



Land South of Manor Farm Langaller

DESIGN GUIDANCE
and
MASTERPLAN FRAMEWORK

Part 2:

Context Appraisal, Concept and Masterplan

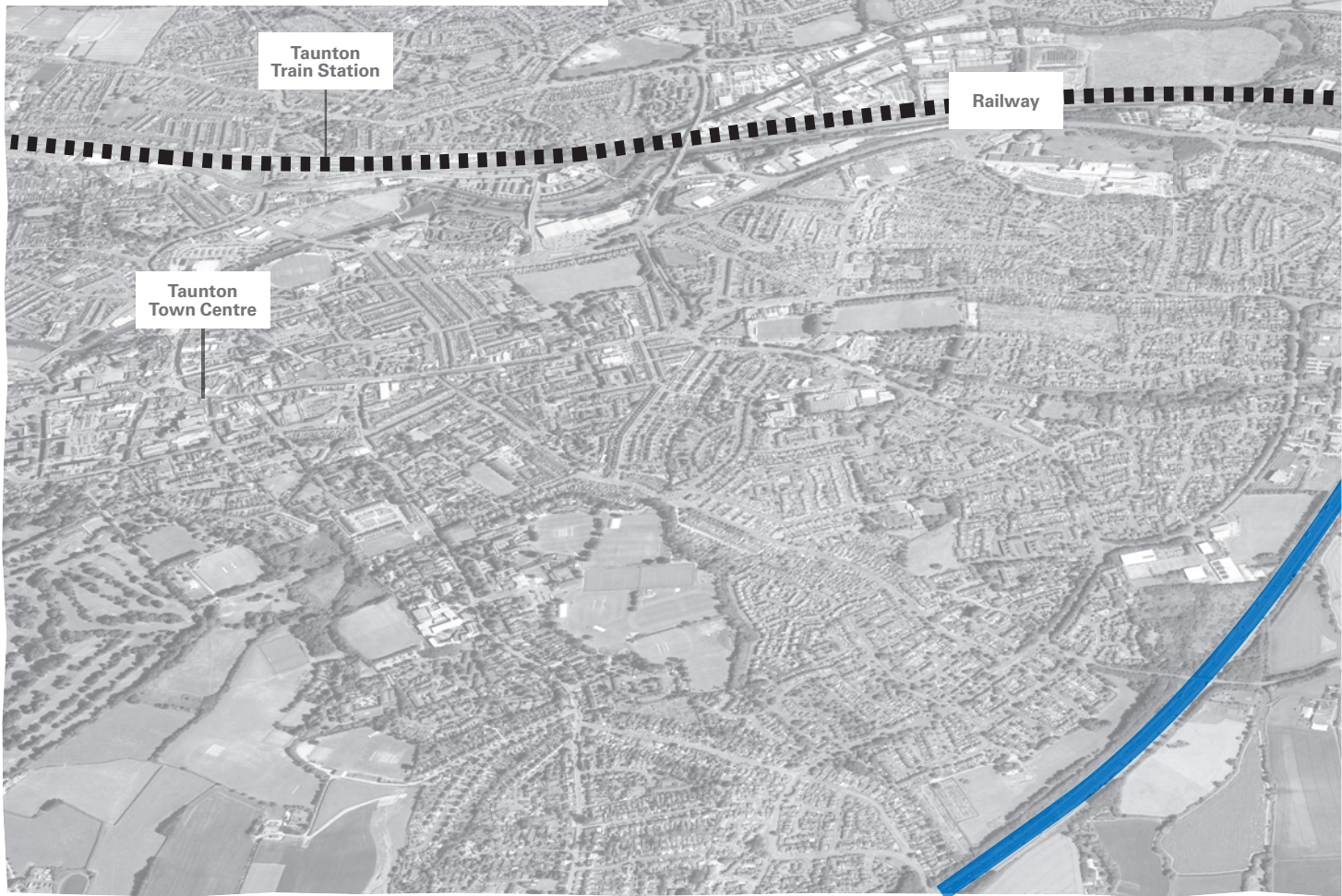
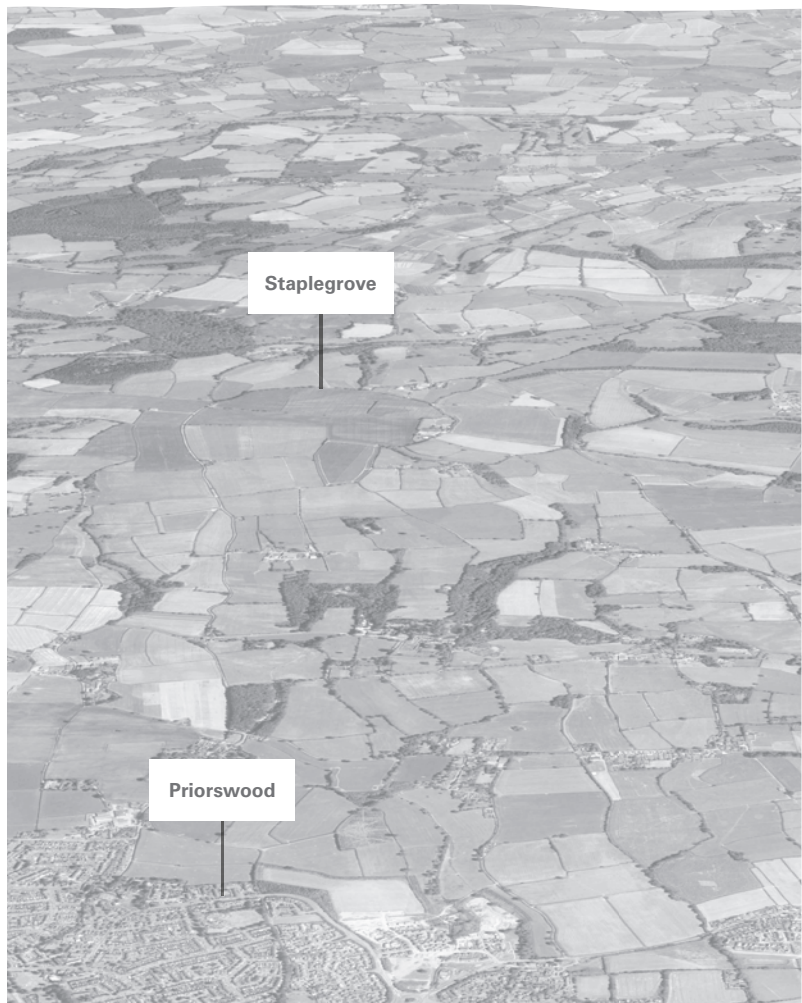
DRAFT

