

Taunton Deane Borough Council

Executive - 15 June 2011

Taunton Deane Core Strategy and Infrastructure Delivery Plan

Report of the Planning Policy Advisor

(This matter is the responsibility of Executive Councillor Mark Edwards)

1. Executive Summary

The Taunton Deane Core Strategy, Infrastructure Delivery Plan and Sustainability Appraisal are to be published in July/August for public consultation and submitted to the Secretary of State in October 2011. This report highlights the main issues and recommends that the documents be approved for publication.

2. Background

- 2.1 The Core Strategy is the key plan within the Local Development Framework and sustainable development is a statutory objective. Planning Policy Statement 12: Local Spatial Planning (PPS12 2008) states that *communities need civic leadership to help bring together the local public, voluntary and community sectors together with private enterprise in order to create a vision of how to respond to and address a locality's problems, needs and ambitions and build a strategy to deliver the vision in a coordinated way. This is what the Government means when it refers to local authorities as "place shapers"*.
- 2.2 PPS12 states that spatial planning is a process of place shaping and delivery which aims to:
- Produce a vision for the future of places based on evidence, a sense of local distinctiveness and community derived objectives;
 - Translate this vision into a set of policies and land allocations together with the public sector resources to deliver them;
 - Create a framework for private investment and regeneration that promotes economic, environmental and social well being for the area;
 - Coordinate and deliver the public sector components of this vision with other agencies and processes;
 - Create a positive framework for action on climate change; and
 - Contribute to the achievement of Sustainable Development.

- 2.3 Adequate infrastructure planning is an essential process in developing a sound Core Strategy. PPS12 states: *The Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided.*
- 2.4 PPS12 recommends that the infrastructure planning process should identify:
- Local infrastructure needs and costs;
 - The phasing of development;
 - Sources of funding; and
 - Responsibilities for delivery.
- 2.5 Initial public consultation on the Core Strategy took place between February and May 2006. In January and February 2010 there was consultation under Regulation 25 on the Core Strategy and Small Sites. A report summarising the Consultation Response and the Council's consideration of the response was published in December 2010.
- 2.6 Following the government's announcement of its intention to abolish Regional Spatial Strategies the Council commissioned updated economic and demographic projections. After meetings of Community Scrutiny, the release of Interim Sites was agreed by Executive on 16 June and employment and housing numbers by Executive on 18 August 2010. On 28 February 2011 there was a well-attended briefing for all councillors on the Core Strategy. On 18 May there was a further member briefing particularly designed for new councillors. The Core Strategy documents were considered by Community Scrutiny on 7 June 2011.
- 2.7 Following Executive and Council meetings on 15 June, the intention is to publish the Core Strategy in July and August for public comment. Together with the public response the documents will be submitted to the Secretary of State in October and an Examination held by an independent Planning Inspector in February 2012. Adoption is programmed for July 2012.
- 3. The Core Strategy, Infrastructure Delivery Plan and Sustainability Appraisal Report**
- 3.1 The Draft Core Strategy and an equalities impact assessment are attached as appendices to this report. The Draft Infrastructure Delivery Plan and Sustainability Appraisal are on the member's portal and there are hard copies available in the member's room. The documents may require further minor editing and it is recommended the Executive Councillor be authorised to agree any minor changes.

Core Strategy

3.2 The Core Strategy sets out a vision for the Borough and 8 strategic objectives together with indicators to measure success. For each objective there is a core policy:

- Climate Change;
- Economy;
- Town and other Centres;
- Housing;
- Inclusive Communities;
- Accessibility;
- Infrastructure; and
- Environment.

The plan sets out an employment-led strategy, with homes balanced to jobs. The priority is to regenerate Taunton town centre as set out in the Area Action Plan adopted in 2008. The majority of the remainder of growth is accommodated in sustainable mixed use urban extensions served by public transport corridors. Existing green wedges will be enhanced and new green wedges created.

3.3 The employment led strategy seeks to provide at least 11,900 jobs and 17,000 homes over the period up to 2028. Taunton is the strategic focus for this growth with about 13,000 homes (of which over 3,000 will be affordable), Wellington is a secondary focus with about 2,500 homes (of which about 625 will be affordable) and the rural areas up to 1,500 homes. The Core Strategy only allocates strategic sites. The subsequent Site Allocations DPD will allocate smaller sites in Taunton, Wellington and the rural centres. Wiveliscombe and Bishops Lydeard are identified as major rural centres for up to 200 additional homes. Cotford St Luke, Creech St Michael, Milverton, North Curry and Churchinford are identified as minor rural centres for up to 50 homes.

3.4 Central to the delivery of the Core Strategy's proposals are a number of sustainable mixed use allocations. At Taunton about 5,000 homes and 22.5 ha of employment will be provided at Monkton Heathfield, and about 900 homes and 1 ha of employment at Priorswood Nerrols. About 10 hectares of employment land is identified as a long term reserve at Walford Cross. Further broad locations for growth after 2016 have been identified at Comeytrowe/Trull for between 1,000 and 2,000 homes and at Staplegrove for between 500 and 1,500 homes. Taunton town centre is the focus for shopping, leisure and office development and will also provide about 2,000 homes. At Taunton a broad location will be sought for a strategic employment opportunity after 2016.

3.5 Strategic sites for sustainable mixed use urban extensions at Wellington provide for about 900 homes and the relocation of the two main employers

- at Longforth together with a northern relief road and reopened railway station and about 900 homes at Cades/Jurston. At Chelston a strategic inward investment employment site of 8.67 hectares is allocated for a single user.
- 3.6 Six strategic development management policies are proposed for general requirements, development in the countryside, gypsy and traveller site selection criteria, design objectives and delivery, and use of resources and sustainable design.
- Infrastructure Delivery Plan**
- 3.7 The Infrastructure Delivery Plan (IDP) is part of the Core Strategy, but has been produced as a separate document because it will be reviewed annually. The IDP gives details of the infrastructure that local service providers and the Council have identified as key to supporting growth in the Borough and in meeting the objectives of the Core Strategy. The Borough Council commissioned Three Dragons and Roger Tym & Partners to prepare the IDP and Community Infrastructure Levy (CIL) to accompany the Core Strategy. Local authorities can choose to charge CIL on new developments in their area. The money can be used to support development by funding infrastructure that the local community needs. It applies to most new buildings (residential and non-residential) and charges are based on the size and type of development.
- 3.8 The IDP has been prepared to reflect the level of growth proposed in the emerging Core Strategy. It takes account of the number of dwellings which have already received planning permission and the infrastructure requirements arising out of the development allocated in the Core Strategy. Since the Core Strategy does not account for the timing and location of every single dwelling that contributes towards meeting strategic housing requirements, the IDP cannot similarly account for all the infrastructure requirements arising.
- 3.9 Whilst the IDP covers the whole of the Core Strategy timeframe, the emphasis is on the first five years (2011-2016). This is to reflect the uncertainty that attaches to longer-term requirements. For example, the policies of the infrastructure providers may change, as could levels of public funding. To allow for uncertainty, it is proposed to review the IDP annually in consultation with other service providers.
- 3.10 The IDP has identified that the level of infrastructure required to support development is unlikely to be funded fully from developer contributions. With this in mind, the document identifies the following actions which should be taken in order that the growth outline in the Core Strategy is accompanied by sufficient infrastructure:

- The Council should not take an overly optimistic view about public funding;
- An appropriate balance should be struck in identifying the maximum level of developer's contributions that can be achieved without making development unviable;
- Opportunities should be maximised to secure funding from other sources (such as the New Homes Bonus);
- Clear priorities should be determined for the use of funding that may become available; and
- Mechanisms such as deferred payments and sharing in value uplift should be explored.

Securing contributions from developers will be key to delivery of infrastructure and services. In parallel with the progression of the Core Strategy, 3 Dragons and Roger Tym and Partners will develop proposals for an interim policy and 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.

- 3.11 The consultants have carried out an analysis of the level of contributions that housing development in Taunton Deane could realistically be expected to afford. At the time of writing this report, the results of some further testing were awaited, but the preliminary analysis suggests that contributions in the region of £15,000 per dwelling (excluding affordable housing) will need to be sought.
- 3.12 The majority of the IDP consists of an analysis of infrastructure needs, grouped under the following headings:
- Physical Infrastructure (e.g. Flood alleviation, transport);
 - Utilities (e.g. electricity, gas, water, sewage treatment and telecommunications);
 - Social and Community Infrastructure (e.g. education, health, faith, sports and recreation, arts and culture, children's play, community halls); and
 - Green Infrastructure (e.g. green wedges, country parks, open spaces and links).

The IDP does not deal in any detail with affordable housing, although the need for this has been taken into account when assessing the level of contributions that developers are likely to have to make. This viability assessment indicates that with about £15,000 per dwelling contribution package, 25% affordable housing is possible.

Sustainability Appraisal Report

- 3.13 The principles of sustainable development are at the heart of the planning system. The Sustainability Appraisal (SA) process is intended to ensure that through plan-making, Local Planning Authorities have considered social, environmental and economic concerns when producing Local Development Frameworks. The carrying out of SA is mandatory on any new or revised Development Plan Document.
- 3.14 The SA process is divided into five stages:
- Stage A: Setting the context, establishing the baseline and deciding on the scope (SA Scoping Report was produced in Autumn 2009 and was subject to statutory consultation with Natural England, the Environment Agency and English Heritage).
 - Stage B: Developing and refining options and assessing effects (SA of Regulation 25 Consultation was published in January 2010).
 - Stage C: Preparing the SA Report (this Report represents Stage C)
 - Stage D: Consulting on the Core Strategy and SA Report.
 - Stage E: Monitoring the significant effects of implementing the plan.

4. Financial implications

- 4.1 The Core Strategy and IDP are likely to significantly influence the allocation of any money the Borough Council may receive under the Government's New Homes Bonus. They are also crucial to securing financial contributions from developers towards services where the costs could otherwise fall on the Borough and County Councils.

5. Legal Comments

- 5.1 The Council has a statutory duty to prepare a Local Development Framework, within which the Core Strategy is a key document. The end date of the Taunton Deane Local Plan is 2011. The Core Strategy will provide the framework for Localism to work within. Without a Core Strategy we are at risk of planning by appeal on unsustainable sites. Appeals can be costly in terms of officer time and the award of costs. The Core Strategy provides certainty for communities and for developers. It enhances confidence in Taunton Deane as a place to invest and enhances the reputation of the Council and its ability to access national and regional funding.

6. Links to Corporate Aims

- 6.1 The Core Strategy and the IDP are key documents for securing funding to deliver of all of the Borough Council's corporate aims:
- Tackling Deprivation and Sustainable Community Development;
 - Regeneration;

- Affordable Housing; and
- Climate Change

7. Environmental Implications

7.1 The Core Strategy contains policies on climate change, the environment, mixed use development in sustainable locations to minimise the need to travel and maximise opportunities for public transport, cycling and walking, the use of resources and sustainable design. A Sustainability Appraisal has been carried out on all the objectives, policies and proposals of the Core Strategy.

8. Community Safety Implications

8.1 The Core Strategy contains a policy on inclusive communities which addresses the needs of particular groups and areas of deprivation and seeks to reduce crime and the fear of crime as well as incidences of anti-social behaviour; reduce social inequalities and disadvantage; and protect and enhance the supply of community facilities and local services.

