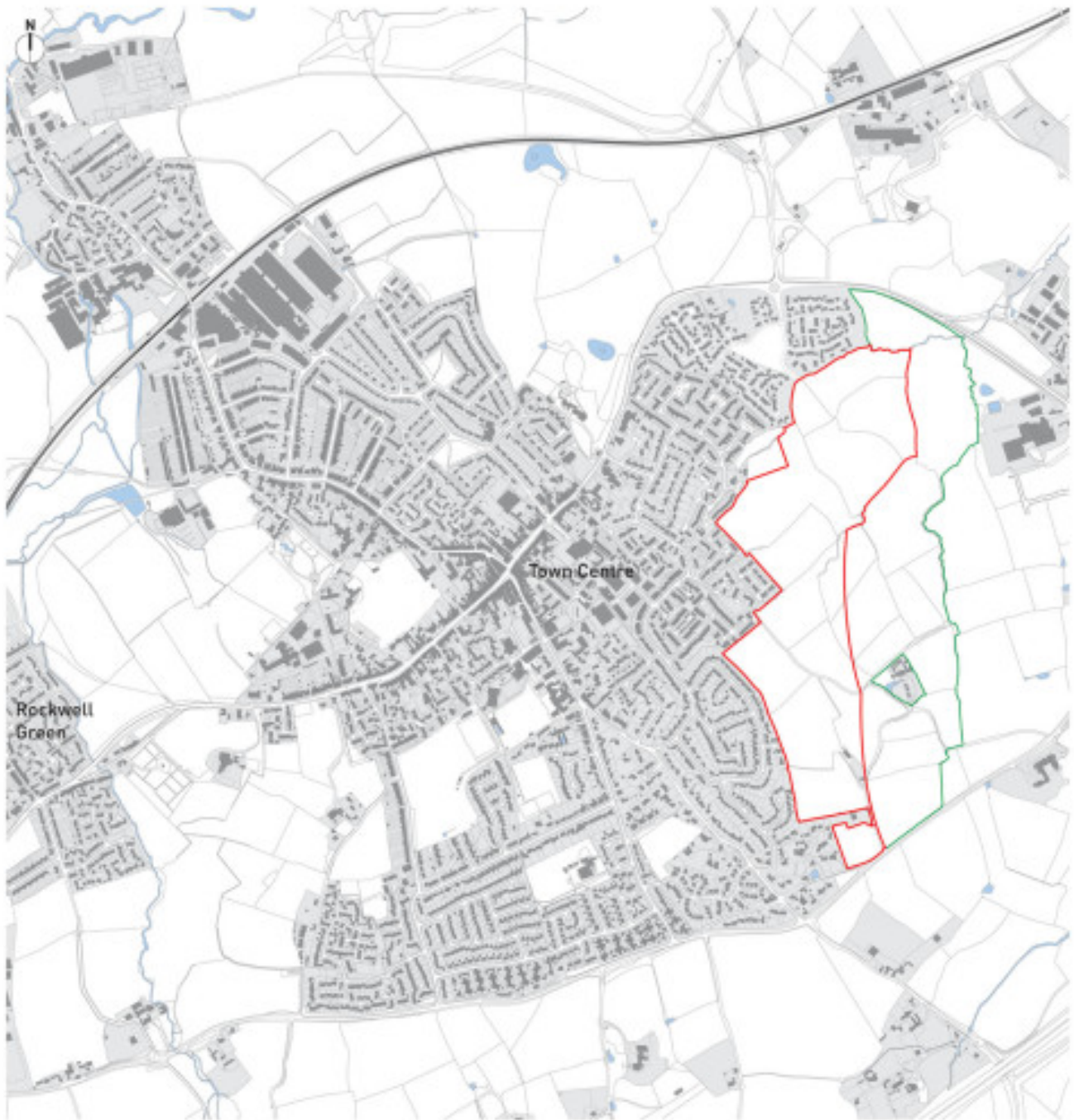
**5.54** The local centre will be delivered in the first phase of development. The primary school will be located close to the local centre to the south, and will be delivered in subsequent phases.

**5.55** A comprehensive and co-ordinated approach to development across Cades / Jurston will ensure that the area develops as a whole in line with principles of good urban design, links with the existing development, plans for future infrastructure and can be appropriately delivered.

**5.56** Development proposals should consider the need to use renewable energy in-line with Policy CP1. As part of the comprehensive development of the area, development proposals should consider the viability of an energy centre to supply renewable energy to the satisfaction of the Council. Developers will be encouraged to consider the viability of providing an energy centre along with the development at Longforth.

## Strategic Sites and Broad Locations 5

### Cades / Jurston red line boundary



#### SITE BOUNDARY PLAN

- Development area
- Area reserved for external green spaces associated with developable area

## 5 Strategic Sites and Broad Locations

### Cades / Jurston concept plan



#### CONCEPT PLAN

- Primary routes
- Secondary routes
- Proposed urban extension
- Green wedge
- Local centre
- Primary school

**5.57** The location of the multi-functional 'green wedge' will enable a physical separation between Wellington urban area and Chelston Business Park. The green wedge will provide good habitat for protected species such as dormice, bats and great crested newts. It will also be used to provide a

## Strategic Sites and Broad Locations 5

strategic SUDS infrastructure. In addition the green wedge will be used for leisure and recreation with public footpaths and cycling tracks, meeting the deficit identified in this sector of the town in the Taunton Deane Green Infrastructure Strategy. This will provide the local population the advantage of great open spaces rich in biodiversity right on their doorstep, including part of the green link eastwards from Wellington to the River Tone.

### Delivery

**5.58 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority in partnership with Somerset County Council, Wellington Town Council, developers and statutory undertakers.

**5.59 Delivery Mechanisms:** Development Management process with reference to Urban Extensions SPD on development principles, masterplanning and design codes, etc.

**5.60 Funding Mechanisms:** Developer contributions to schemes identified in the Urban Extensions SPD and CIL; potential funding opportunities through Regional Growth Fund and Somerset's Local Investment Plan; commercial investment by bus and rail operators.

**5.61 Key Delivery Dates:** Initial five-year programme of schemes identified in the IDP to be completed by 2016; CIL to be in place by 2013; 1 new primary school by 2021; mixed-use local centre by 2021.

**Table 5.4 Implementation and Monitoring**

Targets	Monitoring indicators
<b>Land uses</b>	
Deliver 250 new homes by 2016	The number of new homes delivered in Cades / Jurston
Deliver 300 new homes between 2017 and 2021	
Deliver 350 new homes between 2022 and 2028	
Deliver a mixed use local centre	Amount of community infrastructure and local convenience shopping delivered
Deliver 1 new single form entry primary school	Number of primary school places delivered relative to the number of homes delivered
<b>Open space</b>	
A network of open space delivered in accordance with masterplan	Amount of new open space created relative to number of homes created.  % satisfaction with open spaces
<b>Movement</b>	
Encourage walking and cycling as an alternative to the private car	% of trips made on foot and by bicycle  Length of designated cycle routes

## 5 Strategic Sites and Broad Locations

### 5.5 Wellington- Strategic Employment Site

#### Policy SS 5

#### WELLINGTON - STRATEGIC EMPLOYMENT SITE

A site of 8.67 hectares at Chelston is allocated for (Use Classes B1,b,c, B2 and B8) employment purposes. Subdivision of the site for more than one single use occupier will not be accepted.

#### Justification

**5.62** Although sufficient employment land remains in the Wellington area to meet projected local need, planning permission was granted in 2007 on an 8.67 hectare site at Chelston for the relocation of the Livestock Market as historically, the Borough has lacked a large, single user site with good access to the national route network to accommodate major inward investment or to retain a major local employer requiring relocation or expansion.

**5.63** Such a short term deliverable opportunity remains to be found within Taunton and the Council has subsequently given a commitment to retain this land for a strategically significant employer that would contribute towards raising local skills and quality of the employment base.

**5.64** Subdivision of the site to allow speculative or a number of businesses to locate will therefore not be permitted in order to retain the purpose of the allocation. Due to the prominent location of the site a number of issues including suitable structural landscaping to mitigate visual impact, design, sustainable construction and traffic movement will all need to be carefully addressed. Access could be taken from the existing roundabout at West Park 26.

#### Delivery

**5.65 Lead Delivery Body:** Inward investor in partnership with Taunton Deane Borough Council as Local Planning Authority, Project Taunton, landowners and developers, Chamber of Commerce, Highways Agency, Environment Agency, HCA.

**5.66 Delivery Mechanisms:** Private sector and public sector partnership.

**5.67 Funding Mechanisms:** Private sector investment.

**5.68 Key Delivery Dates:** Current opportunity for single user inward investment

## Strategic Sites and Broad Locations 5

### Chelston boundary plan



#### **SITE BOUNDARY PLAN**

— Development area

## 5 Strategic Sites and Broad Locations

### 5.6 Broad Location- Staplegrove

#### Policy SS 6

#### STAPLEGROVE - BROAD LOCATION FOR GROWTH

Staplegrove is a broad location for a mixed-use urban extension for comprehensive development after 2015 for between 500 and 1,500 dwellings. A masterplan will be prepared to co-ordinate development to provide the necessary physical, social and green infrastructure. A piecemeal approach to development in this area before a masterplan has been agreed will not be permitted.

#### Justification

**5.69** The 2010 public consultation for Staplegrove proposed two development areas separated by an extension to the Staplegrove green wedge to the north on either side of Mill Lease Stream. The western area extended around the northern edge of Staplegrove village and the eastern area extended across to Kingston Road. The development areas are proposed to be accessed by a new road from Staplegrove Road to Kingston Road, which would provide an alternative route to enable the reduction of through traffic on Manor Road and environmental enhancement of the Staplegrove Village Conservation Area.

**5.70** A structural landscaping belt 20 metres wide is proposed along the outer edges of the development areas. The existing 132kv overhead lines are a design constraint. A new local centre, primary school, community hall, doctor's surgery, affordable housing, employment and improved bus, cycle and pedestrian facilities are also proposed. Recreation and open space, together with sustainable drainage systems are proposed in the new green wedge area which would be delivered as part of the comprehensive development area. The development area avoids breaching the Rag Hill ridge which was designated as a special landscape feature in the Taunton Deane Local Plan.

**5.71** Land assembly issues prevent the western area being brought forward as a co-ordinated development for at least five years. 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.

**5.72** For these reasons co-ordinated comprehensive development at Staplegrove will not be possible until later in the plan period. Therefore Staplegrove is not allocated as a strategic site, but rather is identified as a broad location for development after 2015 for between 500 and 1,500 dwellings, depending on detailed masterplanning and phasing requirements. Further community engagement and masterplanning will be required before a site can be allocated. It is anticipated that a comprehensive approach would be required to embrace as far as possible the above principles for physical, social and green infrastructure provision. A piecemeal approach to development in this area will not be acceptable.

#### Delivery

**5.73 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority, in partnership with developers, Somerset County Council, local community and statutory undertakers.

## Strategic Sites and Broad Locations 5

**5.74 Delivery Mechanisms:** Development Management process with reference to Urban Extensions SPD on development principles, masterplanning and design codes, etc.

**5.75 Funding Mechanisms:** Developer contributions to schemes identified in the Urban Extensions SPD (when reviewed) and CIL; potential funding opportunities through Regional Growth Fund and Somerset's Local Investment Plan.

**5.76 Key Delivery Dates:** Allocation in Site Allocations and Development Management DPD (adoption 2015). It is anticipated that a planning application could be processed in parallel with masterplanning, as with the Core Strategy strategic sites.