December 2019

DRAFT

Contents

1.0 Introduction	4
2.0 Context Appraisal	5
3.0 Site Appraisal	18
4.0 Constraints & Opportunities	20
5.0 Landscape and Visual Impact	22
6.0 Concept Masterplan	24
7.0 Proposed Illustrative Masterplan	26
8.0 Density and Scale	28
9.0 Landscape Strategy	29
10.0 Sustainable Transport Modes	32
11.0 Road Hierarchy and Connectivity	34



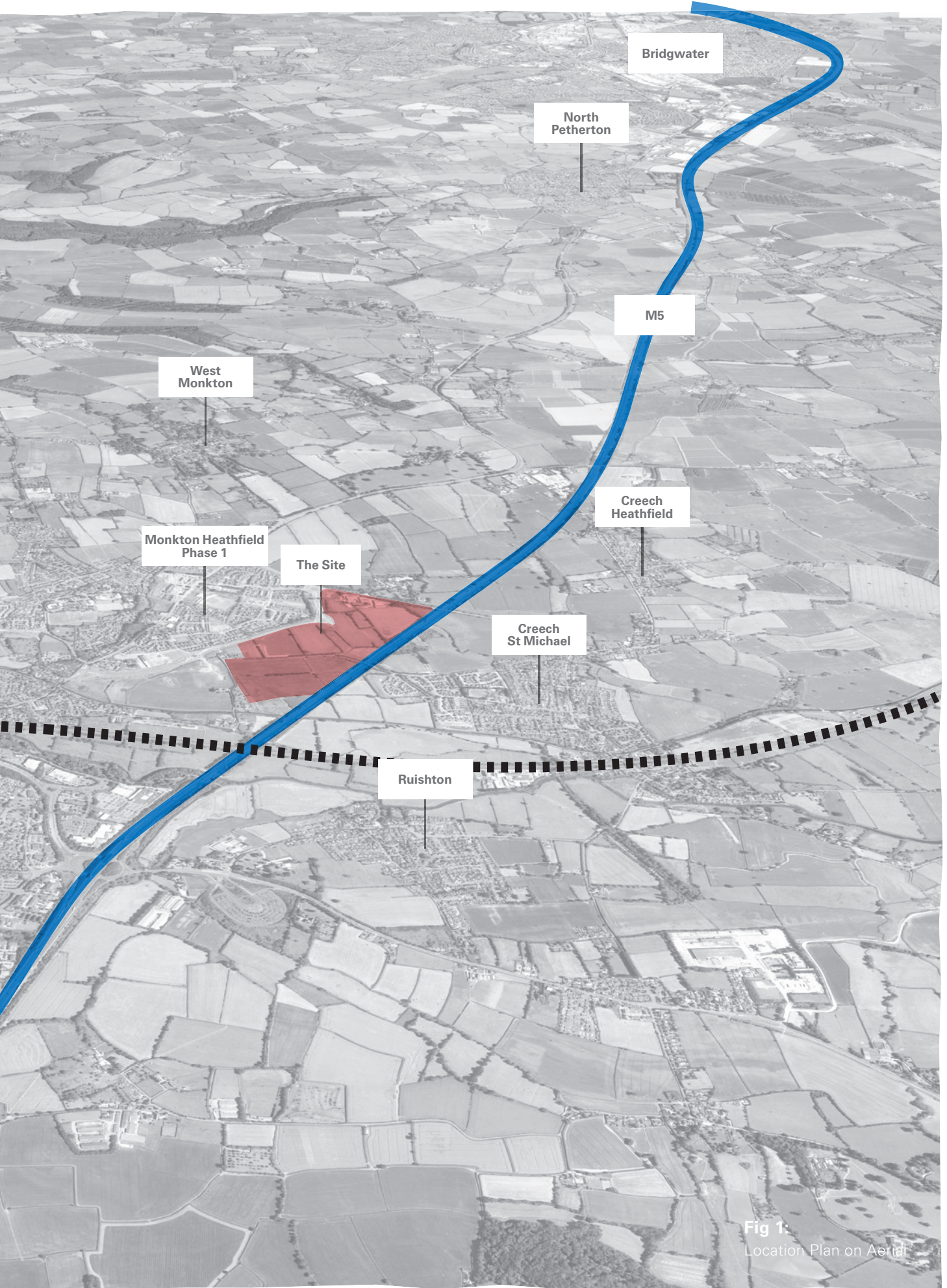


Fig 1:
Location Plan on Aerial

1.0 Introduction

1.1 The Taunton Garden Town Design Charter and Checklist requires developers to frame any proposals around a contextual appraisal of the wider setting of any particular site as outlined in the Charter. Part of this process will be to appraise existing and adjacent townscape; including urban grain, building scale, building heights, spaces and places, built form, typologies etc.

1.2 The following examples of the built form and landscape context are found in settlements close to the site and the wider context of Taunton. These examples have been chosen to illustrate a cross section of settlement types some of which focus on better quality townscape.

1.3 A short analysis of each is presented in a form which relates to the toolkit approach for key spaces presented later in the document.

1.4 The examples are by no means exhaustive. Further contextual analysis should be undertaken in order to inform any design proposals that are put forward.

1.5 Taunton as a county market town has an interesting and valuable townscape and character which should be protected. Many smaller settlements close to the town also exhibit interesting townscape characteristics albeit the predominant architecture is more vernacular in its nature.

1.6 There are some modern interventions within these settlements that have to varying degrees been successful in marrying traditional design approaches with modern highways requirements. There are also recent and proposed strategic developments within the town, some of which employ a more modern architectural language.