9. Equalities Impact

9.1 An Equalities Impact Assessment of the Core Strategy has been carried out and is attached as an appendix to this report. Since the IDP is not in itself a policy document, a separate equalities impact assessment is unnecessary.

10. Risk Management

10.1 The Core Strategy is a high priority in the Strategy Unit Service Plan. It is also recognised as a significant risk in the Corporate Risk register.

12. Recommendations

12.1 The Executive is recommended to:-

1. Recommend to Full Council that the Core Strategy, Infrastructure Delivery Plan and Sustainability Appraisal all be approved for publication; and
2. authorise the relevant Executive Councillor to agree any minor changes that may be necessary prior to publication.

Contact: Ralph Willoughby-Foster
Direct Dial: 01823 356480
E-mail: r.willoughby-foster@tauntondeane.gov.uk

Published Plan Core Strategy 2011-2028

Foreword

The Core Strategy will play a crucial role in providing the policy framework to deliver sustainable growth up to 2028.

The Core Strategy is supported by the portfolio holder for Planning and Transport.

“We have developed an employment-led Core Strategy to ensure that there is sufficient growth in employment to warrant a growth in housing. This will help ensure the growth is sustainable and preserve the characteristics that make Taunton Deane an attractive place to live. We have spent considerable time compiling an evidence base to give us confidence that our Core Strategy matches the needs of Taunton Deane and its communities”

Councillor Mark Edwards. Portfolio Holder for Strategic Planning and Transportation

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Introduction 1

1 Introduction

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.

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.

This Published 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.

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.

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.

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.

The timetable for the production of the Core Strategy is set out in the revised Local Development Scheme 2011, which is summarised in Table 1. The purpose of the published Plan is to provide the opportunity for 'representations' on the Plan before it is submitted to the Secretary of State.

Introduction 1

Table 1.1 Core Strategy Timetable

Stage	Date
Pre-production/survey/consultancy phase/Period of preparation, including early stakeholder and Community engagement	Jun 05-Feb 06
Consultation on issues and options	Mar-May 06
Further Consultation on Issues and Options (Development Management Policies)	Apr-May 07
Pre-submission consultation (including Strategic Sites & Small Allocations) Reg 25	Jan-Feb 10
Publication of Core Strategy Reg 27	Jul/Aug 11
Submission to the Secretary of State	Oct 11
Pre Examination Meeting	Nov 11
Examination	Feb 12
Receipt of Inspectors Report	May 12
Estimated date for Adoption	Jul 12

The period to make representations runs from July to August 2011. Representations received by the Borough Council during consultation period will be considered by a Planning Inspector, appointed by the Secretary of State to carry out the examination into the Plan.

Representations should relate to the 'soundness' of the Core Strategy. Representation forms and guidance notes are available on the [Council's Core Strategy website](#). Paper copies are also available in Deane House and public libraries.

The examination into the Core Strategy is expected to be heard around February 2012. If the Inspector considers that substantive issues are raised he/she may request that you attend the hearing.

If you would like to speak to someone about the Core Strategy please contact 01823 356388.

If you require this document to be translated into another language, Braille, large print version or other format, please contact:

The Strategy Unit, Taunton Deane Borough Council, Deane House, Belvedere Road,

Taunton TA1 1HE

Representations can also be sent to the above address or emailed to:

talkingtomorrows@tauntondeane.gov.uk

Vision and Objectives 2

Vision and Objectives 2

The Core Strategy vision and objectives build upon those expressed through both the Somerset and Taunton Deane Sustainable Community Strategies as well as relevant Community and Parish Plans.

Our vision and objectives also attempt to form an articulated response to the issues raised in the Spatial Portraits. Please note: spatial portraits and visions for Taunton, Wellington and the Rural Areas are embedded into the relevant sections of the plan and aligned to spatial policies.

2.1 Vision for Borough

Spatial Portrait of the Borough

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.

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.

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.

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.

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.

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 Vision and Objectives

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.

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.

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.

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.

The house price to earnings ratio in Taunton Deane (Borough) is currently 7.1:1 based on data from the latest 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.

Car ownership across the Borough is above the national average with those driving or being 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.

Taunton and in general terms the Borough as a whole has excellent transport links. It is situated on the main London – 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.

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).

Notwithstanding the intention to abolish Regional Spatial Strategies, 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

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, integrated walking and cycling networks will provide those living and working within the Borough with further alternatives to the private car. The Borough 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 enable 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 (Climate Change):

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

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 to direct development to reduce the need to travel will play a key role in reducing emissions but development proposals themselves will also play an increasingly important role. Avoiding development in floodplains, green infrastructure associated with urban extensions, Ecotown 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.

Measuring Success

Table 2.1

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 baseline	Internal monitoring and Annual Monitoring Report
Number of new dwellings and non residential floorspace developed to required standards of carbon reduction and estimated carbon saving	Year on year increase from 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	Internal monitoring through planning applications
Number of planning permissions granted contrary to Environment Agency advice	Zero permissions	Internal monitoring and Annual Monitoring Report
Area of new habitat created through development proposals	Increase from 2006 baseline	Internal monitoring and Annual Monitoring Report

Vision and Objectives 2

<p>Modal share of trips to/from:</p> <p>a. Taunton and Wellington town centres,</p> <p>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 15% non car use</p>	<p>a. Town centre 'Health Check' every 5 years</p> <p>b. Somerset County Council</p>
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2.3 Strategic Objective 2: Economy

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.

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.

Measuring Success

Table 2.2

Indicator of achievement	Targets	Source
The number of net additional jobs created	<p>From 2006 baseline:</p> <p>11,900 net additional jobs, including:</p> <p>3,480 new retail jobs;</p> <p>2,175 new residential institutional jobs (eg hospitals, nursing homes);</p> <p>2,512 new non-residential institutional jobs (eg health centres, nurseries and crèches);</p> <p>2,256 new office jobs</p>	Internal monitoring

2 Vision and Objectives

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 4,250 sq.m. gross sui generis floorspace	Internal monitoring and Annual Monitoring Report
Amount of completed floorspace for other employment generating activities	From 2006 baseline: 83,500 sq.m. gross retail space 61,500 sq.m. gross residential institutional space 52,100 sq.m. gross non residential institutional space 35,000 sq.m. gross assembly and leisure space	Internal monitoring and Annual Monitoring Report
Amount of Class B employment land lost to other uses.	Measure from 2006 baseline. No target but yearly assessment	Internal monitoring and Annual Monitoring Report
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 2027	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)	Annual Monitoring Report 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)	Annual Monitoring Report and ONS data

Vision and Objectives 2

2.4 Strategic Objective 3: Town and other Centres

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, 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.

Regeneration of Taunton town centre (through the Area Action Plan) will retain and enhance its role and focus for employment growth, shopping and leisure activity within the sub-region, which extends over western Somerset and into eastern Devon. 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.

2 Vision and Objectives

Measuring Success

Table 2.3

Indicator of achievement	Target	Source
The number of net additional jobs created within defined centres	3,100 retail jobs 124 hotel jobs 480 assembly and leisure jobs 1,660 office jobs	Internal monitoring
Amount of completed town and district centre floorspace for major town centre uses	80,500 sq.m. gross retail space 32,500 sq.m. gross assembly and leisure space 6 cinema screens 38,800 sq.m. office space	Internal monitoring and Annual Monitoring Report
Amount of completed floorspace for major town centre uses outside of defined centres/contrary to policy	Retail, leisure 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 nd nationally and 9 th regionally.	Management Horizons Europe Index, as part of 'Health Check' every 5 years

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

Vision and Objectives 2

2.5 Strategic Objective 4: Housing

Objective 4 (Housing):

To provide a sufficient supply of high quality housing accommodation to meet the needs of all sections of the community and strategic housing requirements.

The 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 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.

Measuring Success

Table 2.4

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	Annual Monitoring Report
Net additional dwellings for the current year.	At least 704dpa 2011 - 2016 At least 904dpa 2016 - 2021 At least 1076dpa 2021 - 2028	Annual Monitoring Report
Affordable housing completions (by tenure)	25% of annualised target.	Annual Monitoring Report
Affordable housing completions (by tenure) outside Taunton and Wellington	At least 400 completions over Plan period.	Annual Monitoring Report
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	Annual Monitoring Report
Housing Quality - Building for Life assessment	80% of assessments good or above	Annual Monitoring Report

2 Vision and Objectives

Indicator of achievement	Target	Source
i) very good ii) good iii) average iv) poor		
Five year deliverable supply of housing sites.	At least five years supply for Taunton Deane Borough	Strategic Housing Land Availability Assessment Review / Annual Monitoring Report

2.6 Strategic Objective 5: Inclusive Communities

Objective 5 (Inclusive Communities):

To reduce inequalities and deliver more prosperous, cohesive communities.

The Council recognises the importance in tackling deprivation, reducing inequalities and creating more prosperous, cohesive communities. Our Corporate Strategy includes tackling deprivation as one of four corporate priorities for the Council.

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 which need to be addressed. 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

The Council is in the process of preparing a Priority Areas Strategy which will identify a series of appropriate actions and monitoring measures which will be based on the following information:

- **Annual Monitoring** – TDBC records planning permissions for new developments and different department's record implemented on-site matters including affordable housing, Gypsy & Traveller Pitches, sport recreation and open space. Stakeholders collect performance indicators such as targets on qualifications of working population as well as children, reducing mortality from circulatory diseases and adults exercising.
- **Access to services** – such as customer analysis and surveys undertaken by Somerset County Council, Tone Leisure, Sport England, TDBC. Grant applications, such as those for improvements to community halls, require evidence of usage and the increased usage as a result of improvements.

Vision and Objectives 2

- **Facilities and Infrastructure Reviews** - such as the PCT Infrastructure Review, Built Facilities Needs Assessment, Green Spaces Review and Play Strategy.
- **Planning contribution allocations** – records are kept of planning contributions towards the provision of a number of facilities such as; education, play pitches, community halls, allotment provision.

2.7 Strategic Objective 6: Accessibility

Objective 6 (Accessibility):

To improve accessibility between homes, jobs and services and achieve a major change in travel behaviour towards walking, cycling and public transport.

The 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 suggests that at least 50% of all trips should be undertaken by modes other than the private car.

Development in the Borough, particularly at Taunton and Wellington, also needs to be planned in a way which minimises use of the strategic road network for long distance journeys, and which reduces the impact of local trips on the M5.

Taken together, these objectives will require that employment, retailing 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.

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.

Measuring Success

Table 2.5

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	80%	Internal monitoring

2 Vision and Objectives

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

2.8 Strategic Objective 7: Infrastructure

Objective 7 (Infrastructure):

To ensure that development provides the on- and off-site infrastructure that is necessary for the development to proceed and to mitigate impact on existing communities and the environment.

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

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.

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).

Vision and Objectives 2

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.

Measuring Success

Table 2.6

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

2.9 Strategic Objective 8: Environment

Objective 8 (Environment):

To maintain and enhance biodiversity, the natural and man-made heritage, minimising the need to travel, waste, pollution and the use of non-renewable resources and to promote good design and materials which respect and enhance local distinctiveness.