## 5 Strategic Sites and Broad Locations

### 5.7 Broad Location- Comeytrowe / Trull

#### Policy SS 7

#### **COMEYTROWE / TRULL - BROAD LOCATION FOR GROWTH**

Comeytrowe / Trull is a broad location for a mixed use strategic urban extension for development after 2015 for between 1,000 and 2,000 dwellings up to 2028. A masterplan will be prepared to identify the full long term potential for comprehensive development in this south west sector of Taunton and the infrastructure required to provide a sustainable new community. The masterplan will phase and co-ordinate development to provide the necessary physical, social and green infrastructure. A piecemeal approach to development in this area before a comprehensive masterplan has been agreed will not be permitted.

#### **Justification**

**5.77** The Taunton Urban Extension Study (2004) identified Comeytrowe / Trull as the second most sustainable location for a strategic urban extension after Monkton Heathfield. This conclusion was reinforced by the Taunton Sub Area Study (2005) which informed the draft Regional Spatial Strategy. These studies identified the potential for between 6,000 and 8,000 dwellings in the south west sector of Taunton, but also highlighted the problems of providing physical infrastructure, particularly transport and drainage. The area of potential extends from the A38 Wellington Road in the north to Honiton Road at Staplehay in the south.

**5.78** These infrastructure problems highlight why Monkton Heathfield is the first choice for a strategic urban extension and Comeytrowe / Trull is second. Whereas Monkton Heathfield is within the existing public transport corridor between Taunton and Bridgwater, Comeytrowe / Trull is not and it would require a new high frequency dedicated public transport link from the urban extension via Musgrove Park Hospital and Somerset College to the town centre. Whereas Monkton Heathfield is served by the A38, Comeytrowe / Trull has very poor road links and therefore is less likely to attract employment development. The Green Infrastructure Strategy (2009) identified the opportunity to create a new Green Wedge at Comeytrowe / Trull along Galmington Stream as an integral part of the urban extension to meet a diversity of functions, including wildlife habitat, formal and informal recreation facilities, cycle and footpath links, strategic sustainable drainage systems and visual amenity. The development area is enclosed by an important ridge of higher land designated as a special landscape feature in Taunton Deane Local Plan.

**5.79** These complex and costly infrastructure elements will require a comprehensive masterplanning approach to ensure delivery and given the number of separate ownerships and scale of the potential development a land equalisation agreement is likely to be required. More studies are required to establish the most appropriate solutions to these infrastructure problems in order to facilitate the longer term potential growth in this area in the context of a comprehensive masterplan for a strategic mixed use urban extension to provide a sustainable new community after 2015. Further community and stakeholder engagement, working in partnership with developers will enable the masterplan to provide for full potential of growth in this area together with all the necessary physical, social and green infrastructure.

**5.80** For these reasons it would be inappropriate at this stage to allocate Comeytrowe / Trull as a strategic site, but rather it is identified as a broad location for growth after 2015 for between 1,000 and 2,000 dwellings up to 2028, depending on detailed masterplanning and phasing requirements.

## Strategic Sites and Broad Locations 5

The masterplan will accompany the allocation of a strategic site at Comeytrowe / Trull in the Site Allocations and Development Management DPD. The potential scale of development is such that it may take between 15 and 20 years to complete the sustainable new community.

**5.81** It would be premature to permit piecemeal development in this area before the masterplan for the strategic urban extension has been prepared, because ad hoc stand alone developments could limit the delivery of the optimum solutions and prejudice the delivery of the strategic infrastructure required for a sustainable new community. For these reasons planning permission will not be granted for piecemeal development in the short term.

### Delivery

**5.82** Taunton Deane Borough Council as Local Planning Authority, in partnership with developers, Somerset County Council, local communities and statutory undertakers.

**5.83 Delivery Mechanisms:** Development Management process with reference to Urban Extensions SPD on development principles, masterplanning and design codes, etc.

**5.84 Funding Mechanisms:** Developer contributions to schemes identified in the Urban Extensions SPD (when reviewed) and CIL; potential funding opportunities through Regional Growth Fund and Somerset's Local Investment Plan.

**5.85 Key Delivery Dates:** Allocation in Site Allocations and Development Management DPD (adoption 2015). It is anticipated that a planning application could be processed in parallel with masterplanning, as with the Core Strategy strategic sites.

## 5 Strategic Sites and Broad Locations

### 5.8 Broad Location- Employment

#### Policy SS 8

##### TAUNTON - BROAD LOCATION FOR STRATEGIC EMPLOYMENT

To meet the identified qualitative need for a second strategic employment site, an allocation will be made in the Site Allocations and Development Management DPD having regard to the following criteria:

- a. of a scale to secure strong inward investment, raising the skills base and profile of the town;
- b. well located in relation to the national route network and the Taunton urban area;
- c. targeted towards Class B (non office) use in order to complement rather than compete with town centre office opportunities;
- d. having no overriding environmental or physical constraints restricting development; and
- e. capable of delivery within agreed timescales.

#### Justification

**5.86** The Core Strategy is predicated on a strong evidence base; sufficient employment land (Class B and other) being allocated to meet the anticipated quantitative demand over the Plan period.

**5.87** Although the evidence base considers growth in Class B employment activity will not be significant there is evidence that the lack of a second strategic employment site (after Firepool), with good access to the trunk route network has resulted in existing businesses relocating outside of Taunton and restricted new inward investment towards the town, thus inhibiting the true growth potential of Taunton.

**5.88** Policy SS8 therefore sets the criteria for the identification of such a site to meet this qualitative need in the Site Allocations and Development Management DPD, which should be large enough to promote opportunities to diversify and raise the skills profile of the local economy and complement rather than compete with town centre office locations. Provision would therefore primarily be targeted towards Class B, non office activity. A number of sites have been proposed for investigation including land around Monkton Heathfield, Junction 25 of the M5 and Comeytrowe.

#### Delivery

**5.89 Lead Delivery Body:** Taunton Deane Borough Council as Local Planning Authority in cooperation with partners including Project Taunton, landowners and developers, Chamber of Commerce, Highways Agency, Environment Agency, HCA.

**5.90 Delivery Mechanisms:** Project Group of above to investigate future requirement for additional strategic employment site for post 2016 commencement.

**5.91 Funding Mechanism:** Not required at this stage.

## Strategic Sites and Broad Locations 5

**5.92 Key Delivery Dates:** Commence work on site identification following 2012 Core Strategy adoption with a delivery date for allocation in the site Allocations and Development Management DPD.



## Development Management Policies 6

**6.1** This chapter sets out the broad development management policies that will be applied at the strategic level across the Borough. Appendix 1 of the Core Strategy sets out the status of Local Plan policies. Some existing policies will be replaced by these strategic development management policies in the Core Strategy, whilst other, more detailed policies, have been 'saved' and will remain applicable until replaced by a future DPD.

### 6.1 General Requirements

#### Policy DM 1

##### GENERAL REQUIREMENTS

Proposals for development, taking account of any mitigation measures proposed, will be required to meet the following criteria, in addition to any other Development Management policies which apply in a particular case:

- a. Make the most effective and efficient use of land, giving preference to the recycling of previously developed land where this is in a sustainable location, and with the density of development varying according to the characteristics of the area, with the higher densities in centres and on public transport routes;
- b. Additional road traffic arising, taking account of any road improvements involved, would not lead to overloading of access roads, road safety problems or environmental degradation by fumes, noise, vibrations or visual impact;
- c. The proposal will not lead to harm to protected wildlife species or their habitats;
- d. The appearance and character of any affected landscape, settlement, building or street scene would not be unacceptably harmed by the development;
- e. Potential air pollution, water pollution, noise, dust, lighting, glare, heat, vibration and other forms of pollution or nuisance which could arise as a result of the development will not unacceptably harm public health or safety, the amenity of individual dwellings or residential areas or other elements of the local or wider environment;
- f. The health, safety or amenity of any users of the development will not be unacceptably harmed by any pollution or nuisance arising from an existing or committed use;
- g. The site will be served by utility services necessary for the development proposed, including high speed broadband connectivity.
- h. Structures and installations:
  - i. Telecommunications installations must be sensitively designed and sited to minimise impact on the environment and amenity, and alternative sites or solutions with less

## 6 Development Management Policies

impact must be demonstrated not to exist. Satisfactory evidence must be submitted to demonstrate that facilities cannot be shared and removal of the installation will be required as soon as reasonably practical after it is no longer required for telecommunication purposes.

- ii. Renewable energy installations – see policy CP1: Climate Change

### Justification

**6.2** Policy DM1 will be applied to all development proposals, providing a wide ranging set of criteria and consistent approach against which to assess planning applications. It will often be used alongside other specific policies such as housing allocations and supplemented by more specific, detailed policies for particular areas such as Areas of Outstanding Natural Beauty which will be contained in the Site Allocations and Development Management DPD.

**6.3** In line with the NPPF, policy DM1 encourages brownfield redevelopment and efficient use of land through densities appropriate to the location. Between 2005 to 2009 the percentage of residential units on brownfield sites rose from 65% to 89% and the percentage of dwellings above 50 per hectare from 38% to 94%. Residential allocations in the Taunton Town Centre AAP will further assist high brownfield and density levels but the scale of growth required in the Borough will necessitate urban extensions on greenfield land.

**6.4** Travel implications of a development will vary according to its location, scale and type. Impacts can be direct, such as road safety, amenity or congestion effects. They can also result in wider consequential effects such as its impact on climate change and the use of fossil fuel. Combating climate change through a range of measures such as reducing the need to travel and promoting more sustainable travel patterns is a key element of the Core Strategy.

**6.5** Environmental protection of sites of known recognised importance are covered in policy CP8. However, certain individual species and habitats are protected by law, such as the Wildlife and Countryside Act (1981), The EC Wild Birds Directive (1979) and the Conservation of Habitat and Species Regulations (2010) and policy DM1 carries forward this protection. Accordingly, proposals affecting protected species and their habitats must include satisfactory measures for their protection and enhancement. Conditions will be imposed or obligations sought as necessary.

**6.6** The visual impact of new development has been a significant concern of planning for many years. Whilst the design of development is covered in policy DM5, the principle of development on a particular site will have visual implications. The need to protect the character of the environment applies throughout Taunton Deane and policy DM1 should be read in conjunction with other policies such as CP8.

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**6.7** Many developments can lead directly or indirectly to pollution or nuisance, so it is important that the possible effects of these are understood and minimised. The impact of emissions into the air and water including noise, glare and dust as well as lighting can impact on wildlife, the character of an area and the amenity of nearby residences. Conversely, the development of new houses and other sensitive developments should avoid areas affected or likely to be affected by a use which would be incompatible as a result of its environmental impact. The policy will act to separate incompatible developments.

**6.8** The need for appropriate utility services such as electricity, gas, sewage, water supply and telecommunications is clear. High speed broadband connectivity is required to facilitate the growth in 'home-working' and assist sustainable travel demand.

**6.9** The Council recognises the potential impact of climate change as one of the most important issues facing this country. Renewable energy installations can often be successfully integrated into the countryside without undue impact. Whilst the Council may give, in principle, support for proposals for renewable energy, this needs to be balanced

against environmental considerations such as visual impact and the ability to appropriately site proposals in order to minimise impact on wildlife. Habitats protection and mitigation including bat protection zones is covered under Environment policy CP8.