2.0 Context Appraisal

2.1 The Taunton Garden Town Design Charter and Checklist requires developers to frame any proposals around a contextual appraisal of the wider setting of any particular site as outlined in the Charter. Part of this process will be to appraise existing and adjacent townscape; including urban grain, building scale, building heights, spaces and places, built form, typologies etc.

2.2 The following examples of the built form and landscape context are found in settlements close to the site and the wider context of Taunton. These examples have been chosen to illustrate a cross section of settlement types some of which focus on better quality townscape.

2.3 A short analysis of each is presented in a form which relates to the toolkit approach for key spaces presented later in the document.

2.4 The examples are by no means exhaustive. Further contextual analysis should be undertaken in order to inform any design proposals that are put forward.

2.5 Taunton as a county market town has an interesting and valuable townscape and character which should be protected. Many smaller settlements close to the town also exhibit interesting townscape characteristics albeit the predominant architecture is more vernacular in its nature.

2.6 There are some modern interventions within these settlements that have to varying degrees been successful in marrying traditional design approaches with modern highways requirements. There are also recent and proposed strategic developments within the town, some of which employ a more modern architectural language.

- | | |
|--------------------------------------|---------------------------------------|
| 1 Staplegrove Road, Taunton | 4 Maunsel Road, North Newton |
| 2 St Michael Road, Creech St Michael | 5 Dene Road, Cotford St Luke |
| 3 Queen Square, North Curry | 6 Monkton Heathfield Phase 1, Taunton |