The 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.

Measuring success

Table 2.7

Indicator of achievement	Targets	Source
Woodland coverage in the Borough	Increase in line with Somerset Woodland strategy 2010 from current coverage of 7.62%	Somerset County Woodland coverage using Forestry Commission National Inventory of Woodland and Trees (NIWT) data.

2 Vision and Objectives

Length of 'green links' and 'blue links' lost/created through new development	No net loss	Internal monitoring
<p>Number of the following European protected species:</p> <ul style="list-style-type: none"> the lesser horseshoe bat colony at Hestercombe House SAC the barbastelle population at Longforth Farm the dormouse population at Cades Farm/Jurston Farm/Longforth Farm the Daubenton's bats on the River Tone in Taunton 	Monitoring to show no net downward trend in the population of protected species.	<p>Monitoring by the Somerset Bat Group and reported to Natural England</p> <p>Monitoring carried out as part of the monitoring for TCCAAP.</p>
<p>Condition of the following designated sites (European, SACs)</p> <ul style="list-style-type: none"> Hestercombe House SSSI Quants SSSI Curry and Hay Moors SSSI Holme and Clean Moors SSSI 	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
% of river length of good biological quality	Increase from 2008	Environment Agency/AMR
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 / AMR

Core Policies 3

3 Core Policies

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

3.1 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 appearance 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.

Core Policies 3

Justification

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 (CO₂) and methane (CH₄), largely resulting from man’s impact on the environment.

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 2050’s, 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’.

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.

However, Climate change is not irreversible if tackled in time, although even if CO₂ 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%.

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 Councils’ 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 will also produce 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 6.3 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.

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 Core Policies

Directing development to the most sustainable locations and thus improving accessibility and reducing the need to travel through the Plans 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.

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.

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.

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.

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.

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.

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

Core Policies 3

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.

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.

All renewable energy proposals including wind farm developments should be sensitively located 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 Environment CP8.

3 Core Policies

3.2 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 83,500 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.

Core Policies 3

Justification

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.

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 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.

A detailed assessment of employment growth has been undertaken by Roger Tym and Partners based on a 2.8% per annum increase in GVA 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.

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.

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.

The Roger Tym assessment projects an increase of over 2,250 office based jobs and 650 industrial/warehouse jobs over the Plan period. This equates to around 49,500 sq.m. of office space and 24 ha of industrial and sui generis land required for development over the Plan period, although when adjustments are made for employment losses since the 2006 baseline the overall figure 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 Core Policies

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 retain self containment.

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.

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.

Across the Borough, new allocations in the LDF 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 DPD.

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.

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.

Core Policies 3

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 of the need for and 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, Comeytrove/west of Taunton and Junction 25/Henlade areas.

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.

Taunton Deane and Project Taunton have approved the establishment of a 'TauntonSkillsAcademy 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.

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

Employment Sector	Job estimate	Floorspace estimate Sq.m. (gross)	Broad location	Policy basis
Retail	3,480	83,500	* Taunton town centre * Wellington town centre * Monkton Heathfield District centre	* Core Strategy, TauntonTown Centre AAP * Core Strategy * Core Strategy / SPD
Hotels	124	268 bed spaces	* Taunton town centre	* Core Strategy, TauntonTown Centre AAP
Residential Institutions	2051	61,527	* On site expansion (eg Musgrove) * Taunton town centre	* Core Strategy *TauntonTown Centre AAP

3 Core Policies

			<ul style="list-style-type: none"> * Urban extensions * Other 	<ul style="list-style-type: none"> * Core Strategy * Development Management
Non Residential Institutions	2512	52,134	<ul style="list-style-type: none"> * On site expansion (eg schools / colleges) * Other (eg Nurseries) * Urban Extensions 	<ul style="list-style-type: none"> * Core Strategy and Development Management * Core Strategy / SPD
Assembly & Leisure	480	32,526	<ul style="list-style-type: none"> * Taunton town centre * Wellington town centre 	<ul style="list-style-type: none"> * Core Strategy, TauntonTown Centre AAP * Core Strategy
Sui Generis	133	4,250 (2 Ha)	<ul style="list-style-type: none"> *Employment Areas 	<ul style="list-style-type: none"> * Core Strategy
Industrial & warehousing	641	54,990 (24 Ha)	<ul style="list-style-type: none"> * Existing commitments, *Urban extensions 	<ul style="list-style-type: none"> * Development Management, * Core Strategy / SPD
Office	2256	49,541	<ul style="list-style-type: none"> * Taunton town centre * Wellington town centre * Monkton Heathfield District Centre 	<ul style="list-style-type: none"> * Core Strategy / TauntonTown Centre AAP * Core Strategy * Core Strategy / SPD
TOTALS	11,888	327,000 sq.m.		

Core Policies 3

3.3 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 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 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.

3 Core Policies

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

Table 3.2

	Comparison retail	Convenience retail	Classes A3, A4, A5 retail	Assembly & Leisure	Office
Taunton	51,000	1,100	4,100	32,500	41,200
Monkton Heathfield / Urban extensions	8,000	4,400	1,500	+ 6 screens	1,000
Wellington	6,500	0	600	0	6,100*
Rural	3,000	0	300	0	1,200*
TOTAL	68,500	5,500	6,500	32,500+ 6 screens	49,500

Note:

All figures are square metres, gross

*** = existing commitments**

c. Proposals for main town centre uses centre will be assessed sequentially. Any proposal 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

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 and office focus for a catchment population of over 300,000.

Core Policies 3

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 SP1 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.

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.

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.

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.

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

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.

The Proposal Map insets for Taunton and Wellington Town Centre's define the extent of the town centre boundaries within which main town centre uses should seek to be located. In line with requirements in PPS4, these Inset Maps also identify the primary shopping areas together with primary and secondary frontages. Until the adoption of the Development Management DPD (proposed for 2014) these boundaries will be applied to the relevant policies in the current Taunton Deane Local Plan.

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 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

3 Core Policies

out of centre proposals, compounded by the fact that adequate land has been made available within centres to more than meet projected demand. The Plan has therefore set lower thresholds for impact assessments than generically suggested in Government advice.

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.

Core Policies 3

3.4 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 CS1 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) to demonstrate that affordable housing provision 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.

3 Core Policies

Justification

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 Regional Spatial Strategy.

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 2: Economy.

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.

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.

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.

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.

Core Policies 3

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

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.

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.

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.

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.

3 Core Policies

3.5 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, 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, 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 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

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.

Many of the Borough's rural communities are disadvantaged by barriers to housing, poor access to facilities and severely limited public transport. New development in rural areas must therefore include a high proportion of affordable housing. It is also vital these communities have good access to utility infrastructure such as gas to reduce dependence on expensive oil, energy efficient homes to reduce fuel poverty, and services such as high speed broadband to enable community diversification, support rural businesses, services and facilities. A range of accommodation is vital throughout the Borough to promote integration and provide balanced communities.

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.

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.

The population of the Borough is older than the national average which will require adaptability of homes, and specialist housing as well as provision of Care and Residential institutions. 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.

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.

3 Core Policies

3.6 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 address 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;
- Ensuring that new development supports expansion of local and regional rail services, including the West Somerset Railway;
- Requiring all developments which are likely to have significant transport implications to submit a robust evidence base and management plan in line with current policy and guidance on Transport Assessment and Travel Planning;
- 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.

Core Policies 3

Justification

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).

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.

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. For example, 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.

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.

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.

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.

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3.7 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 an Infrastructure Delivery Plan 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
- Prior to the adoption of a CIL charging schedule, setting out an interim policy that ensures the separate and cumulative impact of proposed development is properly recognised in the developer contributions sought.

Justification

The Infrastructure Delivery Plan 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.

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

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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.

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.

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

1. Measures which are essential to enable a development to physically proceed (e.g. flood alleviation and access).
2. Completion of infrastructure projects identified in the corresponding time period of the IDP, where there is no (or not sufficient) public funding available.
3. For residential schemes, contributions to other measures related to the needs of the new population.

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.

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3.8 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 through the development of green wedges and corridors as envisaged through the Taunton Deane Green Infrastructure Strategy. New green wedges are proposed to be delivered as an integral part of urban extensions at Comeytrove/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).

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 or compensate for adverse impacts on protected species, 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. Site specific measures within development sites will not be sufficient mitigation to accord with PPS25. A strategic flood attenuation, scheme funded by contributions from development, is proposed on the River Tone between Taunton and Wellington to reduce flood risks downstream.

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

Core Policies 3

character of the area. Development outside of settlement boundaries will be permitted where it will:

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

Justification

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

PPS1 sets out the Government's planning policies on the delivery on 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 character of the countryside'. This is reflected in Core Strategy policies which seek to preserve and enhance the environmental qualities of the borough.

3 Core Policies

PPS9 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 regional targets, and support the restoration or creation through appropriate policies'.

PPS7 identifies Landscape Character Assessment as a tool for creating criteria-based policies in Local Development Documents that protect valued landscapes outside nationally designated areas without the need for rigid local designations, which may restrict sustainable development and the economic vitality of rural areas. Local landscape designations should only be maintained or, exceptionally, extended where it can be clearly shown that criteria-based policies cannot provide the necessary protection.

The Historic Environment

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 PPS5: 'to deliver sustainable development by recognising that heritage assets are a non-renewable resource; taking account of the wider social, cultural, economic and environmental benefits of heritage conservation; and recognising that intelligently-managed change may sometimes be necessary if heritage assets are to be maintained for the long term'.

Flood Risk

PPS25 Development and Flood risk 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 flood storage, conveyance and SUDS.

Local Policy Context

Green Wedges

The protection of green wedges has long been an important part of the planning policy framework for Taunton and Wellington. The relevant Taunton Deane Local Plan policy is EN13. These will continue to contribute environment-led planning for the future. Key policy objectives of Green Wedges are to:

Core Policies 3

- 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.

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

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

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

3 Core Policies

AONB Management Plans

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

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:

"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."

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 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:

"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 Strategy Habitat Regulations Assessments (HRA)

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.

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

Core Policies 3

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.

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 are 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 Draft 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

The District supports one Special Areas 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.

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.

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 be 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 Core Policies

In addition to the Bat Consideration 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.

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)

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 PPS25.

Spatial Policies 4

4 Spatial Policies

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 about 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⁽¹⁾ 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 around 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⁽²⁾ 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 about 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 Development Plan Document.

Spatial Policies 4

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. In these settlements allocations of up to 50 new net additional dwellings will be made through the Site Allocations Development Plan Document.

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, but have no further allocations made through the Site Allocations DPD.

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

Justification

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.

The town lies at the heart of the South West region and is 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.

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.