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### 6.2 Development in the Countryside

#### Policy DM 2

##### **DEVELOPMENT IN THE COUNTRYSIDE**

Outside of defined settlement limits the following uses will be supported:

1. Community uses
  - a. within existing buildings or new build where there is an identified local need that cannot be met within the nearest defined centre.
2. Class B Business Use
  - a. new, small scale buildings up to 500 sq.m. near a public road and adjacent to a rural centre within which there is no suitable site available;
  - b. extensions to existing businesses where relocation to a more suitable site is unrealistic and the economic benefit of the proposal outweighs any harm to the objectives of the policy;
  - c. within existing buildings.
3. Holiday and Tourism
  - a. accommodation within existing buildings where there is an identified need, is compatible with and supports economic diversification of existing farming and service enterprises;
  - b. touring caravan and camping sites with good access to the main road network and the site is not located within a floodplain or an area at high risk of flooding;
  - c. tourist and recreational facilities provided that increased visitor pressure would not harm the natural and man-made heritage.
4. Agriculture, forestry and related
  - a. new non residential agricultural and forestry buildings commensurate with the role and function of the agricultural or forestry unit;
  - b. farm shops provided that any building is situated within or adjacent to the existing farm complex, existing buildings are used where possible, sale of other food and drink remains ancillary to the sale of locally grown perishable farm produce, the operation does not affect the viability of accessible local shopping facilities and sales remain ancillary to the main function of the farm.

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### 5. Replacement Dwellings

- a. only if the residential use of the existing building has not been abandoned, it would be uneconomic to bring the dwelling to an acceptable state of repair, is a one-for-one replacement and is not substantially larger than the existing dwelling.

### 6. Affordable Housing

- a. adjoining settlement limits, provided no suitable site is available within the rural centre;
- b. in other locations well related to existing facilities and to meet an identified local need which cannot be met in the nearest identified rural centre.

### 7. Conversion of existing buildings

- a. the building must be of a permanent and substantial construction and of a size suitable for conversion without major rebuilding or significant alteration or extension.
- b. a sequential approach must be followed in the following priority:
  - i. Community uses;
  - ii. Class B business uses;
  - iii. Other employment generating uses;
  - iv. Holiday and tourism;
  - v. Affordable, farm or forestry dwellings;
  - vi. Community housing;
  - vii. In exceptional circumstances, conversion to other residential use;

### 8. Development for essential utilities infrastructure.

Subject to the above criteria all must:

- be compliant with the Habitats Regulations 2010 and any subsequent amendment;
- be near a public road and existing services;
- be of a scale, design and layout compatible with the rural character of the area;
- any conversion or reuse must not harm the architectural or historic qualities of the building;

## 6 Development Management Policies

- not harm the residential amenity of neighbouring properties, landscape and ecology of the local area or highway safety, and adequate arrangements can be made for the provision of services; and
- not involve the creation of a residential curtilage which would harm the rural character of the area.

### Justification

**6.10** National planning policy states that new development in the open countryside should be strictly controlled to protect its intrinsic character, beauty, diversity, heritage, wildlife and resources. The landscape quality of the Borough is high: around 22% of the Borough consists of nationally designated landscapes, including two AONBs, an internationally protected Ramsar and Special Protection Area with three Special Areas of Conservation. Much of the remainder have locally important landscape designations. All have an important role to play as an environmental asset and enhancing the quality of life for its residents and visitors.

**6.11** However, the countryside is also characterised by low paying jobs and lack of opportunity for access to work. In line with Government policy, Policy DM2 therefore seeks to control development outside of settlements to protect and enhance the quality of the local landscapes whilst promoting sustainable patterns of development and allowing for economic growth and diversification. A range of acceptable uses are specified together with associated criteria which must be met.

**6.12** In order to allow for the development of new enterprises policy DM2 allows for small-scale new employment development, limited to 500 sq.m. due to sustainability and traffic reasons, adjacent to rural centres and the limited expansion of existing businesses elsewhere.

**6.13** Over recent years new build and conversion of rural buildings for residential use beyond settlement limits has accounted for between 10-15% of all annual completions (2005-2010). This has not resulted in sustainable travel patterns.

**6.14** Outside of existing settlements, national policy regards the re-use or continuation of buildings currently in economic or community use as generally preferable to conversion to residential uses.

**6.15** The principle of rural 'exceptions' for new build small affordable housing only proposals outside of identified settlement limits for identified local need remains, although development is likely to be very limited as proposals will remain targeted to locations within rural centres.

**6.16** Policy DM2 establishes a sequential approach to reuse of buildings with community and business uses as the preferred alternative use. Residential uses will only be acceptable if the building is of particular architectural merit, worthy of retention and demonstrably unsuitable for all other listed uses.

**6.17** The sequential reuse of existing buildings also includes 'community housing'. Conversions for such use must be modest in terms of size and detail of conversion. Thus a maximum of two bedrooms, with no home office will be permitted with a prohibition against future extensions or internal partitioning, which if allowed could be converted to additional bed-space and undermine the aims of the policy. Residency will be restricted in perpetuity by legal agreement to those with established residency of at least twelve months in the Parish, as agreed with the relevant Parish Council. The

## Development Management Policies 6

aim would be to assist younger persons currently priced out of private housing in the Parish to get on the housing ladder within their community and for older persons to 'trade down' from housing beyond their need, freeing up rural housing for younger families.



**6.18** Full survey and mitigation information is required to support applications for conversions of existing buildings to ensure that bat roosts are maintained or replaced with the design of the building.

**6.19** Tourism is a key element of the local economy, providing around 1500 jobs and generating an estimated £129 million in 2007. The Somerset Delivery Plan recognises the need for sustainability so as not to undermine the local environmental quality. Recent

evidence suggests that the growth of new build and other holiday homes is outstripping demand resulting in reduced viability for established enterprises, unnecessary visual impact on the countryside in non sustainable locations and subsequent pressure for conversion to residential uses to cover financial losses of conversion. Policy DM2 therefore limits holiday accommodation in permanent structures to the reuse of existing buildings associated with farm and other rural services such as pubs and shops, to help sustain and provide economic diversification for existing enterprises without the visual impact of new build.

**6.20** Due to the quality of the surrounding countryside, small, low impact facilities, preferably local heritage or countryside attractions compatible with a rural location will continue to be supported. However, proposals likely to lead to a significant number of trips will only be permitted where they would be accessible by public transport, cycling and pedestrian networks.

**6.21** Diversification of rural enterprise is also encouraged through farm shops although these must remain ancillary to the operation of the farm holding. Sales will be restricted to locally grown perishable produce. 'Locally grown' is defined as being produce originating from the farm holding or within a 10 mile local radius. Sale of other food and drink must remain ancillary to this operation.

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### 6.3 Gypsy and Travellers site selection criteria

#### Policy DM 3

##### **GYPSY AND TRAVELLER SITE SELECTION CRITERIA**

Proposals for the use of land for occupancy by Gypsies and Travellers should demonstrate that in the first instance consideration has been given to sites within existing settlement boundaries. Where such sites are not available consideration should be given to sites adjoining or adjacent to existing settlement limits. The consideration of sites which do not fulfil this criteria will only be justified where the Council is satisfied that alternative sites are not reasonably available to the applicant. Expansion of existing sites will be considered on its merits, taking into account the potential impacts of expansion in accordance with the provisions set out in a) to f) below.

Applicants will need to provide evidence that the future occupants are members of the Gypsy or Travelling communities, including information about the intended occupants past travel and their link to work patterns where applicable.

##### RESIDENTIAL SITES

In all cases the following criteria should be satisfied fully:

- a. The proposal will help to meet a clear and evidenced need as demonstrated through a GTAA or other evidence submitted alongside the application; and
- b. The site is well-related to local services and facilities including retailing opportunities, schools and doctors surgeries as well as existing employment provision; and
- c. The environmental impacts of the proposal are minimised, this will include appropriate screening and siting of development taking into account landscape issues as well as any likely impacts upon wildlife, built heritage and flood risk; proposals should in particular avoid any adverse impact on the Natura 2000 sites in the Borough and comply with Habitats Regulations 2010. Details of habitats protection and mitigation including bat protection zones are covered under Policy CP8: Environment.
- d. The proposal would not unacceptably prejudice the amenity of adjoining or adjacent occupiers; and
- e. The site can be adequately served by the appropriate infrastructure to support the development including foul and surface water drainage;
- f. The impact of the proposal will not give rise to an unacceptable impact on traffic movements, noise and other potential disturbance arising out of the movement of vehicles on to and off of the site.

##### TRANSIT SITES

In the case of transit sites, these will be considered in the context of the criteria outlined above excluding point b. Here preference should be given to proposals which relate to land that benefits from ease of access to the Trunk Road network and M5 motorway.

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### Justification



**6.22** The policy sets out a criteria-based approach to the consideration of gypsy and traveller pitch proposals. The approach outlined will be applied not just to the consideration of planning applications themselves but also through the plan-led system in assessing the suitability of potential sites for allocation in subsequent Development Plan Documents.

**6.23** Whilst the Coalition Government have recently published amended guidance on the consideration of gypsy and traveller

sites, the principles at the heart of this policy are consistent with many of the aims of the Consultation Document. The policy seeks to ensure that a sequential approach is taken to site selection which will enable need to be met in locations which are well-related to existing and proposed services and facilities and which minimise the need to travel.

**6.24** The impact of development on existing communities and how well proposals can be integrated is an important consideration in the determination of applications for gypsy and traveller provision. Applicants will therefore be expected to demonstrate that proposals do not unacceptably impact upon the amenity of existing residents.

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### 6.4 Design

#### Policy DM 4

##### DESIGN

A sense of place will be encouraged by addressing design at a range of spatial scales - town, district, village, neighbourhood, street, space, building – using planning documents that relate to each scale:

- Town-wide design strategies for Taunton and Wellington;
- Masterplans for the proposed urban extensions and strategic development sites in Taunton Urban Extensions SPD and Wellington;
- Design codes to amplify masterplans for the major development sites in Taunton and Wellington;
- Village design statements and similar; and
- Design briefs for sites and design policies in the Site Allocations and Development Management DPD, including Building for Life and Lifetime Homes criteria.

#### Justification

##### 6.25 New development should:

- Help to create places where people enjoy living and working and are safe, secure and attractive;
- Encourage a sense of place by protecting and enhancing the quality, distinctiveness and character of settlements and urban neighbourhoods (including the proposed urban extensions in Taunton and Wellington), and their setting in the wider landscape;
- Respect the amenity of its site and neighbouring area in terms of scale, height, layout, architectural style and materials, and impact on highway safety;
- Be in a form that promotes greater equality of access to employment, services and leisure, encourages walking, cycling and public transport use, and supports healthier lifestyles;
- Use sustainable construction techniques, include facilities to encourage recycling, promote energy efficiency in new developments, and contribute to tackling climate change;
- Provide access to high quality public space (streets, squares and green space) to help achieve successful and sustainable communities;
- Incorporate high-quality architecture that respects its context, without unduly restricting innovative architectural style;
- Incorporate public art as an integrated part of the overall design, in line with the adopted Taunton Deane Public Art Code.

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**6.26** In line with the NPPF, the Council will seek to secure attractive and well-designed development that will deliver its vision for the Borough. Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. It is also important to 'design out' crime, and the principles set down in the UK Police initiative, "Secured by Design", should be incorporated into development proposals.