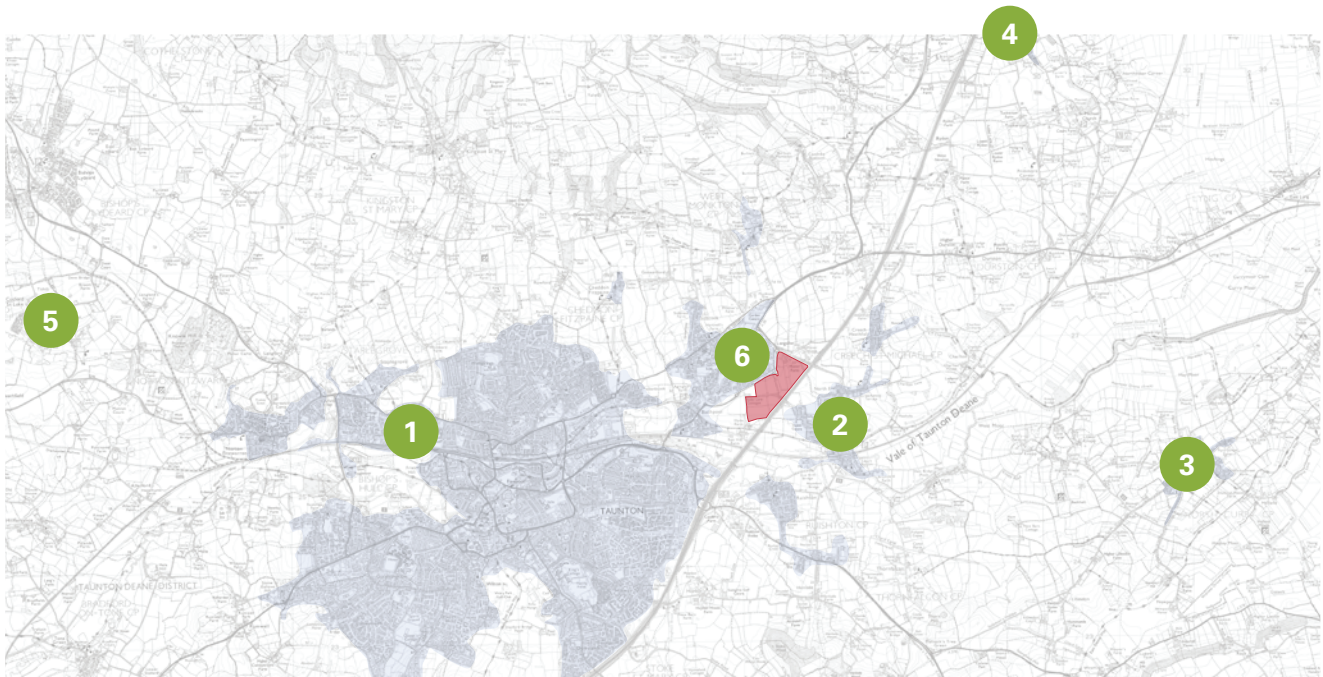


Fig 2:
Local Character Analysis Areas

2.1 Staplegrove Road, Taunton



1. Gently curving road within the north-west sector of the town that terminates in the town centre
2. Looser urban grain of detached and semi-detached houses set back from the road to the west
3. Tighter more urban grain nearer to the town centre including curving Edwardian terraces and straight Regency terraces set behind formal front gardens
4. On-plot or on-street parking with some courtyards



DRAFT

Toolkit

Public Realm

- Public footpath both sides of the road with some limited areas of verge separating road and footpath
- Much evidence of greenery in the form of mature trees within deep front gardens and hedges marking plot boundaries (although these are interspersed with other boundary treatments such as low brick walls with some fences)
- Some areas with larger groups of mature trees and grassed areas on the corner of road intersections
- Footways connecting to footpaths on secondary streets and also to narrow lanes to rear parking areas

Urban Form

- A medium to high density form consisting principally of semi-detached houses and clusters of terraces addressing the street
- Where terraces with small front gardens dominate, the urban grain is generally quite tight providing good definition to the street
- Small pockets of Edwardian villas set back from the road behind gardens or boundary trees and vegetation create an elegant character to parts of the street
- Area of semi-detached houses with larger front gardens provide a looser grain but still with a degree of formality through repetition of forms
- Area of low rise modern infill are looser still and frontages are more hidden behind walls and hedges
- High levels of surveillance due to orientation of dwellings and close proximity to the street
- Built form is predominantly two storey although some period townhouses are three storey, small pockets of post-war low rise in the form of bungalows are also evident

Detail and Material

- Combinations of red and buff brick with stone and brick dentil detail on period properties (with some render)
- Localised Regency terraces faced with white render. Render is also in evidence on many post war houses and bungalows
- High proportion of single and double height bay windows to period properties
- Most period properties have back to front gable roofs although period villas have hipped roofs of varying heights, gables facing the street are not common
- Chimneys centred on roof gables are a common feature
- Low fully hipped roofs are more common on modern properties
- Low brick walls or wall and hedge combinations are common front garden boundaries to period houses and terraces
- Natural stone walls are common for both front and rear gardens to period properties and modern houses alike, however fences are not a common feature

Parking

- Generally, on-street parking for terraced properties with some on-plot parking off lanes or within courtyards
- On plot parking for more modern properties

2.2 St Michael Road, Creech St Michael



1. Gently curving road through the village centre
2. Loose grain of mainly semi-detached houses and terraces clustered around the street backing onto lanes to the rear
3. Much separation of buildings with garden and courtyard areas
4. On-plot or within courtyards



DRAFT

Toolkit

Public Realm

- Footway both sides of the road although this is quite narrow in places
- Much evidence of greenery in the form of small trees within small to medium front gardens and hedges marking plot boundaries (although these are interspersed with low stone walls)
- Some tree and shrub planting within verge on the corner of road intersections
- Footways connecting to footpaths on secondary streets and also to narrow lanes to rear of parking areas

Urban Form

- A low to medium density form consisting principally of semi-detached houses and clusters of cottage terraces either facing the street or perpendicular to it
- Larger buildings in the form of church, public house and shop with accommodation over are part of the street-scene
- The urban grain is quite broken up with buildings to the front and side-on to the street and in some cases rear garden form the street boundary
- Cottages interspersed with inter-war and post-war housing are the most common forms
- Some frontages are hidden behind existing trees, hedges and shrubs whilst period properties tend to be located directly on the back edge of the footway
- High levels of surveillance due to orientation of dwellings and close proximity to the street
- Built form is predominantly two storey, small pockets of post-war low rise in the form of two storey houses and bungalows are also evident