-
- 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

4 Spatial Policies

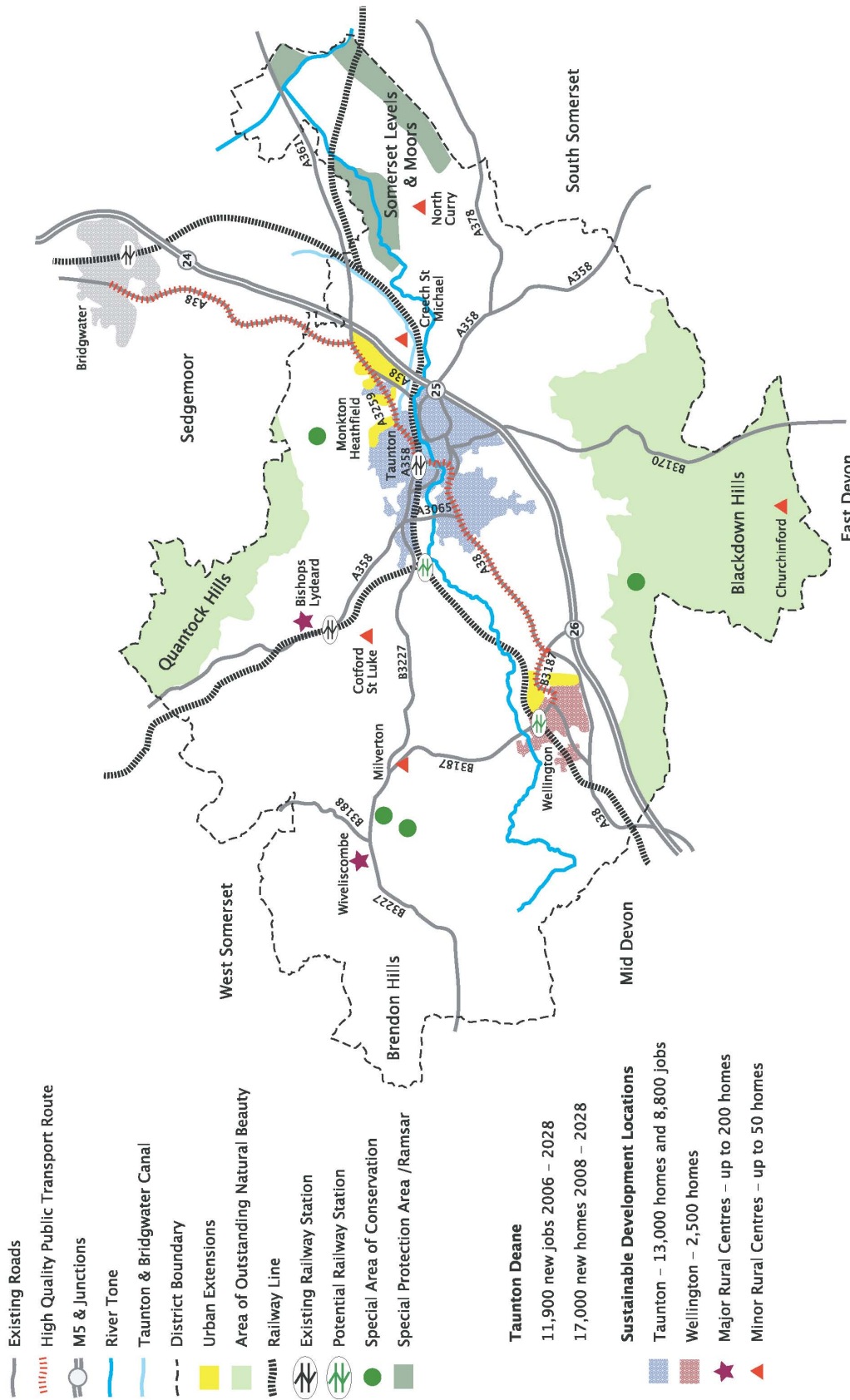
The Major Rural Centres of Wiveliscombe and Bishops Lydeard offer a balance of services and facilities including a shop(s), pub(s), community facilities, school, doctors surgery, local employment opportunities and a reasonable, daily public transport link to Taunton and are of sufficient size (both with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

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.

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 continued infilling within existing settlement boundaries.

Spatial Policies 4

Taunton Deane Key Diagram



Existing Roads

High Quality Public Transport Route

M5 & Junctions

River Tone

Taunton & Bridgwater Canal

District Boundary

Urban Extensions

Area of Outstanding Natural Beauty

Railway Line

Existing Railway Station

Potential Railway Station

Special Area of Conservation

Special Protection Area / Ramsar

Taunton Deane

11,900 new jobs 2006 – 2028

17,000 new homes 2008 – 2028

Sustainable Development Locations

Taunton – 13,000 homes and 8,800 jobs

Wellington – 2,500 homes

Major Rural Centres – up to 200 homes

Minor Rural Centres – up to 50 homes

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4 Spatial Policies

4.2 Taunton Policy

Taunton Spatial Portrait

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.

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 communications and infrastructure links.

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.

The town which dates back to the 7th 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.

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.

Despite its rapid suburbanisation over the 20th Century, Taunton has retained a historic core and distinctive three-leafed clover leaf 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.

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.

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.

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.

Spatial Policies 4

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.

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.

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.

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.

4 Spatial Policies

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 of the town centre the 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 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.

Spatial Policies 4

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 49,500 sq.m of additional office space; around 83,500 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 around 13,000 dwellings of which around 1,700-2,100 will be in the Town Centre;
- Focus shopping, leisure and other employment growth towards town centre regeneration opportunities delivered through the adopted Town Centre Area Action Plan;
- Deliver around 13,000 net additional dwellings (including existing planning consents and allocations). This will include strategic sites at Monkton Heathfield (approximately 5,000 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 (subject to a Review of the Core Strategy) at Comeytrove (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, 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;

4 Spatial Policies

- 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;
- 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 CreechCastle 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

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

Spatial Policies 4

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.

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.

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 SA

Broad locations for development later in the plan period are identified at Comeytrowe and Staplegrove. The conclusions of studies in 2004 and 2005 that Comeytrowe 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 a detailed masterplan for Comeytrowe over the next five years to enable allocation of a strategic site when the Core Strategy is first reviewed. Further community engagement and masterplanning will also be carried out at Staplegrove to enable it to be allocated when the Core Strategy is reviewed.

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 Spatial Policies

Traffic modelling in connection with the Local Transport Plan (LTP) 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.

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.

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 (NO₂) 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 and 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

Wellington is the second largest settlement in Taunton Deane Borough. The town has its origins in the 13th 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.

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.

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.

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.

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.

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.

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 station within the town over the Plan period represents an aspiration of the community and would bring wider sustainability benefits.

Spatial Policies 4

Our Vision for Wellington:

The beautiful market town of Wellington is the second largest town in the Borough and the 6th biggest settlement in Somerset, 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 around 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.

4 Spatial Policies

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;
- Deliver around 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). Assuming 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 has been completed, beyond 2028 the Vision indicates longer-term potential for growth to the north of the Town at Tonedale;
- 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 relief 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.

Spatial Policies 4

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

Justification

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.

Policy CP2 identifies that provision should be made for around 6,500sqm of comparison retail over the plan period with a further 600sqm 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.

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).

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.

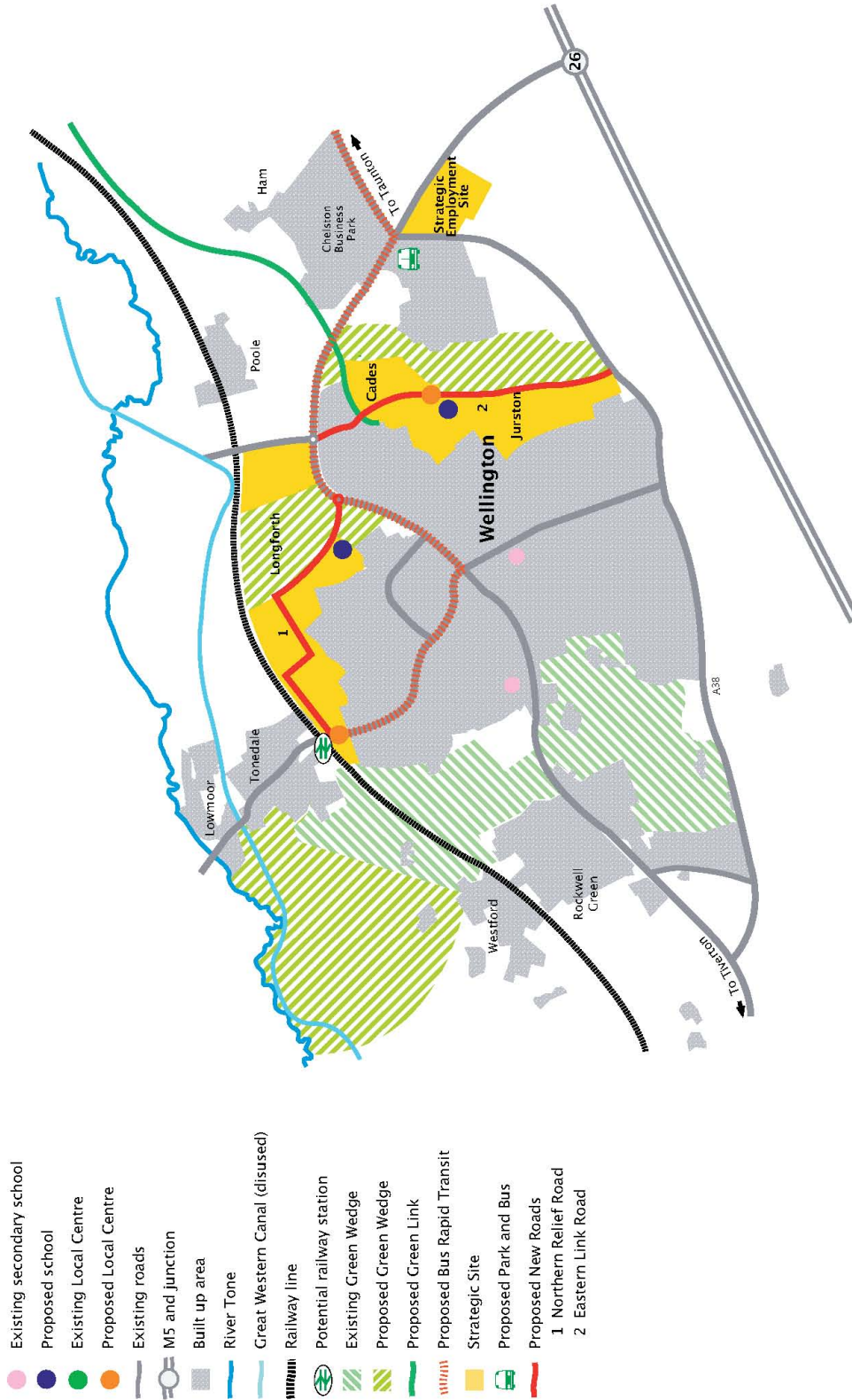
The protection and enhancement of the existing green wedge and the provision of new green wedges at Longforth and Cades/Jurston is particularly important for Wellington in view of its sensitive location as a gateway to the Blackdowns as well as the rich array of wildlife and biodiversity at the urban 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.

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.

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 Spatial Policies

Key Diagram 3: Wellington



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Spatial Policies 4

4.4 Rural Policy

Rural Spatial Portrait

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 doctor's surgery. Milverton, Cotford St Luke, Creech St Michael, North Curry and Churchinford represent minor rural centres within the Deane.

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.

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.

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.

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.

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.

4 Spatial Policies

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.

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 rural diversification;
- Encourage the provision of additional services such as shops and community halls to serve identified local needs;
- Deliver around 1,000 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.