**6.27** Major developments (such as urban extensions and town centres) need to be planned in a co-ordinated way so that they deliver sustainable communities and a high quality of life. This will involve an emphasis on mixed uses, and development at densities that can support a range of local services and public transport within walking and cycling distance of people's homes. Within Taunton and Wellington urban extensions, this would normally be within the overall range of 35-40 dwellings per hectare. In accessible locations, such as towards the centre of Taunton, Wellington and the urban extensions, higher densities should be aimed for.

**6.28** Recommendations from the Green Infrastructure Strategy should be incorporated into development proposals. The biodiversity value of landscape, as well as its visual qualities, is central to sustainability. In some cases, new development will need to make provision for additional allotments.

**6.29** Innovative ways to provide, and fund the upkeep of, open space are needed in the masterplanning of the proposed urban extensions in Taunton, and other large new developments.

**6.30** Developers are strongly encouraged to engage in pre-application discussions with the Council to identify opportunities and challenges for a particular development and to ensure that constructive dialogue can effectively deliver local services, facilities and housing.



**6.31** Taunton Deane adopted a Public Art and Design Policy in 2007, amplified in the Public Art Code of 2010. All developments in excess of 15 residential units or 2500 square metres (gross) commercial floorspace will be required to contribute towards the provision of public art and public realm enhancements through commissioning and integrating public art into the design of buildings and the public realm, or by a commuted sum to the value of one per cent of development costs.

**6.32** Design distinctions need to be emphasised at the level of districts or neighbourhoods, with greater consistency in building design, rather than excessive variation of individual buildings within streets. This should be reinforced by greater consistency in the use of building materials. Where appropriate, designs and materials should be used that respect local character and distinctiveness. At the same time, there needs to be greater variety in street design, using the approaches encouraged in 'Manual for Streets'.

**6.33** A co-ordinated approach is needed to development and highway/transport planning, with mixed-priority streets and public spaces, frontage development along main radial roads and at intersections, and the creation of new residential areas planned around the concept of 'Home Zones'. Techniques such as computer modelling should be used to generate road and street layouts that support walking, cycling and public transport.

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**6.34** Design codes will be brought forward that establish key parameters for built form and street typologies, but do not attempt to design individual buildings. They will form a key part of the Taunton Urban Extensions SPD and Wellington masterplans. The Council uses Building for Life and Lifetime Homes criteria to assess development proposals.

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### 6.5 Use of Resources and Sustainable Design

#### Policy DM 5

##### USE OF RESOURCES AND SUSTAINABLE DESIGN

The Council will require all development, including extensions and conversions, to incorporate sustainable design features to reduce their impact on the environment, mitigate and adapt to climate change, and particularly help deliver reduction in CO<sub>2</sub> and other greenhouse gas emissions. Development proposals shall:

- a. minimise the use of energy in the scheme by using an appropriate layout, building design, landscaping and orientation;
- b. minimise energy requirements of construction by the use of sustainable materials and construction technologies, minimise waste and promote the reuse of materials and facilitate recycling both during and after development;
- c. for new-build, meet the following minimum standards as set out below:

Year	Code level	Domestic Buildings		Code level	Non Domestic Buildings (projected)	
		CO <sub>2</sub> reduction (regulated)	CO <sub>2</sub> reduction(total estimated)		CO <sub>2</sub> reduction (regulated)	CO <sub>2</sub> reduction (total estimated)
2006	Building regs 2006	0%	0%	Building regs 2006	0%	0%
2010	CfSH level 3	25%	15%	ZCNDB	25%	15%
2013	CfSH level 4	44%	26%	ZCNDB	44%	26%
2016	CfSH level 6	100%	100%	ZCNDB	100%	50%
2019				ZCNDB		100%

Within urban extensions and town centre allocations the Council will, where viable, seek to achieve CO<sub>2</sub> emission reductions at least one code level higher than those set out in national standards;

- d. Development will be required to meet the energy reduction levels specified in c. above at the time of construction. If necessary, this will be secured through a legal agreement;
- e. All applications must be supported by an independent assessment by a suitably qualified body to demonstrate compliance with the required Code level;
- f. Pending further guidance from Government, the Council will consider the following Allowable Solutions for carbon dioxide emission reductions:
  - On-site energy efficiency measures;
  - On-site renewable and low carbon technologies;

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- Off-site generation (where a direct link is provided to the development);
  - Payment into a low carbon management infrastructure fund;
- g. Conversions and extensions to both residential and commercial buildings will be required to implement energy efficiency measures of up to 10% of the cost of the works;
- h. Minimise the emission of pollutants, including noise, water and light pollution into the wider environment;
- i. Help to minimise water consumption, for example by the use of water conservation and recycling measures;
- j. Make maximum possible use within the development site of building waste and spare soil generated by the site preparation;
- k. Be designed for flexibility and adaptability, allowing for future modifications to improve the energy performance of the building; and
- l. Provide measures for ongoing evaluation, monitoring and improvement of building performance in relation to energy and water use.

For Codes 5 and 6 a range of Allowable Solutions will be accepted through payment into a Carbon Management Infrastructure Fund in line with national policy advice if further on-site energy efficiency measures or renewable energy technologies, to meet the required energy reduction targets, cannot viably be prioritised as an alternative.

A sustainability checklist, including an energy statement, will be required from development proposals to demonstrate how these measures have been incorporated. The Borough Council will set out guidance and mechanisms to meet these requirements in a Sustainable Building SPD.

**NOTE** for criterion c. Compliance with CfSH level 3 requires regulated CO<sub>2</sub> emissions to be reduced by 25%. The ratio of regulated to unregulated emissions in dwellings varies according to dwelling, size and design. Typically the regulated proportion of the total CO<sub>2</sub> emissions is of the order of 60%. The overall reduction in CO<sub>2</sub> emissions required, expressed as a percentage of a dwelling's total emissions is therefore around 15%.

### Justification

**6.35** The design, materials used in construction, operation and decommissioning of buildings can make a significant input into the overall environmental impact of the development over its lifetime. Sustainable design and construction of buildings is a vitally important element of the Core Strategy's response towards tackling Climate Change and meeting the Government's sustainability objectives of the 'prudent use of natural resources' and 'environmental protection'. In 2008 Project Taunton prepared the 'Taunton Protocol' setting an environmental sustainability standard to guide the redevelopment of Taunton town centre. Many of these requirements are equally applicable beyond the town centre.

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**6.36** The design and orientation of buildings and the approach to landscaping can make a significant contribution towards addressing a changing climate; designing living areas such as sitting rooms on southern elevations assists solar gain and reduces energy demand whilst appropriate tree planting can provide summer shade and reduce building stress caused by higher wind speed.

**6.37** In 2009 the Council jointly commissioned with Sedgemoor District and Somerset County Councils a study to identify the scale of opportunities for localised renewable energy supply and the potential for setting of 'targets' for carbon reduction.

**6.38** The Borough Council's approach towards energy reduction is to adopt an energy hierarchy as set out in Government advice. Priority is given to minimising energy requirements through enhanced energy efficiency of a building. However, it is unlikely that physical improvements to building design alone will viably result in the quantum of energy requirements to meet emerging carbon reduction requirements. Thus an element of a building's energy use is anticipated to come from renewable energy sources and low carbon technologies. This second level of the energy hierarchy is referred to as 'carbon compliance'.



**6.39** All development should reduce carbon emissions through design and Decentralised Energy Supply (DES), ranging from micro-renewables on an individual building to wider community or district schemes. However, in line with Government policy the Plan recognises the current potential difficulties of reaching the higher Code for Sustainable Homes (CfSH) targets and commercial development equivalents (BREEAM) although this may change as

design and technologies improve. The Council will therefore develop a Carbon Management Infrastructure Fund to accommodate a range of 'Allowable Solutions' as the final level of the energy hierarchy. As energy reduction is top of the energy hierarchy and would directly benefit occupiers, priority will be given to improving the on-site energy efficiency of the new build unless demonstrably proven to be significantly less financially viable than other alternative 'solutions' such as contributing towards the wider carbon infrastructure network or improvements to the existing building stock through the Carbon Infrastructure Fund.

**6.40** The carbon reduction targets set out in Policy DM5 are based on current requirements and policy although it is acknowledged that these may be subject to change or superseded by changes to national policy. Although the Council is keen to encourage higher and faster levels of carbon reduction from new build, due to associated costs with meeting the Building Regulation requirements for carbon reduction arising from the Code for Sustainable Homes, the Council does not consider it viable to require reduction targets in advance of the Code. However, within urban extensions and higher density town centre schemes allocated through the Taunton Town centre Area Action Plan where district heating or other larger scale opportunities are identified for specific carbon reduction measures, the Council will seek to achieve reductions at least one code level higher than those set out in the national standards unless it can be proven to make the overall development unviable.

## 6 Development Management Policies

**6.41** Whilst the Council supports proposals for renewable energy, such proposals can have an adverse impact on wildlife. Therefore, careful consideration should be placed on locational decisions on wind turbine applications. Such applications should comply with the Habitat Regulations 2010 and subsequent amendments and not be within or near Natura 2000 sites. Detailed information regarding habitat protection and mitigation including bat consultation zones are covered under the Environment Policy CP8.

**6.42** The bulk of the Borough's carbon emissions come from the existing housing stock. Over 20% of dwellings in Taunton Deane were built before WW1 and 23% of all dwellings fall below the SAP energy efficiency rating of 35. Improvements to the energy performance of a building when seeking planning permission for property extensions could make a significant contribution towards mitigating the additional energy requirements resulting from the extension as well as reducing energy bills and improving comfort of the occupier. Evidence suggests that expenditure on a simple range of energy efficiency measures on an existing dwelling such as adequate loft and water insulation, amounting to up to 10% of the extension project cost saved an average of £64 on energy bills and 443kg per household, or nearly 7.5% in average household emissions. Whilst some homes will already have the required measures, if applied to house extensions in Taunton Deane over the period 2007/08 this could have resulted in up to 312 tonnes of carbon saving annually.

**6.43** Increased fuel costs and security of supply also have an impact on 'fuel poverty', defined as households spending 10% or more of their income to meet satisfactory temperature standards. The Centre for Sustainable Energy indicates that nearly 7% of Taunton Deane households are fuel poor, similar to the regional and national average. However, rural areas, often 'off gas' are usually harder hit, Bishops Lydeard for example recording a level of around 14%. Developing alternative energy technologies and energy efficiency will assist in lowering numbers in fuel poverty.

**6.44** Due to the proposed raising of Building Regulations to eventually attain 'zero carbon' developments built to lower code levels should be designed for future adaptation to enable later retrofitting through measures such as pipework connection to district heating systems which may be pursued through the Carbon Management Fund.

**6.45** As carbon emissions from a buildings operation are gradually reduced through planning policy and building regulations, the 'embodied energy' in the materials used in construction become increasingly important over the life cycle of that building. The basic sourcing of materials, the consequences and impacts of their use must be considered from the point of mining or harvesting in their raw state, through manufacturing and process, to use, reuse and recycling.

**6.46** Artificial lighting is often essential to illuminate streets and buildings. However, it can also be excessive and intrusive, lighting areas that need not be lit. It can cause glare, orange skyglow, impact on ecology and wildlife, result in physiological problems and contribute towards carbon emissions. Parts of Taunton Deane still possess dark night sky, devoid of orange glow, now gone from much of the UK. If lighting is necessary, only the right amount and wattage for the task should be used and only illumination directed to where it is intended through the use of baffles or shields. In order to control obtrusive light disturbance the Borough Council will apply the guidance prepared by the Institution of Lighting Engineers ('Notes for the Reduction of Obtrusive Light GN01') unless there are demonstrable reasons to deviate from these illumination levels.