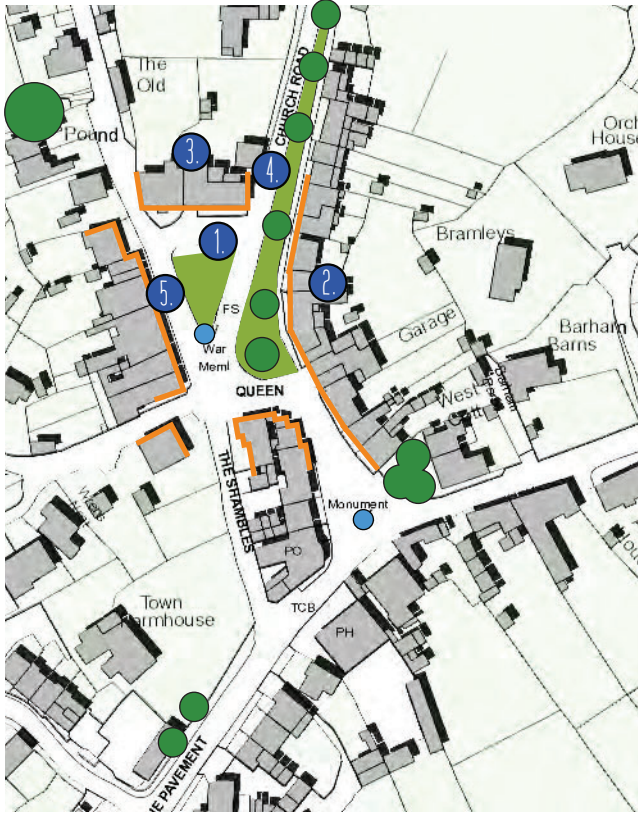
Detail and Material

- Combinations of facing materials including natural stone, smooth and rough cast white render and smooth faced multi-bricks are all in evidence
- Roofs are mostly concrete pantiles with some traditional slates surviving on older properties
- Most period properties have side to side gable roofs although some gables facing the street are in evidence
- Mostly simple vernacular forms without architectural detail or decoration
- Chimneys centred on roof gables are a common feature
- Low natural stone walls or wall and hedge combinations are common front garden boundaries (some screen walls forming rear garden boundaries are evident due to the orientation of plots)

Parking

- Generally on-plot parking or within courtyards

2.3. Queen Square, North Curry



1. Central green open space surrounded by roads on all four sides
2. Terrace of cottages facing strip of open space which includes mature trees
3. On street parking for cottages
4. Focal buildings frame square
5. Narrow streets defined by planting in front gardens



DRAFT

Toolkit

Public Realm

- The public open spaces of Queen Square are enclosed by terraces and joined buildings on all sides
- The bisected northern square contains a war memorial and landscaped garden and is framed by polite groups of terraces with planted front gardens
- The square is connected to small intimate triangular space with a stone memorial in the centre
- There are no kerbs and footways so pedestrians and cars share the space
- Mature trees within the square sit within the formal garden and grassed verge areas
- Shrubs and flower beds sit behind low brick front garden walls, estate railings and picket fences and compliment the landscaped spaces

Urban Form

- A medium to high density form consisting principally of a continuous frontage of terraced houses and joined buildings
- Buildings are clustered organically around the spaces and some terraces are curved to follow the shape of the street
- A mix of detached and semi-detached houses are located beyond Queen Square with some terraced houses along the main route into the centre of the village
- High levels of surveillance due to orientation of dwellings and close proximity to the street
- Dwellings in the area are predominantly two storey with a few single storey dwellings (some of which have rooms in the roof)
- The village core comprises of historic plots which are long and narrow with roofs parallel to the street

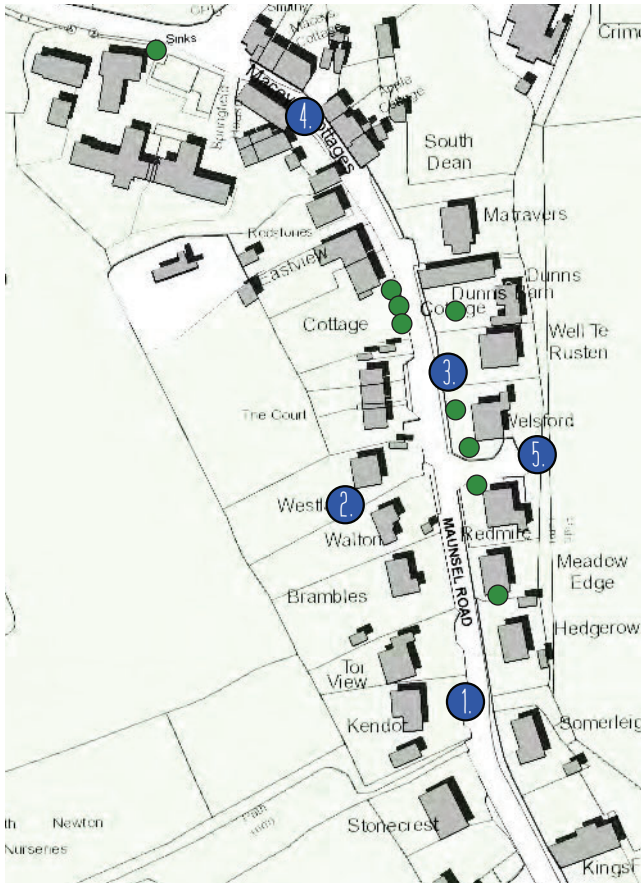
Detail and Material

- Generally a mixture of brick and render with some painted brick for building façades
- Particular building groups are finished in a single material such as brick or render which create a sense of unity
- Properties predominately have side to side gable roofs
- Front gardens are defined by a mix of low stone or brick walls or railings with planting behind, the public garden is enclosed with a low natural stone wall
- Architectural character exemplified by cottage terraces and Georgian houses forming a 'polite' character