Spatial Policies 4

Justification

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.

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 DPD (to be prepared following adoption of the Core Strategy). Outside of settlement boundaries, proposals for affordable housing are set out under Core Strategy Policy DM2.

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.

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 to access employment and services. In association with the County Council's Local 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.

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

Strategic Sites and Broad Locations 5

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 5,000 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 4,400m² (gross) food store, 8,000m² (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), 1,000m² (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 sheltered housing provision;
- 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 hectares 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;
- 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;

5 Strategic Sites and Broad Locations

- 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; and
 - Offsite 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 offsite offset habitat should be functional prior to the commencement of any development north of the A3259.

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; and
- A positive relationship between new housing and existing communities.

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

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

Strategic Sites and Broad Locations 5

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 granted for 900 homes.

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 5,000 new homes set out in this policy).

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.

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.

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 will 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.

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.

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.

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.

As well as accommodating new housing and associated social infrastructure, the site is able to provide 22.5 hectares 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 hectares is reserved at Langaller for

5 Strategic Sites and Broad Locations

longer term employment release. 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.

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 CountryPark and woodland planting. These will be negotiated in accordance with Policy CP7: Infrastructure.

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 offsite offset planting has been recalculated since the 2009 report according to revised site allocation boundaries and the latest survey data.

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. 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.

Implementation and Monitoring

Table 5.1

Targets	Monitoring indicators
Land uses	
Deliver approx. 1,100 new homes by 2016 Deliver a further 1,800 (approx) new homes by 2021 Deliver a further 2,000 (approx) new homes by 2028	The number of new homes delivered in Monkton Heathfield
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

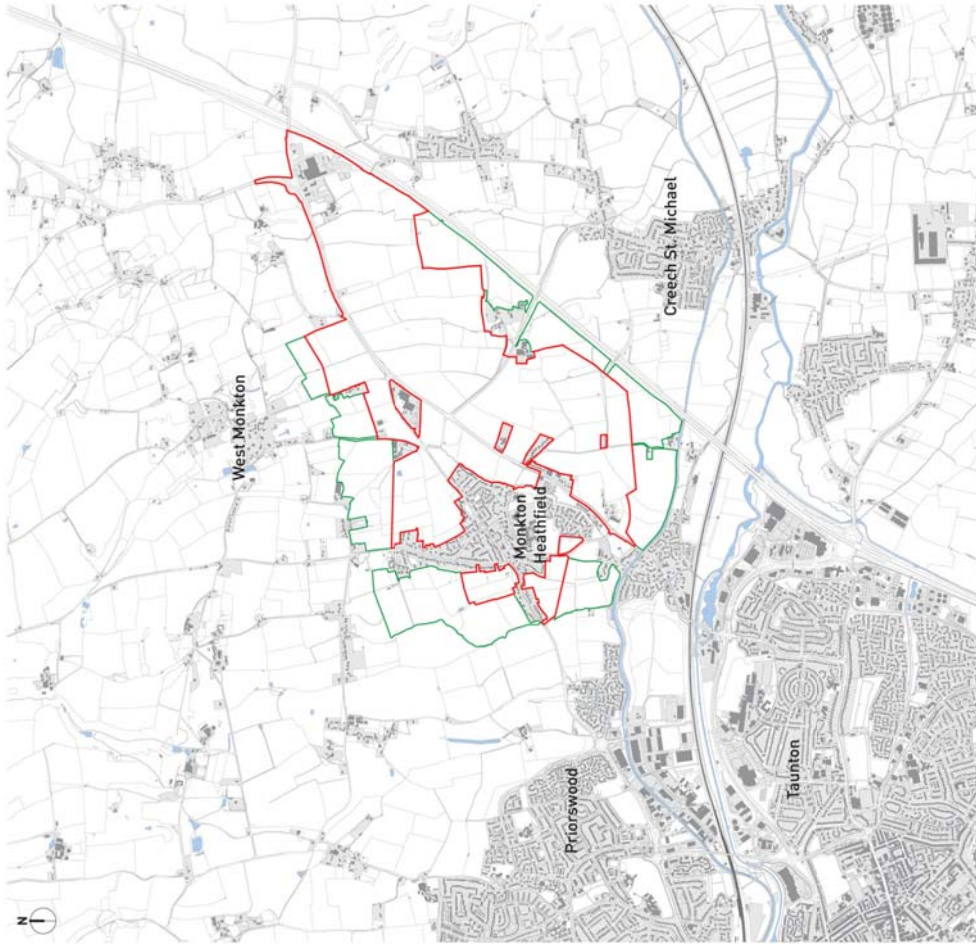
Strategic Sites and Broad Locations 5

Deliver 3 new primary schools – appropriately phased to support development within each of the three phasing bands	No. of primary school places delivered relative to homes delivered
A new secondary school	No. of secondary school places delivered relative to homes delivered
A new energy centre	
Open space	
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
Movement	
New park and ride facility created by 2021	No. 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



CONCEPT PLAN - OPTION 2

- Primary routes
- Proposed urban extension
- Employment
- Park and Ride
- Green necklace
- Green wedge
- General location of Country Park
- Green link Halcom & Quaintocks
- District centre
- Primary school
- Secondary school



SITE BOUNDARY PLAN

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

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 average of 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 m² (gross) retail (A1), 440 m² (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)), general industrial (B2) and storage and distribution (B8);
- 1 new primary school;
- A country park within the green wedge between Priorswood and Monkton Heathfield;
- 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

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. It will primarily deliver against Objective Four on providing a sufficient supply of high quality housing and Objective Seven 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.

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, has been identified through the urban extensions study process.

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.

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/

Strategic Sites and Broad Locations 5

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.

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)), general industrial (B2) and storage and distribution (B8) will be provided. The listed Nerrols Farm buildings provide an opportunity for conversion.

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.

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 CountryPark and offsite woodland planting. These will be negotiated in accordance with Policy CP 7: Infrastructure.

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.

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 offsite offset planting has been recalculated since 2009 according to revised site allocation boundaries and the latest survey data.

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.

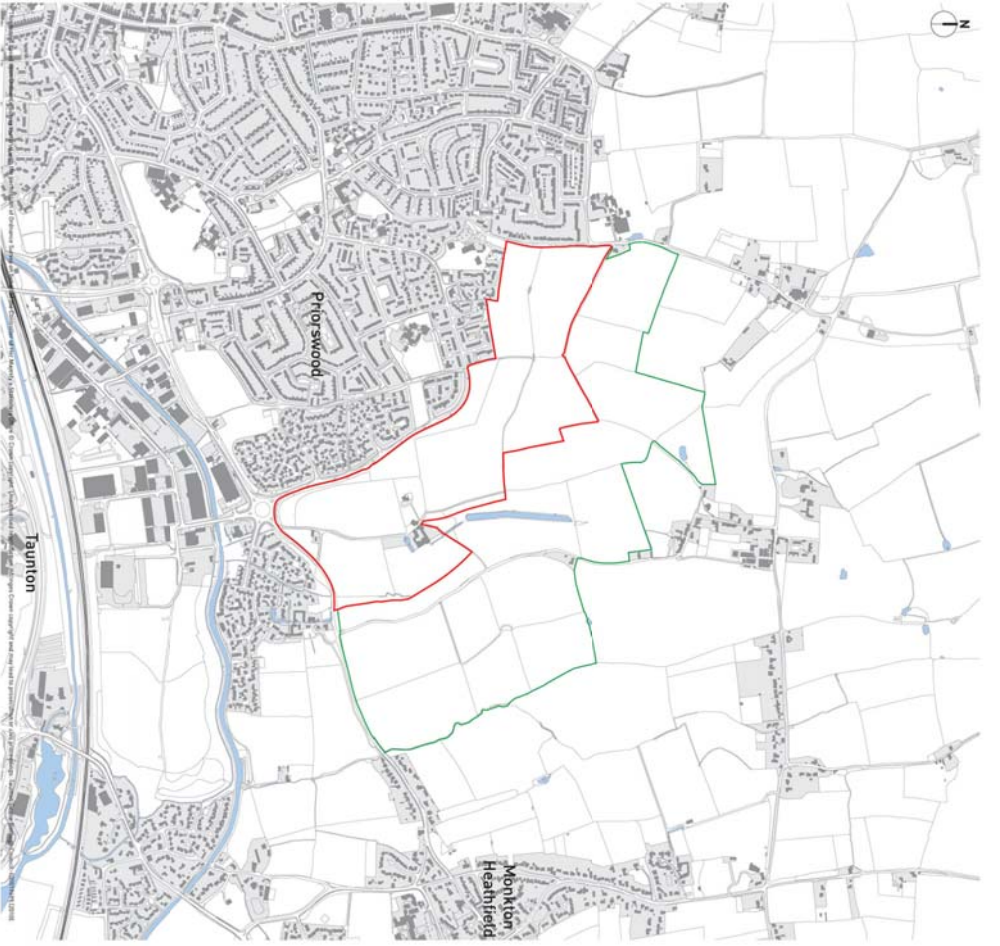
Implementation and Monitoring

Table 5.2

Targets	Monitoring indicators
Land uses	

5 Strategic Sites and Broad Locations

<p>Deliver 240 new homes by 2016</p> <p>Deliver a further 340 new homes by 2021</p> <p>Deliver a further 320 new homes by 2028</p>	<p>The number of new homes delivered in Nerrols</p>
<p>Deliver 1ha employment space by 2021</p>	<p>The amount of new employment space delivered in Nerrols</p>
<p>Deliver a mixed use local centre by 2028</p>	<p>Amount and proportion of retail, community use, offices and residential delivered</p>
<p>Deliver a new primary school</p>	<p>No. of primary school places delivered relative to homes delivered.</p>
<p>Open space</p>	
<p>A new Country Park to be provided through both strategic allocations at Monkton Heathfield and Priorswood Nerrols by 2021.</p>	<p>Amount of Country Park created</p>
<p>Compensatory off site offset habitat established by 2016 in accordance with the recommendations of Hestercombe House SAC Appropriate Assessment</p>	<p>Amount of new woodland created</p> <p>Evidence of woodland being used by target species</p>
<p>A network of open space delivered in accordance with masterplan</p>	<p>Amount of new open space created relative to number of homes created.</p> <p>% satisfaction with open spaces</p>
<p>Movement</p>	
<p>Implementation of Phase 1 Bus Rapid Transit (BRT) infrastructure by 2016</p>	<p>Bus stops implemented at 1 at every 400-600m along built up area of A3259.</p> <p>Bus priority measures implemented along A3259</p>
<p>Running of BRT services at a frequency of 1 every 15 minutes by 2016</p>	<p>Bus patronage levels</p>
<p>Encourage walking and cycling as an alternative to the private car</p>	<p>% of trips made by walking and bicycle</p> <p>Length of designated cycle routes</p>



SITE BOUNDARY PLAN

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



CONCEPT PLAN

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

5 Strategic Sites and Broad Locations

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:

- Delivery of around 900 new homes at an average of 40 dwellings per hectare;
- 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.

Strategic Sites and Broad Locations 5

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;
- 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

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. It will primarily deliver against Objective Four on providing a sufficient supply of high quality housing and Objective Seven 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.