**6.47** Water conservation will become increasingly important in a changing climate, through a combination of the predicted increasing drought conditions for the south-west over the coming decades and the Borough and regions rapidly expanding population. Sustainable construction techniques should include measures to mitigate changes to both the quantity and quality of surface water runoff through the use of permeable surfaces, including retention ponds and swales to replenish groundwater

## Development Management Policies 6

supply and filter out pollutants. We are currently using 70% more water per person than we did 40 years ago. However, only 3% of water entering a home is drunk. Water efficiency is important, not just because of increased demand but also because of the energy used in collecting, treating and pumping domestic water, which amounts to around 3% of the UK's total energy use. Within the development, greywater recycling techniques and fixed fittings which reduce water use in WCs, taps and showers should therefore be incorporated as the norm.

**6.48** In order to implement this policy through the development management process the Borough Council will prepare a Sustainability Checklist to accompany planning applications and a Supplementary Planning Document setting out guidance and mechanisms on meeting the requirements of the policy, including how the Carbon Management Infrastructure Fund will be operated.



## Appendix 1 Status of Local Plan Policies

Local Plan Policy	Description	Status
S1	General Requirements	Replaced by Core Strategy policy DM1 (General Requirements)
S2	Design	Replaced by Core Strategy policy DM4 and DM5. S2(I) replaced in Taunton town centre by AAP policy ED2.
S3	Mixed use development	Policy expired by SofS Direction November 2007
S4	Rural Centres	Replaced by Core Strategy policy SP1 (Settlement hierarchy) and CP3 (Centres first)
S5	Villages	Policy expired by SofS Direction November 2007
S6	Cotford St Luke	Policy expired by SofS Direction November 2007
S7	Outside settlements	Replaced by Core Strategy policy DM2 (Rural development)
S8	Best and most versatile land	Policy expired by SofS Direction November 2007
S9	Taunton town Centre	Policy expired by SofS Direction November 2007
H1	Phasing Strategy	Policy expired by SofS Direction November 2007
H2	Housing within classified settlements	Policy expired by SofS Direction November 2007
H3	Residential conversions in town centres	Policy expired by SofS Direction November 2007
H4	Self Contained Accommodation	Policy expired by SofS Direction November 2007
H5	Non Self Contained accommodation	Policy expired by SofS Direction November 2007
H6	Town Centre Housing	Policy expired by SofS Direction November 2007
H7	Conversion of rural buildings	Replaced by Core Strategy policy DM2 (Rural development)

## Appendix 1 Status of Local Plan Policies

H8	Replacement of dwellings outside of settlements	Replaced by Core Strategy policy DM2 (Rural development)
H9	Affordable Housing within general market housing	Replaced by Core Strategy Policy CP4
H10	Affordable Housing targets	Replaced by Core Strategy policy CP4 (Housing targets) Replaced in Taunton town centre by AAP policies FP1, FP3, Tg2, Tg3
H11	Rural local housing needs	Replaced by Core Strategy Policy DM2 and CP4, will be supplemented by future SDP, but retain until in place
H12	Agricultural or forestry workers dwellings	Policy expired by SofS Direction November 2007
H13	Agricultural or forestry workers dwellings	Replaced by Core Strategy policy DM2 (Rural development)
H14	Gypsy and traveller sites	Replaced by Core Strategy DM3 (Gypsy and travellers)
H15	Sites for travelling show people	Policy expired by SofS Direction November 2007
H16	Residential care homes	Policy expired by SofS Direction November 2007
H17	Extensions to dwellings	Retained. To be reviewed in future Development Management DPD.
H18	Ancillary accommodation	Retained. To be reviewed in future Development Management DPD.
H19	Designing out crime	Policy expired by SofS Direction November 2007
EC1	Employment development	Policy expired by SofS Direction November 2007
EC2	Expansion of existing firms on land covered by restrictive policies	Replaced by Core Strategy policy DM2 (Rural development)
EC3	Extension of existing employment sites	Policy expired by SofS Direction November 2007
EC4	Working from home	Policy expired by SofS Direction November 2007
EC5	Disused airfield, Culmhead	Policy expired by SofS Direction November 2007

## Appendix 1 Status of Local Plan Policies

EC6	Conversion of rural buildings	Replaced by Core Strategy policy DM2 (Rural development)
EC7	Rural employment proposals	Replaced by Core Strategy policy DM2 (Rural development)
EC8	Farm diversification	Replaced by Core Strategy policy DM2 (Rural development)
EC9	Loss of employment land	Replaced by Core Strategy policy CP2 (Economic Growth)
EC10	Accessibility of new development (sequential approach)	Policy expired by SofS Direction November 2007
EC11	Local service provision	Policy expired by SofS Direction November 2007
EC12	Major proposals for retail development	Policy expired by SofS Direction November 2007
EC13	Restriction on unit size and range of goods.	Replaced by Core Strategy CP3
EC14	Modernisation of floorspace	Policy expired by SofS Direction November 2007
EC15	Associated settlements/rural centres/villages	Replaced by Core Strategy policy CP3
EC16	New and altered shop fronts	Retained. To be reviewed in future Development Management DPD
EC17	Shop front security	Retained. To be reviewed in future Development Management DPD
EC18	Upper floors of shops	Policy expired by SofS Direction November 2007
EC19	Farm shops	Replaced by Core Strategy policy DM2 (Rural development)
EC20	Garden Centres	Replaced by Core Strategy policy DM2 (Rural development)
EC21	Tourist and recreation development	Replaced by Core Strategy policy DM2 (Rural development)
EC22	Land west of Bishops Lydeard station	Retained. To be reviewed in future Site Allocation DPD
EC23	Tourist accommodation	Replaced by Core Strategy DM2 Rural development

## Appendix 1 Status of Local Plan Policies

EC24	Caravans and holiday chalets	Policy expired by SofS Direction November 2007
EC25	Touring caravans and camping sites	Replaced by Core Strategy DM2 Rural development
EC26	Outdoor advertisements and signs	Retained. To be reviewed in future Development Management DPD
M1	Non residential parking requirements	Retained. To be reviewed in future Development Management DPD. Replaced in Taunton town centre by policies Tr2, Tr3.
M2	Non residential parking requirements outside Taunton and Wellington	Retained. To be reviewed in future Development Management DPD. Replaced in Taunton town centre by policies Tr2, Tr3.
M3	Non residential development and transport provision	Retained. To be reviewed in future Development Management DPD. Replaced in Taunton town centre by policies Tr2, Tr3.
M4	Residential parking provision	Retained. To be reviewed in future Development Management DPD. Replaced in Taunton town centre by policies Tr2, Tr3.
M5	Cycling	To be replaced by Core Strategy policy CP6 (Transport infrastructure)
M6	Traffic calming	Retained. To be reviewed in future Development Management DPD. Replaced in Taunton town centre by policies Tr2, Tr3.
C1	Education Provision for new housing	To be replaced by Core Strategy policy CP7 (Infrastructure requirements)
C2	Reserved school sites	Retained. To be reviewed in future Site Allocation DPD
C3	Protection of recreational open space	Retained. To be reviewed in future Development Management DPD

## Appendix 1 Status of Local Plan Policies

C4	Provision of recreational open space	Retained. To be reviewed in future Development Management DPD
C5	Sports facilities	Retained. To be reviewed in future Development Management DPD
C6	Public rights of way	Policy expired by SofS Direction November 2007
C7	Blackdown Hills ridge	Policy expired by SofS Direction November 2007
C8	Development affecting disused railway tracks and canals	Retained. To be reviewed in future Development Management DPD
C9	Horse riding and riding establishments	Retained. To be reviewed in future Development Management DPD
C10	Golf	Retained. To be reviewed in future Development Management DPD
C11	Power lines	Retained. To be reviewed in future Development Management DPD
C12	Renewable energy	Replaced by Core Strategy policy CP1 (Climate Change)
C13	Wind turbines	Replaced by Core Strategy CP1 (Climate Change)
C14	Large telecommunications masts	Replaced by Core Strategy Policy DM
C15	Satellite antennae	Policy expired by SofS Direction November 2007
C16	Utility developments	Policy expired by SofS Direction November 2007
EN1	Wildlife sites of international importance	Policy expired by SofS Direction November 2007. Covered by CP8
EN2	SSSIs	Replaced by Core Strategy policy CP8 (Environment)
EN3	Local wildlife and geological sites	Replaced by Core Strategy policy CP8 (Environment)
EN4	Wildlife in buildings	Replaced by Core Strategy policy CP8 (Environment)

## Appendix 1 Status of Local Plan Policies

EN5	Protected species	Policy expired by SofS Direction November 2007. Covered by CP8
EN6	Protection of trees, woodlands, orchards and hedgerows	Retained. To be reviewed in future Development Management DPD
EN7	Ancient woodlands	Retained. To be reviewed in future Development Management DPD
EN8	Trees in and around settlements	Retained. To be reviewed in future Development Management DPD
EN9	Tree Planting	Policy expired by SofS Direction November 2007
EN10	AONBs	Replaced by Core Strategy policy CP8 (Environment)
EN11	Special landscape features	Retained due to designation on Creechbarrow Hill. To be reviewed in Future Allocations DPD
EN12	Landscape character areas	Replaced by Core Strategy policy CP8 (Environment)
EN13	Green wedges	Replaced by Core Strategy policy CP8 (Environment)
EN14	Conservation areas	Replaced by Core Strategy policy CP8 (Environment)
EN15	Demolition affecting conservation areas	Replaced by Core Strategy policy CP8 (Environment)
EN16	Listed Buildings	Policy expired by SofS Direction November 2007. Covered by CP8
EN17	Changes to Listed Buildings	Policy expired by SofS Direction November 2007. Covered by CP8
EN18	Demolition of listed buildings	Policy expired by SofS Direction November 2007. Covered by CP8
EN19	Recording and salvage from listed buildings	Retain. To be reviewed in future Development Management DPD
EN20	Parks and gardens of special historic interest	Replaced by Core Strategy policy CP8 (Environment)

## Appendix 1 Status of Local Plan Policies

EN21	Nationally important archaeological remains	Replaced by Core Strategy policy CP8 (Environment)
EN22	Development affecting sites of County archaeological importance	Replaced by Core Strategy policy CP8 (Environment)
EN23	Areas of high archaeological potential	Retain. To be reviewed in future Development Management DPD
EN24	Urban open space	Retain. To be reviewed in future Development Management DPD
EN25	The water environment	Replaced by Core Strategy Policy CP8
EN26	Water resources	Replaced by Core Strategy CP1 (Climate Change)
EN27	Water source protection areas	Replaced by Core Strategy CP1 (Climate Change)
EN28	Development and flood risk	Replaced by Core Strategy CP8 (Environment)
EN29	Flooding due to development	Policy expired by SofS Direction November 2007. Covered by CP8
EN30	Hazardous substances	Policy expired by SofS Direction November 2007
EN31	Hazardous substances	Policy expired by SofS Direction November 2007
EN32	Contaminated land	Policy expired by SofS Direction November 2007
EN33	Building waste	Replaced by Core Strategy policy DM5 (Sustainable Design)
EN34	External lighting	Replaced by Core Strategy policy DM5 (Sustainable Design)
T1	Associated settlements	Replaced by Core Strategy policy SP1 (Settlement hierarchy)
T2	Tangier	Replaced by Taunton Town Centre AAP policies Tg2, Tg3, Tg4
T3	Firepool	Replaced by Taunton Town Centre AAP policies Fp1, Fp2, Fp3, Fp4, Fp5, Fp6, Fp7, Fp8
T4	Norton Fitzwarren	Retain. To be reviewed in future Allocations DPD