Parking

- Generally, on-street parking for terraced properties with some on-plot parking and courtyard parking for a selected number of units
- On plot parking for more modern properties away from the square

2.4 Maunsel Road, North Newton



1. Similar to ribbon-developments, houses are arranged along the main roads leading to the centre of the village
2. Buildings arranged in a loose grain with some semi-detached and terraced housing
3. Generous front gardens with substantial planting provided
4. Denser grain provided within the village centre with buildings along footpath edge
5. Usually on-plot parking with some courtyard parking for some units



DRAFT

Toolkit

Public Realm

- Footways limited and where they are evident they are very narrow
- Much evidence of greenery in the form of small trees and ornamental shrubs and hedges within generous front gardens
- Sporadic verges, some of which sit above low wall at a level higher than the road
- Limited connections to narrow lanes to rear of parking areas

Urban Form

- A low density form consisting principally of detached houses clustered along lanes with short cottage terraces defining the area adjacent the village core
- Larger buildings in the form of the school, public house and village hall are set within a very open area dominated by playgrounds and car parking
- The urban grain is predominantly loose with houses set back from the road without a common build line
- Traditional cottages help define areas around the village core but elsewhere a mixture of inter-war and post-war housing with no common features in evidence
- Many of the cottages are located directly on the back edge of the footway whereas the later properties are set back from the road above retaining walls and lawns dotted with ornamental planting and access steps
- High levels of surveillance due to orientation of dwellings and close proximity to the street
- Built form is predominantly two storey, with much post-war low rise in the form of bungalows (some of which have rooms in the roof)

Detail and Material

- Combinations of facing materials including natural stone, smooth and rough cast white render, traditional red stock bricks contrast with more modern smooth faced red and brown bricks
- Roofs are mostly concrete pantiles
- Most properties have side to side gable roofs although some gables facing the street are in evidence
- Simple vernacular cottages or system built post-war housing with little design consistency
- Chimneys are evident but not common
- Low natural stone walls or wall and hedge combinations are common front garden boundaries (often used as retaining features)

Parking

- Generally on-plot parking on drives to the frontage, to the side or to the rear

2.5 Dene Road, Cotford St. Luke



1. Tree lined main road with green verge separating footpath from carriageway
2. Density and character of housing blocks differs either side of the road
3. Allocated parking provided within the development blocks
4. Key buildings located to frame roundabouts and to indicate pedestrian connections
5. Viewline towards church tower further to the south retained



DRAFT

Toolkit

Public Realm

- Public footpath both sides of the road often set behind wide verges with formal tree planting
- The green verge is complimented by areas of frontage boundary planting either within front garden or planted to disguise screen walling
- Some areas with larger groups of mature trees and grassed areas on the corner of road intersections
- Footways connecting to pedestrian only footpaths and cycleways between buildings, together with connecting roads at roundabout

Urban Form

- A medium to high density form consisting principally of groups of terraces, semi-detached and linked detached houses
- The urban grain is moderately tight in places providing definition to the street, although breaks in the urban form allow space leakage
- Some terraces are cranked to follow the street and existing topography is a little steep requiring steps in the houses which creates interesting roofscape
- Houses frame pedestrian routes that connect to Dene Road, either in the form of two metre footpaths with houses and boundary planting or with houses set back to create a more open environment
- In some instances blank gables face the street whereas these could have been provided with windows to articulate the façade and provide surveillance
- High levels of surveillance due to orientation of dwellings and close proximity to the street
- Built form is predominantly two storey with some single storey with room in the roof

Detail and Material

- Combinations of red brick, white and pink render some with red brick quoining, some material groupings are successful whereas others are haphazard and do not convey unity
- House forms are based on developer standard types dressed to look vaguely like cottages
- Most properties have side to side gable roofs although there are some gable fronted properties and side gables facing the street
- False chimneys centred on roof gables are fairly common
- Metal railings to front garden are evident on some properties, the remainder have various types of ornamental shrub planting which can be jumbled in places
- A combination of brick screen walls and fences enclosing rear gardens to the street provides enclosure but does not convey unity

Parking

- On plot parking and courtyards accessed from secondary streets to the rear of properties

2.6 Monkton Heathfield Phase 1, Taunton



Toolkit

Public Realm

- MH1 is characterised by a sequence of streets and spaces designed to reflect the aspirations of the approved masterplan
- The MH1 incorporates several green open spaces generally enclosed and framed by buildings
- A larger formal square-shaped open space to the south of the site functions as arrival and green open space which is bordered by an estate railing
- A triangular shaped green space in the centre of the site incorporates a large attenuation area and has a more informal character with existing buildings framing the north eastern edge of the space.
- The larger green open spaces are generally bounded by roads and private drives.
- Retained mature trees and hedge planting is incorporated by providing footpath connections along these green corridors.
- A Primary School is located in the centre of the development with a footpath along its northern boundary connecting to a children's play area and further green space to the east.
- There are some new trees planted within verges and open spaces but overall the impression is of sparseness in terms of new planting with most of the greenery provided by exiting trees and hedges.
- The main roads have footpaths provided either side with some side streets having only one footpath.