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.

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 location at the edge of town.

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 Strategic Sites and Broad Locations

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.

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.

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.

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.

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 site as the final phase.

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.

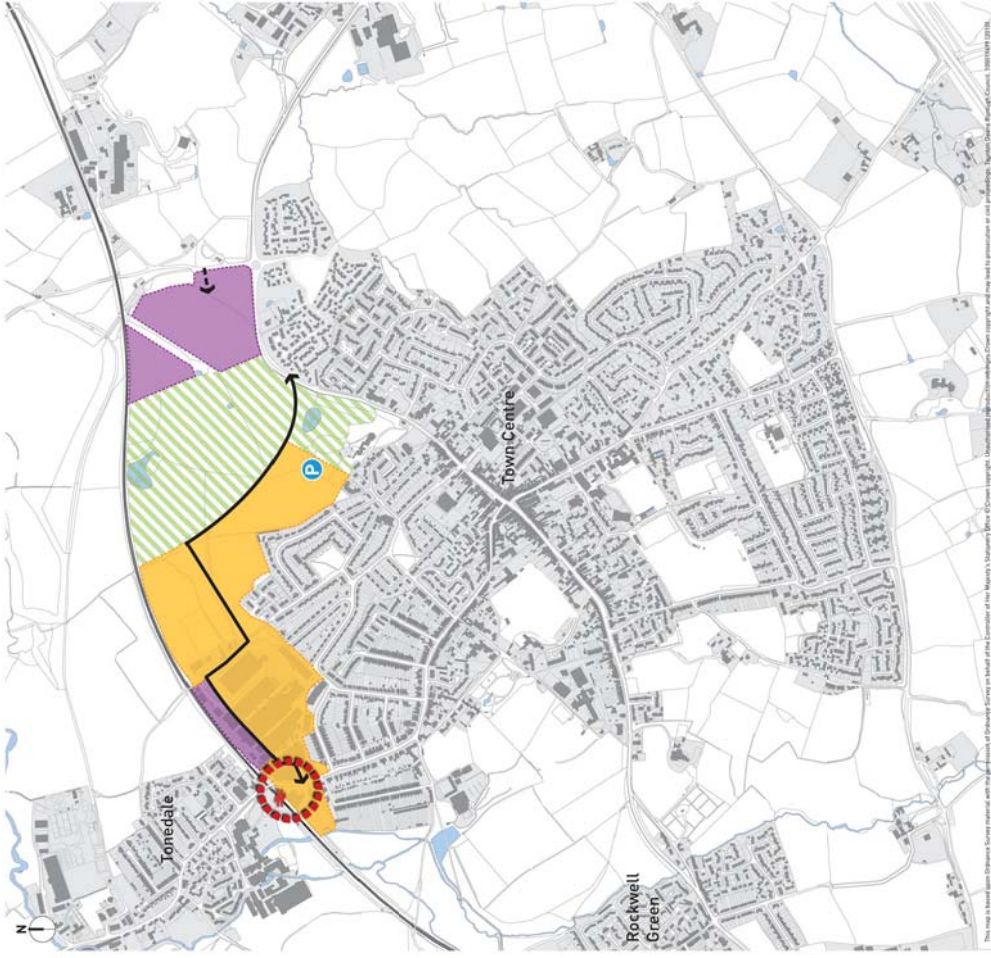
Implementation and Monitoring

Table 5.3

Targets	Monitoring indicators
Land uses	
Deliver 250 new homes by 2016 Deliver 250 new homes between 2016 and 2021	The number of new homes delivered in Longforth

Strategic Sites and Broad Locations 5

Deliver 400 new homes between 2022 and 2028	
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.
Open space	
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
Movement	
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



CONCEPT PLAN

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



SITE BOUNDARY PLAN

- Development area

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 average of 40 dwellings per hectare;
- 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.

The development form and layout for Cades 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;

5 Strategic Sites and Broad Locations

- 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 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

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. It will primarily deliver against Objective Four on providing a sufficient supply of high quality housing and Objective Seven on ensuring sustainable communities are delivered through the timely provision of physical, social and green infrastructure. It also makes a minor contribution the other objectives.

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.

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.

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.

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.

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, and that future infrastructure is planned ahead and can be appropriately delivered.

Strategic Sites and Broad Locations 5

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.

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 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.

Implementation and Monitoring

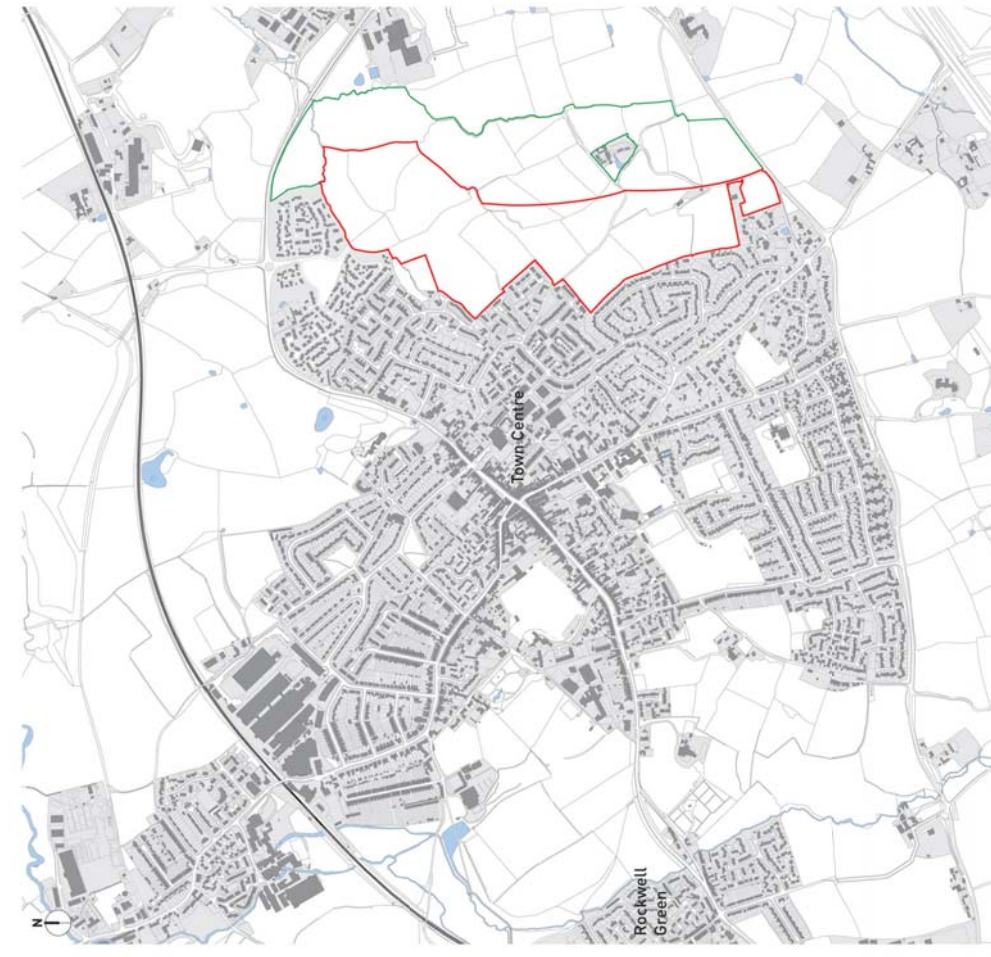
Table 5.4

Targets	Monitoring indicators
Land uses	
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
Open space	
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
Movement	
Encourage walking and cycling as an alternative to the private car	% of trips made on foot and by bicycle Length of designated cycle routes



CONCEPT PLAN

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



SITE BOUNDARY PLAN

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

Strategic Sites and Broad Locations 5

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

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.

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.

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 WestPark 26.

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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 development after 2016 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

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.

A structural landscaping belt 20 metres wide is proposed along the outer edges of the development areas and the existing 132kv overhead lines proposed to be diverted. 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.

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.

For these reasons co-ordinated 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 2016 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 when the Core Strategy is reviewed. 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.

Strategic Sites and Broad Locations 5

5.7 Broad Location- Comeytrowe

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 2016 for between 1,000 and 2,000 dwellings up to 2028. A masterplan will be prepared to identify the full long term potential for 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

The Taunton Urban Extension Study (2004) identified Comeytrowe 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.

These infrastructure problems highlight why Monkton Heathfield is the first choice for a strategic urban extension and Comeytrowe is second. Whereas Monkton Heathfield is within the existing public transport corridor between Taunton and Bridgwater, Comeytrowe 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 has very poor road links and therefore is less likely to attract employment development. Monkton Heathfield is relatively close to the Ham Sewage Treatment Works, but Comeytrowe requires a new trunk sewer around the town to Ham STW and considerable reinforcement will also be required to the water supply and distribution system. 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.

These complex and costly infrastructure elements that 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

5 Strategic Sites and Broad Locations

sustainable new community after 2016. 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.

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 2016 for between 1,000 and 2,000 dwellings up to 2028, depending on detailed masterplanning and phasing requirements. The masterplan will accompany the allocation of a strategic site at Comeytrowe/Trull in the review of the Core Strategy. The potential scale of development is such that it may take between 15 and 20 years to complete the sustainable new community.

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.

Strategic Sites and Broad Locations 5

5.8 Broad Location- Employment

Policy SS 8

TAUNTON - BROAD LOCATION FOR STRATEGIC EMPLOYMENT

Over the period towards a Plan review in 2016 the Borough Council will work positively with the Business Community and other stakeholders to establish an evidenced need for an additional strategic employment site to meet Taunton's future medium to longer term growth requirements. If a need is proven, any such site must be:

- 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;
- 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;
- e. capable of delivery within agreed timescales.

Justification

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

The evidence base considers growth in Class B employment activity will not be significant. However, this Council recognises that the global and local economies are undergoing challenging times and precise levels of economic growth are hard to predict with any certainty too far into the future. The Borough Councils Task and Finish Group into employment provision (2009) recommended further work towards identifying the location for an additional strategic employment site for Business use (Classes B1,b,c, B2 and B8 activity).

Such a site would need to be large enough to secure strong inward investment and promote opportunities to diversify and raise the skills profile of the local economy, be well located to the trunk route network and complement rather than compete with town centre office locations (Class B1a activity). A number of sites have been proposed for investigation including land around Monkton Heathfield, Junction 25 of the M5 and Comeytrowe.

Over the period to the Core Strategy's planned review in 2016 the Borough Council will therefore work with the business community and other relevant stakeholders including the Highways Agency in reviewing medium to long term economic growth projections, positively assessing the case for deliverable, additional employment land release and suitable locations post 2016.

Development Management Policies 6

Development Management Policies 6

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 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 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 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 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

6 Development Management Policies

Justification

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 Allocation and Development Management DPD.

In line with PPS3, policy DM1 requires priority to be given to 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.

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.

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.

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.

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.

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.

Development Management Policies 6

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 and related
 - a. new storage buildings commensurate with the role and function of the agricultural unit;

Development Management Policies 6

- 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.

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.

Subject to the above criteria all must:

6 Development Management Policies

- 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;
- 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;
- not involve the creation of a residential curtilage which would harm the rural character of the area.