## Appendix 1 Status of Local Plan Policies

T5	Norton Fitzwarren housing allocations	Retain. To be reviewed in future Allocations DPD
T6	Norton Fitzwarren employment allocations	Retain. To be reviewed in future Allocations DPD
T7	Norton Fitzwarren Community allocations	Retain. To be reviewed in future Allocations DPD
T8	Monkton Heathfield	Replaced by Core Strategy policy SS1
T9	Monkton Heathfield Proposed uses	Replaced by Core Strategy policy SS1
T10	Monkton Heathfield Aginghills Farm housing allocation	Replaced by Core Strategy policy SS1
T11	Monkton Heathfield employment allocation	Replaced by Core Strategy policy SS1
T12	Monkton Heathfield education allocation	Replaced by Core Strategy policy SS1
T13	East of Silk Mills	Retain. To be reviewed in future Allocations DPD
T14	Priorswood Road	No longer relevant. Allocation developed.
T15	Small residential allocations	Retain. To be reviewed in future Allocations DPD
T16	East of Crown Estate	Retain. To be reviewed in future Allocations DPD
T17	Former Priorswood concrete works	Replaced by Taunton Town Centre AAP policy Fp9
T18	West of Courtlands Farm	No longer relevant. Allocation developed.
T19	Primary shopping area	Retain. To be reviewed in future Development Management DPD. Primary shopping area shown on Core Strategy Proposals Map
T20	Restrictions on change of use from food and drink	Retain. To be reviewed in future Development Management DPD

## Appendix 1 Status of Local Plan Policies

T21	Secondary shopping areas	Retain. To be reviewed in future Development Management DPD. Secondary shopping area shown on Core Strategy Proposals Map
T22	Diversity in town centre	Policy expired by SofS Direction November 2007
T23	The Crescent	Replaced by Taunton Town Centre AAP policies Hs1, Hs2
T24	Wood Street	Policy expired by SofS Direction November 2007
T25	Vitality and viability of local shopping centres	Replaced by Core Strategy policy CP3
T26	Development preventing the achievement of transport policies	Policy expired by SofS Direction November 2007
T27	Bus Facilities provision	Retain. To be reviewed in future Allocations DPD
T28	Park and ride sites	No longer relevant. Allocations developed
T29	Bus services from new housing developments	Policy expired by SofS Direction November 2007
T30	Walking encouragement	Retain. Part covered in Taunton Town Centre AAP policies Tr7, Tr8, Tr10, Hs3, G4. To be reviewed in future Development Management DPD
T31	Pedestrian priority measures	Retain. Part covered in Taunton Town Centre AAP policies Hs3, G4. To be reviewed in future Development Management DPD
T32	Major Highway Schemes: Inner Relief Road, Silk Mills Bridge	No longer relevant. Allocations developed
T33	Taunton's skyline	Retain. To be reviewed in future Development Management DPD
T34	Approach routes into Taunton	Retain. To be reviewed in future Development Management DPD
T35	North Taunton school sports and leisure centre	Policy expired by SofS Direction November 2007

## Appendix 1 Status of Local Plan Policies

T36	Blackbrook recreational open space	Retain. To be reviewed in future Allocations DPD
T37	Priorswood landfill site	Retain. To be reviewed in future Allocations DPD
T38	Maidenbrook playing field	Retain. To be reviewed in future Allocations DPD
W1	Extent of Wellington	Replaced by Core Strategy policy SP1 (Settlement hierarchy)
W2	Tonedale Mill	Retain. To be reviewed in future Allocations DPD
W3	Cades Farm	No longer relevant. Allocation under development
W4	Chelston House Farm	No longer relevant. Allocation under development
W5	Chelston Business Park	No longer relevant. Allocation developed.
W6	Milverton Road	Retain. To be reviewed in future Allocations DPD
W7	Primary shopping area	Retain. To be reviewed in future Development Management DPD. Primary shopping area shown on Core Strategy Proposals Map
W8	Restrictions on change of use from food and drink	Retain. To be reviewed in future Development Management DPD
W9	Secondary shopping areas	Retain. To be reviewed in future Development Management DPD. Secondary shopping area shown on Core Strategy Proposals Map
W10	Complementary uses in the town centre	Policy expired by SofS Direction November 2007
W11	Town centre uses	Retain. Part developed. To be reviewed in future Allocations DPD
W12	Office accommodation	Replaced by Core Strategy policy CP3
W13	Retention of existing burghage patterns	Retain. To be reviewed in future Development Management DPD

## Appendix 1 Status of Local Plan Policies

W14	Approach routes into Wellington	Retain. To be reviewed in future Development Management DPD
W15	Sewage treatment works	Retain. To be reviewed in future Allocations DPD
BL1	Gore Farm	Retain. To be reviewed in future Allocations DPD
BL2	New Housing development restrictions.	Policy expired by SofS Direction November 2007
BL3	Open areas to be protected	Policy expired by SofS Direction November 2007
BL4	Areas of environmental importance	Policy expired by SofS Direction November 2007
CO1	Corfe Farm	Retain. To be reviewed in future Allocations DPD
CO2	New housing development restrictions	Policy expired by SofS Direction November 2007
TV1/CSL1	Cotford housing capacity	Policy expired by SofS Direction November 2007
CM1	Hyde Lane	No longer relevant. Allocation developed
CM2	New housing development restrictions	Policy expired by SofS Direction November 2007
HB1	Land west of Station Road	No longer relevant. Allocation developed
HB2	Neroche View	Retain. To be reviewed in future Development Management DPD
HE1	Henlade	Site de-allocated
KM1	Hill Farm	No longer relevant. Allocation developed
KM2	New housing development restrictions	Policy expired by SofS Direction November 2007
OK1	Saxon Close	Policy expired by SofS Direction November 2007
OK2	New housing development restrictions	Policy expired by SofS Direction November 2007
WV1	North of Style Road	Retain. To be reviewed in future Allocations DPD
WV2	New housing development restrictions	Policy expired by SofS Direction November 2007

## Appendix 1 Status of Local Plan Policies

WV3	South of Taunton Road	Retain. To be reviewed in future Allocations DPD
WV4	Shopping and services	Policy expired by SofS Direction November 2007

### Proposals Maps

Upon adoption of the Core Strategy the accompanying Boroughwide Proposals Map, Taunton, Taunton Town Centre and Wellington Inset Maps will replace the Taunton Deane Local Plan (2004) Proposals Map, Inset Map 1(Taunton Area), Inset Map 2 (Taunton Central Area), Inset Map 3 (Wellington Area) and the Taunton Town Centre Area Action Plan (2008) Proposals Map.

## Appendix 2 Evidence Base

### STRATEGIC STUDIES

- Regional Planning Guidance for the South West (RPG 10 - GOSW) September 2001
- The Draft Regional Spatial Strategy for the South West 2006 - 2026 (South West Regional Assembly) June 2006
- The Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes for Public Consultation (GOSW) July 2008
- Taunton Urban Extension Study (Terence O'Rourke) November 2004
- Taunton Sub Area Study (Baker Associates) March 2005
- Taunton Urban Extensions Study Baseline Report (Urban Initiatives) April 2010
- Taunton Urban Extensions Study Scoping Report (Urban Initiatives) June 2010

### ECONOMY

- Annual Employment Monitor (TDBC) 2010
- Taunton Sub Area Study (Background Paper for RSS) March 2005
- The Demand and Supply of Employment Land, Sites and Premises in SW England (SWRDA) 2007
- Regional Economic Strategy 2006-2015 Spatial Implications – Place Matters 2006
- Somerset Economic Strategy (Somerset County Council) undated
- Economy Topic Paper (Roger Tym and Partners) 2010 and Addendum 2011
- Envisioning the future of the Taunton economy (Geo Economics) 2009
- A new Economic Development Strategy for Taunton Deane – “Grow and Green” (Geo Economics) 2010
- Stage 1 EmploymentLand Assessment (TDBC) 2009
- Stage 2 EmploymentLand Study (DTZ) 2006

### RETAIL AND LEISURE

- Retail and Leisure Capacity, Vitality and Viability Study (Roger Tym and Partners) 2010 and Addendum 2011
- Retail and Leisure in Taunton Deane. Annual Monitor (TDBC) 2010

## Appendix 2 Evidence Base

### HOUSING

- HousingLand Availability Report (TDBC), March 2010
- Strategic HousingLand Availability Assessment Review (TDBC), December 2010
- Taunton and South Somerset Strategic Housing Market Assessment (Fordham Research), February 2009
- Taunton Deane Affordable Housing Viability Study (Fordham Research), June 2011
- Taunton Deane Locally Balanced Housing Projections (Fordham Research), August 2010
- Taunton Deane Locally Balanced Housing Projections Addendum (Fordham Research), May 2011

### TRANSPORT

- Somerset Local Transport Plan 2 (SCC) March 2006
- Bridgwater, Taunton and Wellington Transport Strategy (SCC)
- Connect3 DaSTS Taunton Gateway Study: Initial Option Assessment Report (Halcrow) 2010
- Somerset's Future Transport Plan 2011 - 2026 (SCC) March 2011

### LEISURE

- Playing Pitch Strategy (Pengelly Consulting) July 2010
- Green Space Strategy (Pengelly Consulting) July 2010
- Allotment Strategy (TDBC) July 2010
- Sports Facilities Strategy (Ploszajski Lynch Consulting Ltd) July 2010
- Community Halls Strategy (TDBC) August 2008
- Play Strategy (TDBC) August 2007

### CLIMATE AND ENVIRONMENT

- PPS1 Supplement Study: Planning and Climate Change (ARUP) 2010
- Stage 1 Energy Report (Atelier 10) 2011
- Parrett Catchment Flood Management Plan (EA) 2008
- Taunton Deane Strategic Flood Risk Assessment (JBA Consulting) May 2011
- Taunton Vision Flood Risk Management Guidance (Black & Veatch) October 2006

## Appendix 2 Evidence Base

- Taunton Deane Green Infrastructure Strategy (LUC) August 2009
- Taunton Deane Biodiversity Action Plan 2008-2018 (TDBC) 2008
- Wild Somerset The Somerset Biodiversity Strategy 2008-2018 (Somerset Biodiversity Partnership) 2008
- Landscape Character Assessment of Taunton's Rural-Urban Fringe (TDBC) December 2005
- Taunton Deane Landscape Character Assessment (TDBC) June 2011
- Quantock Hills AONB Management Plan 2009-2014 (Quantock Hills JAC) 2009
- Blackdown Hills AONB Management Plan 2009-2014 (Blackdown Hills AONB Partnership) 2009
- Taunton Deane Core Strategy Habitat Regulations Assessment (SCC/TDBC) May 2011
- Appropriate Assessment for Somerset Authorities Core Strategies: Somerset Levels and Moors and Severn Estuary (Bridgwater Bay) Natura 2000 sites Scoping Report (Royal Haskoning) October 2009
- Taunton Deane Core Strategy Somerset Levels and Moors Habitat Regulations Assessment (Royal Haskoning) May 2011

### **GYPSY AND TRAVELLERS**

- Gypsy & Traveller Accommodation Assessment (De Montford University) January 2011