DRAFT

Toolkit - continued

Public Realm (continued)

- Generally, cul-de-sacs are designed without kerbs with pedestrian and cars sharing the same space
- Front gardens are predominantly planted with shrubs and flower beds with no other boundary treatment. Some properties along and adjacent to Hardys Road have estate railings as a boundary treatment
- The highways design dominating and homogeneous in its execution with little variation in road widths. Large areas of block paved surfaces seemingly without purpose are common and provide little in the way of variation to the highway

Urban Form

- Generally a medium density development consisting of a mix of predominantly terraced and semi-detached houses along the main routes and apartment blocks in key locations
- A mixture of detached and semi-detached houses are located along secondary routes and along development edges to the south
- Properties back onto the A38 corridor to the south east with some located behind a vegetation belt formed by mature trees
- The northern boundary towards MH2 is characterised by an acoustic bund with a pedestrian connection provided through the bund towards MH2
- The residential blocks are arranged around a number of green open spaces and children's play areas which are located along footpath connections
- High levels of surveillance due to orientation of dwellings and close connection to the open spaces and green connections
- Dwellings in the area are predominantly two storey with some 1.5 and 2.5 storey dwellings to create interest in the roof-scape. This is only partially successful due to only modest changes in building height and the lack of chimneys
- Generally, the roofs are parallel to the street with gables and dormers predominantly reserved for gateway / key buildings and dwellings framing the open spaces
- Generally the urban form adequately encloses streets and spaces but there is no readily identifiable character and the public realm is functional rather than attractive

Detail and Material

- Generally a mixture of brick and render with some stone used for key building façades along with the very limited use of tile hanging
- Some dwellings display detailing such as stone window cills and headers or splayed brick header and plinths in a contrasting brick
- Front gardens are predominantly defined by shrubs and flower beds with no particular boundary treatment. The exception is the northern part of Hardys Road where estate railings have been introduced along the main road
- Architectural character and forms are based on developers standard house types and there is little to convey differences in character through architectural detail and materials

Parking

- A mix of parking arrangements are provided within the site. This includes predominantly on-plot and in front-parking with some courtyard parking

3.0 Site Appraisal

Context

3.1 The site lies within the allocation of Monkton Heathfield and was originally earmarked for employment land. The recently completed section of the A38 Relief Road made it an ideal location for employment. Since the Core Strategy 2011-2028 was approved, the need for employment land in the region and within the allocations has declined. The Core Strategy (Chapter 5.13) therefore stipulates retention of only 10ha of employment land, allowing the rest for residential development.

3.2 The site is located south of the MH1 and south east of the "The Hatcheries". MH1 is the first phase of the wider Monkton Heathfield development.

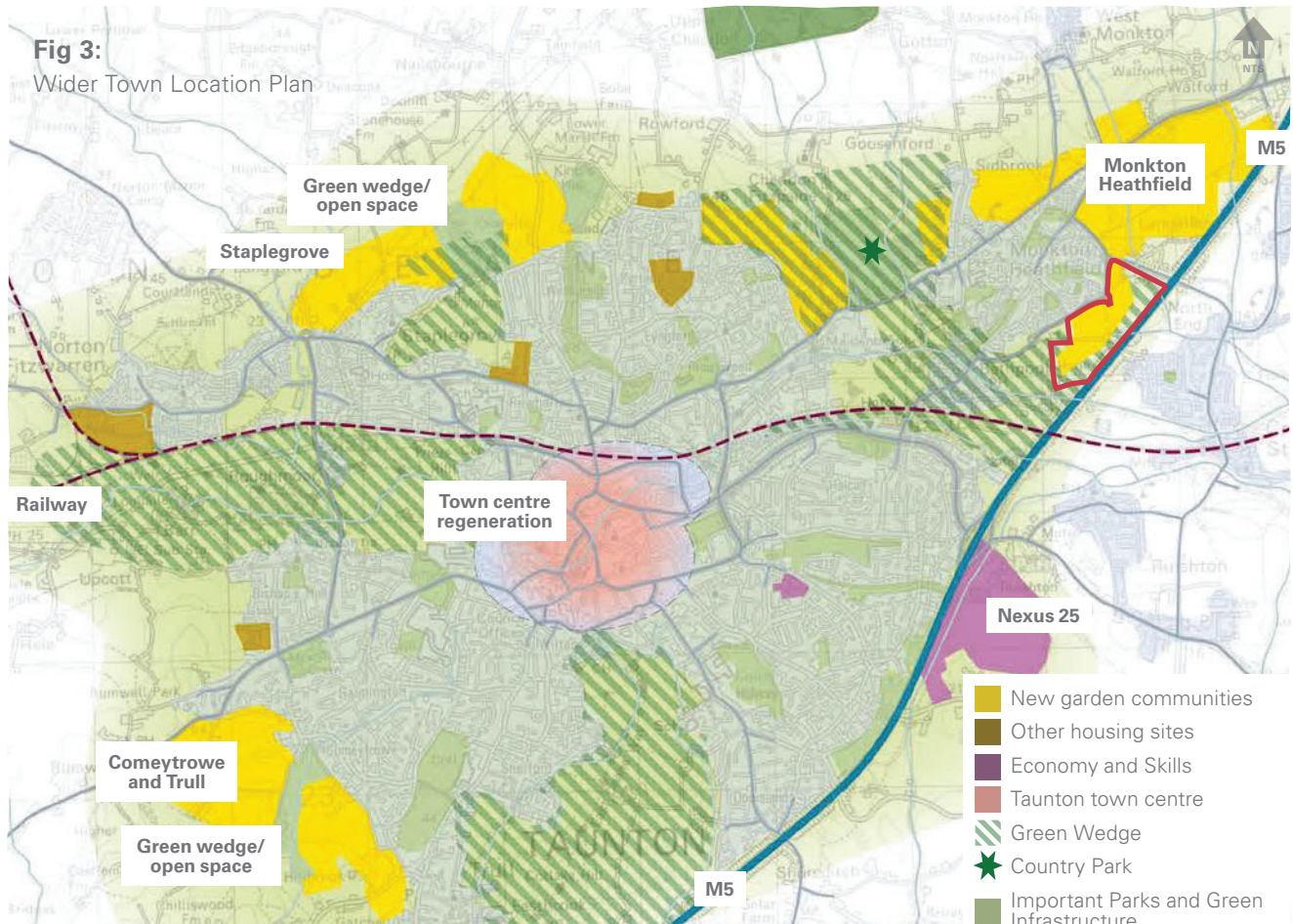
3.3 The future second phase site (MH2) lies to the north east of the site.