Justification

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.

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.

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.

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.

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.

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.

Development Management Policies 6

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.

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 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.

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.

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.

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.

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.

6 Development Management Policies

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 (and in particular land associated with strategic urban extensions). 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 they are members of the gypsy or travelling communities including information about their past travel and its link to work patterns. Similarly, any relevant information relating to personal circumstances including any special or specific educational or medical needs should be submitted alongside the planning application.

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 Environment Policy.
- 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.

Development Management Policies 6

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.

Justification

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.

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.

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
- Design briefs for sites and design policies in the Site Allocations and Development Management DPD, including Building for Life and Lifetime Homes criteria.

Justification

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;

Development Management Policies 6

- 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.

In line with PPS1, 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.

Major developments (such as urban extensions) 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, this would normally be at least 40-50 dph, especially given the SHMA evidence that over 50% of future housing demand is for 1- or 2-bed accommodation. In accessible locations, such as Taunton and Wellington town centres, and in the urban extensions, higher densities should be aimed for.

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.

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.

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.

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.

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 Development Management Policies

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.

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.

Development Management Policies 6

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 CO₂ 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 and both during and after development;
- c. for new-build, meet the following minimum standards as set out below:

Table 6.1

Year	Code level	Domestic Buildings		Code level	Non Domestic Buildings (projected)	
		CO ₂ reduction (regulated)	CO ₂ reduction (total estimated)		CO ₂ reduction (regulated)	CO ₂ 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 CO₂ emission reductions at least one code level higher than those set out in national standards;

6 Development Management Policies

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;

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 CO₂ 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 CO₂ emissions is of the order of 60%. The overall reduction in CO₂ emissions required, expressed as a percentage of a dwelling's total emissions is therefore around 15%.

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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.

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.

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.

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 buildings 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'.

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.

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

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 habitats protection and mitigation including bat consultation zones are covered under the Environment Policy CP8.

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.

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.

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.

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.

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

Development Management Policies 6

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.

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 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 WC's, taps and showers should therefore be incorporated as the norm.

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.

Delivery 7

Delivery 7

DELIVERY

The Core Strategy adopts an overall approach that is robust and flexible. The assumed annual increase in GDP 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 Comeytrove which are identified as 'broad locations'.

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.

The main policies and proposals in the Core Strategy are set out below with an indication of how they will be delivered, when, by whom and with what resources.

Core Policy CP1: Climate Change

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

Delivery Mechanisms: Development Management process including submission of supporting documentation such as Energy Feasibility Study, Carbon Management Infrastructure Fund (Allowable Solutions) and proposed Sustainable Builds SPD, (see Policy DM6) and related Government policy advice.

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

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'.

Core Policy CP2: Economy

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

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

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

7 Delivery

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

Core Policy CP3: Role of Town and other Centres

Lead Delivery Body: Taunton Deane Borough Council as Local Planning Authority and landowner, together with Project Taunton and the Councils Strategy Team in cooperation with developers.

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.

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

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.

Core Policy CP4: Housing

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.

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).

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

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 2014.

Core Policy CP5: Inclusive Communities

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.

Specific Schemes: Sports Hub at Monkton Heathfield; Green Wedge extensions at Nerrols/Priorswood and Wellington; Formal Park at Monkton Heathfield; Community hall south side of Wellington and at Monkton Heathfield; Allotments at Wellington and Monkton

Delivery 7

Heathfield; Swimming Pool at Taunton; 2 primary schools at Monkton Heathfield; 2 primary schools at Wellington; 1 primary school at Nerrols; expansion of secondary schools at Monkton Heathfield and Wellington; cricket pitch at Wellington, Playing pitches at Wellington, Monkton Heathfield and Nerrols; Children's Play facilities on all development sites; Sheltered Residential Accommodation at all strategic urban extension sites; Gypsy & Traveller pitches at all strategic urban extension sites; Local Centres at Wellington and Nerrols; district Centre and Local Centres at Monkton Heathfield.

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.

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.

Key Delivery Dates: Affordable Housing SPD to commence 2012; CIL to be in place by 2014; 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.

Core Policy CP6: Accessibility

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.

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

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.

Key Delivery Dates: Initial five-year programme of schemes in the IDP to be delivered by 2016; CIL to be in place by 2014.

Core Policy CP7: Infrastructure

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

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

7 Delivery

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

Key Delivery Dates: Initial five-year programme of schemes identified in the IDP to be delivered by 2016; CIL to be in place by 2014.

Core Policy CP8: Environment

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.

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

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

Key Delivery Dates: Initial five-year programme of schemes identified in the IDP to be delivered by 2016; CIL to be in place by 2014.

Strategic Site SS1: Monkton Heathfield

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.

Specific Schemes: A3259 Bus Rapid Transit; Creech Castle junction; comprehensive cycle network; A38 and A3259 traffic management and redesign; 3 primary schools; 1 secondary schools; district centre and community facilities; 11.5 ha employment land; Energy Centre; compensatory off-site habitats; open space in accordance with TDBC Green Space Strategy; strategic SUDS infrastructure.

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

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.

Key Delivery Dates: Commencement of Phase 1 of Local Plan allocation 2011; Urban Extensions SPD to be adopted 2012; CIL to be in place by 2014; initial five-year programme of schemes identified in the IDP to be delivered by 2016; Core Strategy review 2016.

Strategic Site SS2: Priorswood/Nerrols

Delivery 7

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.

Specific Schemes: A3259 Bus Rapid Transit; new highway link between Bossington Drive and Lyngford Lane; comprehensive cycle network; mixed-use local centre and community facilities; 1.0 ha employment land; 1 new primary school; Energy Centre; woodland buffer planting; compensatory off-site habitats; country park between Priorswood and Monkton Heathfield; open space in accordance with TDBC Green Space Strategy; strategic SUDS infrastructure.

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

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.

Key Delivery Dates: Urban Extensions SPD to be adopted 2012; initial five-year programme of schemes identified in the IDP to be completed by 2016.

Strategic Site SS3: Wellington Longforth

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

Specific Schemes: New local centre with community facilities; 1 primary school; 11.0 ha of employment land for relocation of existing major employers; new railway station; Northern Relief Road; local bus loop; green wedge between residential and employment areas.

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.

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.

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 2014; 1 new primary school by 2021; mixed-use local centre by 2028.

Strategic Site SS4: Wellington Cades / Jurston

7 Delivery

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

Specific Schemes: New local centre with community facilities; 1 primary school; new north-south link road between Taunton Road and the A38; local bus loop; green wedge to the east of the new residential area.

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

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.

Key Delivery Dates: Initial five-year programme of schemes identified in the IDP to be completed by 2016; CIL to be in place by 2014; 1 new primary school by 2021; mixed-use local centre by 2021.

Strategic Site SS5: Wellington Strategic Employment Site

Lead Delivery Body: Inward investor.

Specific Schemes: None identified.

Delivery Mechanisms: Private sector investment.

Funding Mechanisms: Private sector investment.

Key Delivery Dates: None identified.

Broad Location SS6: Staplegrove

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

Specific Schemes: New link road from the A358/Staplegrove Road to Kingston Road; traffic calming and enhancement scheme for Manor Road and Corkscrew Lane; diversion of 132kV overhead lines; new local centre with community facilities; 1 new primary school; new green wedge along Mill Lease Stream; compensatory off-site habitats.

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

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.

Delivery 7

Key Delivery Dates: None identified.

Broad Location SS7: Comeytrowe / Trull

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

Specific Schemes: New trunk sewer to Ham STW; water supply and distribution improvements; new strategic road links; new public transport links via Musgrove Park Hospital and Somerset College; green wedge along Galmington Stream.

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

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.

Key Delivery Dates: None identified.

Broad Location SS8: Taunton Strategic Employment Opportunity

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

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

Funding Mechanism: Not required at this stage.

Key Delivery Dates: Commence work on evidence base following 2012 Core Strategy adoption with a delivery date for work to inform Core Strategy review in 2016.

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Appendices

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(l) 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

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H6	Town Centre Housing	Policy expired by SofS Direction November 2007
H7	Conversion of rural buildings	Replaced by Core Strategy policy DM2 (Rural development)
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

Appendix 1 Status of Local Plan Policies

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
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

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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
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.

Appendix 1 Status of Local Plan Policies

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
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

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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
EN2	SSSI's	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)
EN5	Protected species	Policy expired by SofS Direction November 2007
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

Appendix 1 Status of Local Plan Policies

EN9	Tree Planting	Policy expired by SofS Direction November 2007
EN10	AONB's	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
EN17	Changes to Listed Buildings	Policy expired by SofS Direction November 2007
EN18	Demolition of listed buildings	Policy expired by SofS Direction November 2007
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)
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

Status of Local Plan Policies Appendix 1

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
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 DM6 (Sustainable Design)
EN34	External lighting	Replaced by Core Strategy policy DM6 (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
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

Appendix 1 Status of Local Plan Policies

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
T21	Secondary shopping areas	Retain. To be reviewed in future Development Management DPD.

Status of Local Plan Policies Appendix 1

		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, SilkMillsBridge	No longer relevant. Allocations developed
T33	Taunton's skyline	Retain. To be reviewed in future Development Management DPD

Appendix 1 Status of Local Plan Policies

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
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	ChelstonBusinessPark	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

Status of Local Plan Policies Appendix 1

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
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

Appendix 1 Status of Local Plan Policies

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
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 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.

Evidence Base Appendix 2

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

HOUSING

HousingLand Availability Report (TDBC), March 2010

Appendix 2 Evidence Base

Strategic Housing Land 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

Taunton Deane Green Infrastructure Strategy (LUC) August 2009

Taunton Deane Biodiversity Action Plan 2008-2018 (TDBC) 2008

Evidence Base Appendix 2

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

Equalities Impact Assessment (TDBC) 2011

Taunton Deane Local Development Scheme (TDBC) 2011

Papers to LDF Steering Group 2008-2011

Impact Assessment form and action table

This impact assessment for:	Policies Reg 27 Core Strategy Development Plan Document
Section One – Aims and objectives of the policy /service	
<p>Managing and delivering growth in a sustainable way, securing the better life and future for its communities. Delivered through a suite of targeted policies and infrastructure delivery plan.</p> <p>Economic diversification, primarily in private, agricultural, green and knowledge sectors will secure a wider range of higher paid employment for residents. Employment led growth will facilitate improvements in housing choice for residents; increase self-containment and provide essential infrastructure and community facilities. It will enable 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.</p>	
Section two – Groups that the policy or service is targeted at	
<p>Targeted at those who live, work, study and visit the Borough as well as those investing in the area such as developers, businesses, voluntary sector, public authorities and organisations.</p>	
Section three – Groups that the policy or service is delivered by	
<p>The policy is delivered by a broad spectrum of organisations and sectors through both individual and partnership working. These include, inter alia: TDBC departments – including but not exclusively; Strategy, Development Management, Housing, Community Development, Economic Development - Public Sector – such as; Somerset County Council, Somerset Primary Care Trust, Taunton Deane Partnership, Planning Inspectorate, Highways Agency, Natural England - Voluntary Groups, Charities, Private Sector – including inter alia; Developers, Investors, Business.</p>	
Section four – Evidence and Data used for assessment	
<p>A Development Plan Document must demonstrate it is based on a sound evidence</p>	

base. This evidence base has been collected and developed since 2006 and includes, inter alia: Spatial Portrait, Annual Monitoring Report which includes specific equality data such as age, race and gender, Sustainable Community Strategy evidence base which included equality data, Individual Evidence Base Documents such as Gypsy & Traveller Accommodation Assessment and Strategic Housing Market Assessment, Previous Engagement and Consultation which identifies specific equalities,

Nearly 20% of the population is aged 65+ (75+ making up just over 10% of population) and this is predicted to rise during the life of the Core Strategy. Approximately 46% of the population are 30-64 years of age. 15-29 year olds make up nearly 17% of the population with the 0 -14 year olds making just over 17% (ONS Mid Year Estimate Annual 2009 to nearest '00).