### **OTHER RELATED DOCUMENTS**

- Annual Monitoring Report (TDBC) December 2010
- Taunton Deane Sustainable Community Strategy 2007-2017 (TDBC) 2007
- Taunton Deane Corporate Strategy 2010-2013 (TDBC) 2010
- Taunton Deane Local Plan (TDBC) Adopted 2004
- Taunton Town Centre Area Action Plan (TDBC) Adopted 2008
- Core Strategy and Small Sites Consultation and Sustainability Appraisal (TDBC) January 2010
- Consultation Responses – Core Strategy and Small Sites Consultation (TDBC) December 2010
- Taunton Deane Core Strategy Sustainability Appraisal Report (TDBC) June 2011
- Taunton Deane Core Strategy Infrastructure Delivery Plan (Three Dragons and Roger Tym & Partners) May 2011
- Equalities Impact Assessment (TDBC) 2011

## Appendix 2 Evidence Base

- Taunton Deane Local Development Scheme (TDBC) 2011
- Topic Papers for Strategic Development Options, Economy, Housing, Community Facilities, Transport and Environment (TDBC) 2010

## Appendix 3 Glossary

<b>AA</b> Appropriate Assessment	Analysis of the impact of plans and strategies on the areas designated European environmental importance such as Special Protection Areas, Special Areas of Conservation and Ramsar sites.
<b>AAP</b> Area Action Plan	A development plan document with the Local Development Framework that establishes a set of development proposals and policies for a specific area.
<b>ANGSt</b> Natural England's Accessible Natural Green Space Standards	Natural England's Accessible Natural Green Space Standard (ANGSt) provides a set of benchmarks for ensuring access to places near to where people live.
<b>AHVS</b> Affordable Housing Viability Study	An assessment of the implications of affordable housing on the viability of development schemes. The AHVS broadly indicates the amount of affordable housing that could be provided without undermining viability.
<b>AMR</b> Annual Monitoring Report	Part of the Local Development Framework, the Annual Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.
<b>AONB</b> Area of Outstanding Natural Beauty	Areas of Outstanding Natural Beauty are designated under the National Parks and Access to the Countryside Act 1949 for their outstanding landscape quality. There are 37 AONBs in England covering 15.6% of the land area and a wide range of landscape types. In Taunton Deane, there are two designated AONBs: Blackdown Hills and Quantock Hills.
<b>AQAP</b> Air Quality Action Plan	When a Local Authority has set up an Air Quality Management Area, AQMA, it must produce an action plan setting out the measures it intends to take in pursuit of the Air Quality Objectives in the designated area. The plan should be in place, wherever possible, within 12-18 months of designation and should include a timetable for implementation.
<b>AQMA</b> Air Quality Management Areas	Designated zone where specific air quality management proposals (defined in an air quality action plan) are proposed by a local authority to improve air quality and ensure that Air Quality Objectives are met.
<b>ASHE</b> Annual Survey of Hours and Earnings	The Annual Survey of Hours and Earnings (ASHE) provides information about the levels, distribution and make-up of earnings and hours paid for employees within industries, occupations and regions.
<b>BCZ</b> Bat Consultation Zone	The Bat Consultation Zone marked on the Proposals Map are areas where protected Lesser Horseshoe Bats are known to be and barbastelle bats likely to be regularly using for commuting and/or foraging and in night roosting. The mapping is drawn from radio tracking studies and aerial photographic interpretation of habitat used by bats, that are features of the SACs.
<b>BFA</b> Building for Life Assessment	Building for Life assessments score the design quality of planned or completed housing developments against the 20 Building for Life criteria. Anyone can do an informal assessment but formal assessments, now required by several agencies, can only be carried out by an accredited Building for Life assessor.
<b>BFL</b> Building for Life	Building for Life is the national standard for well-designed homes and neighbourhoods.

## Appendix 3 Glossary

<b>BFNA</b> Built Facilities Needs Assessment	Built Facilities Assessment is used to assess the need and demand of built facilities in the Borough. It gives a clear indication of areas of high demand where there is potential to provide improved and/or additional facilities to meet this demand and to, where appropriate, protect the current stock.
<b>BREEAM</b> Building Research Establishment Environmental Assessment Method	The leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance.
<b>BRT</b> Bus Rapid Transit	Bus rapid transit (BRT) is a term applied to a variety of public transportation systems using buses to provide faster, more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles and scheduling.
<b>CCA</b> Climate Change Act	Climate Change Act provides a legal framework for ensuring that Government meets its commitments to tackle climate change. The Act requires that emissions are reduced by at least 80% by 2050, compared to 1990 levels.
<b>CCS</b> Climate Change Strategy	Climate Change Strategy seeks to consider the main impacts of climate change relating primarily to the activities of the partners, but also considering the wider climate change agenda for the area. Working with the Taunton Deane Partnership and community groups, a Climate Change Strategy will be prepared over the period to 2013 to reduce our per capita carbon emissions.
<b>CF</b> Carbon footprint	A measure of the amount of carbon dioxide produced by a person, organisation or state in a given time.
<b>CfSH</b> Code for Sustainable Homes	The Code for Sustainable Homes is an environmental impact rating system for housing in England & Wales, setting new standards for energy efficiency (above those in current building regulations) and sustainability which are not mandatory under current building regulations but represent important developments towards limiting the environmental impact of housing.
<b>CHSR</b> Conservation of Habitat and Species Regulations (2010)	The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.
<b>CIL</b> Community Infrastructure Levy	A mechanism by which councils can secure monies from development to help fund both strategic and local infrastructure needs.
<b>Circular</b> 01/06)	A government publication setting out procedural matters and guidance on the planning aspects of finding sites for gypsies and travellers and how local authorities and gypsies and travellers can work together to achieve that aim.
<b>LCIF</b> Low Carbon Infrastructure Fund	The Low Carbon Infrastructure Fund (LCIF) was launched with £25m capital funding made available from the Treasury Housing Stimulus Package to support the development of low carbon district heating infrastructure and tackle fuel poverty.
<b>CO2</b> Carbon Dioxide	Greenhouse gas associated with global climate change that results from the complete combustion of biomass (wood waste) and fossil fuels. A naturally occurring gas, and also a by-product of burning fossil fuels and biomass, as well as land-use changes and other industrial processes.
<b>Concept Plan</b>	Diagrammatic illustration of a possible development solution for a site which may undergo change before finalisation.

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<b>CP</b> CountryPark	A country park is an area designated for people to visit and enjoy recreation in a countryside environment.
<b>CS</b> Corporate Strategy	Taunton Deane Borough Council's Corporate Strategy contains our Vision, Business Principles and Core Values and describes the key outcomes that we intend to achieve in the community over the next three years.
<b>(CSE)</b> Centre for Sustainable Energy	The Centre for Sustainable Energy (CSE) helps people and organisations from the public, private and voluntary sectors meet the twin challenges of rising energy costs and climate change.
<b>(CSH)</b> Code for Sustainable Homes	The Code for Sustainable Homes (CSH) is an environmental assessment method for rating and certifying the performance of new homes based on BRE Global's EcoHomes scheme. It is a Government owned national standard intended to encourage continuous improvement in sustainable home building.
<b>CSR</b> Comprehensive Spending Review	Comprehensive Spending Review is a governmental process in the United Kingdom carried out by HM Treasury to set firm aditure limits and, through public service agreements, define the key improvements that the public can expect from these resources. A spending review for the years 2011/12 through to 2014/15 was announced by the coalition government. This review was driven by a desire to reduce government spending in order to cut the budget deficit.
<b>DCLG</b> Department for Communities and Local Government	The Department for Communities and Local Government is the UK Government department for communities and local government in England which aims to foster prosperous and cohesive communities, offering a safe, healthy and sustainable environment for all.
<b>DES</b> Decentralised Energy Supply	Energy supply from local renewable and local low-carbon sources (i.e. on-site and near-site, but not remote off-site) usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy.
<b>DPD</b> Development Plan Document	Spatial planning documents which are subject to independent examination. They can include a <i>Core Strategy</i> , <i>Site Allocations and Development Management DPD</i> and <i>Area Action Plans</i> as well as a plan containing detailed Development Management Policies.
<b>DPH</b> Department of Public Health	The Department of Health is responsible for health protection, health improvement and health inequalities issues in England.
<b>EA</b> Environment Agency	A government advisor on the natural environment. Its aim, as defined under the Natural Environment and Rural Communities Act 2006, is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.
<b>District Centre</b>	A large group of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.
<b>ECWild Birds Directive</b> (1979) European Commission for Wild Birds Directive	The European Union Directive aims to protect all European wild birds and the habitats of listed species, in particular through the designation of <u>Special Protection Areas</u> often known by the acronym SPA.

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<b>EDS</b> Economic Development Strategy	The Council's Economic Development Strategy is based on previous quantitative and qualitative research, refreshed with further analysis to capture changes within the local economy driven by the economic crisis, and further consultations with representatives of business, education, local government and regional agencies, and the local community.
Examination	Process by which the Planning Inspectorate will decide whether the Core Strategy and other planning documents are "legally compliant" and "sound".
<b>FTP</b> Future Transport Plan	A long term strategy for getting the best from transport for the next 15 year period.
<b>(GHG)</b> greenhouse gas	A greenhouse gas is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect.
<b>GI</b> Green Infrastructure	Strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.
<b>G&amp; T</b> Gypsies and Travellers	Gypsies and travellers are persons of a nomadic habitat, but include people who may have stopped travelling for health or education reasons or due to old age.
<b>GTAA</b> Gypsy and Traveller Accommodation Assessment	The aim of the assessment is to provide data which will identify Gypsy and Traveller accommodation need separately from wider demand and aspiration, in the same way as for the rest of the population. It should expressly identify all accommodation need which has been revealed, whether resources are currently available to meet it or not.
<b>HA</b> Highways Agency	The Highways Agency is an executive agency, part of the Department for Transport in England. It has responsibility for managing the core road network in England. It operates a variety of information services, liaises with other government agencies as well as providing staff to deal with incidents on their roads.
<b>HCA</b> Homes and Communities Agency	The Homes and Communities Agency (HCA) is non-departmental public body which provides enabling support for Local Planning Authorities.
<b>HIE</b> Heat Island Effect'	The term "heat island" describes built up areas that are hotter than nearby rural areas. Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality.
<b>Habitats Regulations</b>	The Conservation (Natural Habitats & c) Regulations 1994 (SI 1994 no. 2716) is the mechanism by which the UK Government has implemented the Habitats Directive in England, Scotland and Wales.
<b>HRA</b> Habitat Regulations Assessment	The application of HRA to land use plans is a requirement of the Conservation (Natural Habitats) Regulations 1994 as amended. The process assesses the potential for a land use plan to affect the conservation objectives of any sites designated for their nature conservation importance as part of a system known collectively as the Natura 2000 network of European Sites.
<b>IDP</b> Infrastructure Delivery Plan	A plan which Identifies what physical, social and green infrastructure is needed, such as new roads, schools and open spaces, who will deliver this and when.