6.3% of the population are from a minority ethnic group (not classified as white British) which is below the national average of 16.4% (ONS population estimates mid 2007 - revised April 2009).

There are no statistics for the number of disabled people in the Borough but the ONS data suggests that there are just over 17% of the population with a limiting long-term illness (ONS 2001 Census).

The gross average weekly earnings are 7% lower than the national average (Annual Survey of Hours and Earnings Workplace Analysis 2009). There is a need to diversify the economy away from Low Waged/Low Skilled and Public Sector jobs upon which it is highly dependant.

Data on equalities collected by TDBC, its stakeholders and partner organisations will also be used to identify inequalities or issues. We have also looked at other Authorities EIA's to understand how they have identified and addressed Equality.

Section Five - Conclusions drawn about the impact of service/policy/function on different groups highlighting negative impact or unequal outcomes

General Comments, for specific policy items see separate section.

Religion/Belief – there has never been a policy which addresses the need for places of worship, the Core Strategy includes reference to provision within District and Local Centres as part of wider community facility provision.

Disability - Lack of policy in strategy which covers universal physical accessibility – layouts of public spaces, public buildings, housing, development layout. Mitigation – policy statement covering all elements of universal access (equal access for all to housing, services, facilities, etc), reference in development management policy, and relevant topic chapters i.e. housing. If there is no universal access the disabled

members of the population will be disadvantaged by not having the same access to housing, services, etc as bloodied citizens.

Race – have included policies for one specific area of inequality we are aware of, that of Gypsy & Traveller accommodation.

Age – provision is made for elderly members of the population, i.e. Sheltered Housing, and there is reference in Policy to measures such as Building for Life and Adaptable Homes. Sustainable development with good access to services and facilities including public transport will also benefit this section of the population. The Core Strategy seeks education provision, ensuring the young in society have access to schools. The document mentions green space and recreation which benefits all in society but particularly benefits the young and reduces health inequalities.

Gender – no specific policy or mention in the text because no general inequalities were identified or known about.

Sexual orientation - no specific policy or mention in the text because no general inequalities were identified or known about.

Gender reassignment - no specific policy or mention in the text because no general inequalities were identified or known about.

Pregnancy and maternity - no specific policy or mention in the text because no general inequalities were identified or known about.

Section six – Examples of best practise

Housing standards on physical accessibility, changing needs, CABA documents – such as Building for Life, Homes for our old age: independent living, Character and Identity: townscape and heritage, Community Green: using local spaces to tackle inequality, Planning for Places: Delivering Good Design through Core Strategies Creating Excellence - Planning Officers Society,

Appendix – Assessment of individual policies

CP1: Climate Change – Positives: age, puts communities first, reducing flood risk which is beneficial to people who are less mobile (vulnerable people) ,fuel poverty, security

CP2: Economy – Positive: variety of employment (such as post-graduate, higher skilled, part-time which will help maternity issues, young workers, raise skill and wage levels), protecting against loss of existing employment sites (protecting local people

and jobs). Negative impact: wouldn't refuse an application if choose not the employ local people, mitigate with Economic Development Strategy/Actions,

CP3: Towns and other Centres – Positive: supports wide range of employment opportunities in established district, local and rural centres improving better access to services and employment opportunities, prevents the loss of rural services, benefits disadvantaged (elderly, low income, rural) by improving better access to town centre

CP4: Housing – Positive: promotes appropriate mix of housing market and affordable, positive impact in relation to Gypsies and Travellers based on evidence in GTAA. Negative: policy not detailed enough to cover vulnerable group's accessibility to housing and prevents poor areas being developed. Need to mitigate that by producing affordable housing S.P.D. Policy not detailed enough to protect vulnerable groups accessing housing (affordable). Out side our control is Developers providing physically accessible homes and facilities.

CP5: Inclusive Communities – Negative impact as does not mention some protected characteristics: religion/beliefs. Look at amending Policy.

CP6 Transport and Accessibility – Positive: PPG13 has influenced the wording and SCC Transport Plan addresses equality, includes measurements which improve access to schools/hospitals/shops by other than the private car, fundamental part of the policy focuses on placing development in the most sustainable places. Negative issue: lack of control that Taunton Deane has with regards to infrastructure projects, funding could be an issue in providing accessible transport, have to work with other partners which do not always agree on same agenda,, prices and charges for parking may have a negative impact on disabled people/older people, public transport: potential negative impact: lack of disabled accessible buses, lack of control, times and services are not as good in the rural services and which may have negative implications for people living in the rural areas including young people to access certain services, costs in public transport is higher in the rural areas. Mitigation: through S.P.D and development management policies.

Positives: encouraging different choices of travel such as cycling/walking access which has a positive health impacts and also improves accessibility with those with lower wages etc/cheaper than car travel.

CP7: Infrastructure – Positive: production of an Infrastructure Delivery Plan will plan provision of strategic infrastructure such as Flood Mitigation; which will benefit those in Flood Risk Areas, Green Infrastructure; providing walking and recreation improving health inequalities.

CP8: Environment – Positives: good accessibility to green infrastructure, reducing flood risk. Negative: if this policy over rides community needs, listed buildings not Disability Discrimination Act compliant, Gypsy and Traveller site on green wedge.

SP1: Sustainable Development Locations: Looking for sustainable balanced communities, delivering new services and infrastructure which will benefit all groups, mention affordable housing in relation to Taunton after 16,000 new homes. (see note on a affordable housing in relation to rural areas. Neutral/strategic policy which will not have any negative impact on any equality characteristics. Providing accessible facilities will help older generations, community facilities which may include churches will address religion/belief. Key words accessibility and sustainability which will address age and religion and belief.

SP2: Spatial Policy for Taunton: The provision of green infrastructure may encourage healthy lifestyles and benefit all groups and age /see SP1, community facilities, sustainable access, sustainable transport choices will benefit age and disability, positive benefits on religion and beliefs when allocating community facilities.

SP3: See comments above.

SP4: See comments regarding SP2

SS1 Monkton Heathfield: See above. Energy efficiency: fuel poverty will benefit the older people, policy allocation is too small area for community facilities, mitigation includes re-drafting to include larger area based on info from IDP (Lin Cousins)

Mitigation to include 2 ha for community (hub) of facilities, multifunctional community facilities and include sheltered housing in text, amend the supporting text as well, it's our intention to but we haven't specifically mentioned this in the text,

SS2 Priorswood/Nerrols: No community facilities in the mixed-use local centre, the amount for faith facilities was half a hectare for 3000 dwellings according to Cambridge study, mitigation: add a reference to floor area for community facilities, same things apply to age and disability as with the other spatial policies, and faith facilities, new homes to be built with energy efficiency.

SS3 Longforth: Age and disability in relation to community facilities, need to make provision for sheltered housing and mention places of worship which covers age, religion/faith, (viability issues with regards to places of worship)

SS4 Cades/Jurston: Mention places of worship, re-opened railway station will benefit age, disability,

SS5 and SS8 no detail therefore can't comment

DM1 General Requirements: positives - general amenity issues, any benefit applies to all society,

DM2 Development in the Countryside: negatives - sustainable access in relation to

holiday and tourism provision.

DM3 Gypsy and Traveller Site Selection Criteria applies to race and has a positive impact on race, also benefit age and disability, sites need to be close to services, linked to families, access to medical provision, schools, etc

DM4 and DM5 Design (this has been merged into one policy: age and disability are the key ones in relation to this policy, (building for life)

DM6 (now DM5) Use of Resources and Sustainable Design - The policy benefits the elderly in relation to fuel poverty.

Signed: Person/Manager completed by		Signed: Group Manager/Director	
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Impact Assessment Issues and Actions table

Service area				Date		
Identified issue drawn from your conclusions	Groups affected	Actions needed – how will your service or policy be amended	Who is responsible	By when	Is a monitoring system required	Expected outcomes from carrying out actions
Knowing our Communities, engagement and satisfaction						
Responsive services and customer care						
Place shaping, leadership and partnerships						
Lack of policy which covers universal physical accessibility	Disabled	Mitigation – policy statement covering all elements of universal access (equal access for all to housing, services, facilities, etc), reference in development management policy, and relevant topic chapters i.e. housing.		Published Plan		
CP2: Economy Negative impact: wouldn't refuse an application if choose not the employ local people,		Mitigate with Economic Development Strategy/Actions.		In review of Economic Development Strategy/Actions		
CP4: Housing Negative: policy not detailed enough to cover vulnerable group's	All	Need to mitigate by producing affordable housing S.P.D. Outside our control		Post Published Plan		

accessibility to housing.		is Developers providing physically accessible homes and facilities.				
CP5: Inclusive Communities – Negative impact as does not mention some protected characteristics: religion/beliefs.	All	Amend policy to include protected characteristics.		Published Plan		
CP6 Transport and Accessibility –Negative issue: lack of control with regards to infrastructure projects, funding could be an issue in providing accessible transport. Potential negative impact: lack of disabled accessible buses, lack of control, times and services are not as good in the rural services and which may have negative implications for people living in the rural areas including young people to access certain services, costs in public transport is higher in the rural areas.	Disabled, Elderly, Young	Have to work with other partners with differing agendas to deliver infrastructure and services. Mitigation: through S.P.D and development management policies		Post Published Plan		
CP8: Environment – Negative: if this policy overrides community needs, listed buildings not DDA compliant,	All	Being aware of the potential issues and make decisions transparent with clear justification				

Gypsy and Traveller site on green wedge.						
SS1 Monkton Heathfield: Have not spelt out mitigation or requirements for community, also land for community facilities and energy generation is too small	All	Mitigation: to include re-draft Policy to include 2 ha for community (hub) of facilities including energy generation. sheltered housing in text, amend the supporting text.		Published Plan		
SS2 Priorswood/Nerrols: No community facilities in the mixed-use local centre, the amount for faith facilities was half a hectare for 3000 dwellings according to Cambridge study,	All	Mitigation: add a reference to floor area for community facilities, new homes to be built with energy efficiency.				
SS3 Longforth: missing provision for sheltered housing and mention places of worship	Age, Disability , religion/ faith	Mitigation: amend policy to include these references				
SS4 Cades/Jurston: missing mention of places of worship	Religion/ faith	Mitigation: amend policy to include reference				
DM2 Development in the Countryside: negatives - sustainable access in relation to holiday and tourism provision.	All	Being aware of the potential issues and make decisions transparent with clear justification				

A modern and diverse workforce

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