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<b>IMD</b> Index of Multiple Deprivation	The Index of Multiple Deprivation (IMD) combines a number of economic, social and housing issues into a single deprivation score for small areas known as Lower Super Output Areas (LSOA). This allows each area to be ranked relative to each other according to their level of deprivation. It should be noted that any comparison is measuring deprivation relative to other areas.
<b>Key Diagram</b>	Diagrammatic illustration of the major policy requirements contained in the Development Plan.
<b>LBAP</b> Local Biodiversity Action Plan	The Local Biodiversity Action Plan seeks to turn national biodiversity targets into action along with meeting council biodiversity conservation priorities. The Action Plan includes a number of actions that relate to the protection of threatened species and habitats.
<b>LBHP</b> Locally Balanced Housing Projections	An assessment of housing need based on locally derived information.
<b>LCA</b> Landscape Character Assessment	An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.
<b>LCTP</b> Low Carbon Transition Plan	The UK Low Carbon Transition Plan details the actions to be taken to cut carbon emissions by 34% by 2020, based on 1990 levels.
<b>LDF</b> Local Development Framework	The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones.
<b>LDS</b> Local Development Scheme	The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.
<b>LEP</b> Local Enterprise Partnership	Local Enterprise Partnerships are locally-owned partnerships between local authorities and businesses. Local Enterprise Partnerships will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.
<b>Localism Bill</b>	A bill published in December 2010 which includes proposed significant changes to the planning system with the aim of empowering communities to shape and manage development in their local area.
<b>LTP</b> Local Transport Plan	5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.
<b>LWS</b> Local Wildlife Site	A site or area of land protected for its local wildlife and/or habitat value.
<b>Local Centre</b>	A range of small shops of a local nature, serving a small catchment.

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<b>Natura 2000 sites</b>	Wildlife sites of European importance. The Birds Directive requires the establishment of Special Protection Areas (SPAs) for birds. The Habitats Directive similarly requires Special Areas of Conservation (SACs) to be designated for species other than birds, and for habitats. Together, SPAs and SACs make up the Natura 2000 network of protected areas.
<b>NE</b> Natural England	Natural England is the non-departmental public body of the UK government responsible for ensuring that England's natural environment, including its land, flora and fauna, fresh water and marine environments, geology and soils, are protected and improved. It also has a responsibility to help people enjoy, understand and access the natural environment.
<b>NHB</b> New Homes Bonus	The New Homes Bonus commenced in April 2011, and will match fund the additional council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following six years.
<b>NO2</b> Nitrogen Dioxide	Nitrogen Dioxide is the chemical compound with the formula NO <sub>2</sub> . One of several nitrogen oxides, NO <sub>2</sub> is an intermediate in the industrial synthesis of nitric acid, millions of tons of which are produced each year. This reddish-brown toxigas has a characteristic sharp, biting odor and is a prominent air pollutant.
<b>NRR</b> non-renewable resources	Those natural resources that are in fixed supply, but whose lifespan can be extended through more efficient or reduced use, re-use, or recycling (e.g. minerals, oil, coal).
<b>(NWT)</b> National Inventory of Woodland and Trees	The <i>National Inventory of Woodland and Trees</i> for England is being published at a country, regional, and county level. The overall aim of the NIWT is to provide up to date information on the extent, size and composition of our woodlands. In particular the objective is to provide an accurate assessment of woodland area, and to estimate other characteristics such as forest type, species, age class, stocking, timber potential and woodland structure.
<b>ONS</b> Office for National Statistics	The Office for National Statistics (ONS) is the executive office of the UK Statistics Authority. It is charged with the collection and publication of statistics related to the economy, population and society of the United Kingdom at national and local levels.
<b>PAS</b> Priority Areas Strategy	A Strategy focusing on improving the quality of life in deprived areas of Taunton focusing on North and East of Taunton and rural areas of the Borough.
<b>PCFMP</b> Parrett Catchment Flood Management Plan (2008)	The Catchment Flood Management Plan provides an overview of flood risk management in a particular catchment.
<b>PCT</b> Primary Care Trust	An organisation legally established in the United Kingdom whose purpose is to develop health services for a particular community.
<b>PINS</b> Planning Inspectorate	The body responsible for hosting an examination to determine whether submitted planning documents such as the core strategy are "sound".
<b>PPS</b> Planning Policy Statement	These are issued by central Government and provide policies for local authorities on planning and the operation of the planning system. PPSs replace Planning Policy Guidance Notes (PPG).
<b>RGF</b> Regional Growth Fund	The Regional Growth Fund (RGF) is a £1.4bn fund operating across England from 2011 to 2014. It supports projects and programmes that lever private sector investment creating economic growth and sustainable employment. It aims

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	particularly to help those areas and communities currently dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity.
<b>(RPP)</b> Regional Planning policy	Sets out the region's policies in relation to the development and use of land. The Coalition Government has indicated that it intends to abolish Regional Plans through the Localism Bill.
<b>RS</b> Ramsar Sites	Wetland of international importance designated by the Government under the terms of the Ramsar Convention.
<b>(RSS)</b> Regional Spatial Strategy	Sets out the region's policies in relation to the development and use of land. The Coalition Government has indicated that it intends to abolish Regional Plans through the Localism Bill / Act.
<b>S106</b> Section 106	Contributions secured by the Council to help provide or fund infrastructure items or services that will help make development acceptable in planning terms.
<b>SA</b> Sustainability Appraisal	Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all local development documents.
<b>SAC</b> Spatial Area of Conservation	A Special Area of Conservation recommended by the Government under the European Habitats Directive. An area considered important for its wildlife population and diversity.
<b>SBG</b> Somerset Bat Group	The Somerset Bat Group is a very active group making an important contribution to the conservation of bats across the county and nationally. Members conduct systematic recording and regular monitoring of a large number of roost sites across the county. Raising awareness about bats and aiding their conservation is an important part of the group's work. Trained and licensed volunteers visit home owners and give advice on bats in relation to conversions or home improvements.
<b>SAP</b> Standards Assessment Procedure	The Standard Assessment Procedure (SAP) is the UK Government's recommended method system for measuring the energy rating of residential dwellings. The first version was published in 1995, to be replaced by newer versions in 1998, 2001 and 2005. It calculates the typical annual energy costs for space and water heating, and, from 2005, lighting. The CO <sub>2</sub> emissions are also calculated.
<b>SCC</b> Somerset County Council	
<b>SCI</b> Statement of Community Involvement	The SCI explains how the council will involve stakeholders and members of the public in devising planning policies and determining planning applications.
<b>SFRA</b> Strategic Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
<b>SHLAA</b> Strategic Housing Land Availability Assessment	The SHLAA is a key component of the evidence base to support the delivery of sufficient land for housing.
<b>SHMA</b> Strategic Housing Market Assessment	An assessment of housing need and demand which informs the Borough's local development documents as set out in Planning Policy Statement 3: Housing (PPS3).

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<b>SPA</b> Spatial Protection Area	Special Protection Area designated by the Government under the terms of the European Communities Council Directive 79/404/EEC on the Conservation of Wild Birds. A site of European importance for birds.
<b>SPD</b> Supplementary Planning Document	Provide supplementary information in respect of the policies in <i>Development Plan Documents</i> . They are not subject to an independent examination.
<b>SSCT</b> Strategically Significant Cities and Towns	The RSS for the South West identified Taunton as one of the Strategically Significant Cities and Towns' (SSCTs), which would be the primary focus for future development.
<b>SSSI</b> Sites of Special Scientific Interest	Sites of Special Scientific Interest (SSSI) are the best examples of our natural heritage of wildlife habitats, geological features and landforms. An SSSI is an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981.
<b>STW</b> Sewage Treatment Works	
<b>SUDS</b> Sustainable Urban Drainage Systems	Include a range of different drainage systems that are designed to promote the filtration and evaporation of water as close to the source as possible and to break down pollutants. SUDS are an alternative to drainage through pipes directly to a water course and will help enhance water quality and biodiversity, maintain groundwater levels and reduce the risk of flooding.
<b>Sui Generis</b>	Uses of land or buildings which do not fall into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.
<b>SWCCIP</b> South West Climate Change Impacts Partnership	The key role of Climate South West (formerly known as South West Climate Change Impacts Partnership) is to raise awareness of the impacts of climate change, inform and advise on the challenges and opportunities of climate change in SW England, and develop practical adaptation responses.
<b>SWRDA</b> South West Regional Development Agency	The South West RDA (South West England's Regional Development Agency) was responsible for encouraging and unlocking economic investment in the English regions. The Government has confirmed that all RDAs across England will close by March 2012.
<b>TA</b> Transport Assessment	A Transport Assessment is statutory document which accompanies a planning application, and is used by planning authorities and highways authorities (and if necessary the Highways Agency) to determine whether the impact of a new development on the transport network is acceptable.
<b>TDBAP</b> Taunton Deane Biodiversity Action Plan	The Action Plan includes a number of actions that relate to the protection of threatened species and habitats and is designed to protect and restore biological systems, particularly in relation to development planning and policy. The BAP seeks to turn national biodiversity targets into action along with meeting council biodiversity conservation priorities.
<b>TDLP</b> Taunton Deane Local Plan	The Taunton Deane Local Plan forms part of the Local Development Framework for Taunton Deane. It provides a comprehensive planning basis for development, investment and related decisions for the Borough for the period to 2011. Saved policies in the Taunton Deane Local Plan will ultimately be superseded by the Taunton Deane Local Development Framework. Those selected policies are currently "saved" by a Direction of the Secretary of State. In October 2008, the

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	Taunton Town Centre Area Action Plan was adopted and replaces many of the proposals of the Taunton Deane Local Plan in the Town Centre area.
<b>TFG</b> Task and Finish Group	Task & Finish Groups are established to carry out detailed work on specific topics or issues. The groups are established, and their membership managed, by the Programming Panel, which consists of group leaders with advice and support from appropriate officers.
<b>TSAS</b> Taunton Sub Area Study	In 2004, the South West Regional Assembly (RA) commissioned studies of the Principal Urban Areas (PUA's) in the South West to test their capacity for further growth and development over the period to 2026, and to set out a vision for the future of each PUA. A study was subsequently commissioned for the Taunton PUA to complete the 'scenario tests' required. The study provides the basis for recommendations to the with respect to the future development strategy for Taunton. The TSAS was used directly to inform the Core Strategy and helped refine the development of potential options in regards to levels of overall growth which could be delivered for the town and also sustainable urban extension locations.
<b>TTCAAP</b> Taunton Town Centre Area Action Plan	The Taunton Town Centre Area Action Plan was adopted in 2008 and helps to deliver Project Taunton and explains the strategy for the expansion and regeneration of Taunton town centre up to 2026. It provides the policy framework to guide the redevelopment of a number of important sites. These include Firepool, Cricket Club, Coal Orchard, Morrisons, Tangier, Tesco, Goodland Gsrden, Castle Green, High Street and East Street.
<b>TUA</b> Taunton Urban Area	For the purposes of the Core Strategy, the definition of Taunton is taken to include the Taunton Urban Area as shown on the Proposals Map but also including the associated settlements of Bathpool, Bishops Hull, Monkton Heathfield, Norton Fitzwarren, Staplegrove, Staplehay and Trull. The TUA will provide the strategic focus for growth within the Borough.
<b>UE</b> Urban Extension	Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.
<b>WCA</b> Wildlife and Countryside Act 1981	The principle mechanism for the legislative protection of wildlife in Great Britain. Part I gives protection to listed flora and fauna; Part II deals with the protection of Sites of Special Scientific Interest (SSSI) and Part III deals with Public Rights of Way.
<b>WSR</b> West Somerset Railway	
<b>ZCD</b> zero carbon development	The UK Government's plans for zero carbon growth by 2016/2019. Its expectation that the public sector will facilitate delivery through effective planning policies and other enabling frameworks has been made very clear.
<b>ZCNDB</b> Zero Carbon non domestic buildings	Describe non domestic buildings use with zero net energy consumption and zero carbon emissions.