3.4 Access can be provided off roundabouts 1 and 2 of the A38 with roundabout 3 proposed to accommodate the Eastern Relief Road for MH2.

3.5 The site is crossed by Hyde Lane, which provides a connection through Creech St Michael to Bridgwater Road and Bathpool. Hyde Lane is in parts a narrow country lane with no footpath provided, especially the areas around the Hyde Lane Cottages, and in close proximity to Rexhill House and Hyde Farm.

3.6 A new footpath/ cycleway has been recently created crossing the motorway bridge from Creech St Michael and connecting to the bridleway crossing the A38 into MH1 in close proximity to roundabout 1. Another pedestrian/cycle linkage between MH2 and the site is provided between roundabout 2 and 3 of the A38 via a Toucan crossing point. This provides the opportunity to connect the site with existing residential neighbourhoods and local facilities.

3.7 A small hamlet of unlisted houses called Hyde Lane Cottages is located adjacent to the site. Although not listed, they should be considered as valuable elements of local history and character.



DRAFT

3.8 There is a variety of building typologies surrounding the site from the low density of Hyde Lane Cottages to the larger urban extension at MH1 and “The Hatcheries” to the west, and the new developments on the western edge of Creech St Michael.

3.9 To the north east of the site and within the sites boundary is Manor Farm, which consists of the listed Manor Farmhouse, other farm buildings and sheds as well as on-site infrastructure, including hard and soft surface vehicular roads and hardstandings. The farm buildings and sheds are currently used for agriculture. They are arranged in a way that is suitably accessible for the function of the farm. The structures are of considerable height, equivalent to 2 - 2 1/2 storey buildings and consists mainly of simple structure for storage use. Manor Farmhouse itself is a Grade II listed building and its setting and status will have to be carefully considered with regards to any newly proposed development.

The Site

3.10 The natural gentle fall of the land from the A38 towards the M5 motorway and Hyde Farm to the south, creates glimpsed views from the site towards Stoke Hill near Stoke St Mary.

3.11 The site consists of a number of agricultural fields with hedges marking the field boundaries. The site also contains hedgerow trees and small copses of mature trees.

3.12 Hyde Lane crosses the site east to west. The lane is bordered by hedges either side and a tree belt along the northern edge.

3.13 The northern site boundary is formed by Langaller Road and is characterised by a corridor of mature trees.

3.14 To the north the site is relatively exposed to the A38 and its roundabout with limited amount of vegetation. An acoustic fence is located in the north western boundary of the site, north of the Hyde Lane Cottages, which provides a visual and acoustic barrier for the cottages and might need to continue along the remaining site boundary in the future.



DRAFT

4.0 Constraints & Opportunities

4.1 MH1 is located immediately to the north of the site and is a large mixed use development with residential units, a new school, a local centre (under construction) and numerous green spaces and play areas scattered throughout the development.

4.2 A recently created pond is located in the northern tip of the site next to the A38 and in close proximity with the MH2 site. This attenuation basin is essential for the drainage strategy of MH1 and will have to be retained in this location, although amending its shape and location may be considered.

4.3 Manor Farm is located in the north eastern corner of the site and consists of farm structures. The Farmhouse is listed Grade II.

4.4 Hyde Lane Cottages along the western site boundary is a hamlet of six semi-detached cottages.

4.5 A line of mature trees runs along the south side of Hyde Lane, acting both as a constraint and an opportunity.



























4.6 A wide swathe of green space runs along the south-western boundary of the site alongside the M5 Motorway corridor, referred to as 'the Green Necklace'.

4.7 The existing field boundary vegetation, trees and tree groups can be utilised to provide separation between the employment area and the residential land and can create the basis for green corridors with the development areas.

4.8 Access for the residential area is proposed off

A38 Roundabout 1, whereas access for the employment part of the site is proposed off A38 Roundabout 2, ensuring separation of residential and employment traffic.

4.9 Hyde Lane, which crosses the site and connects to Creech St Michael, is an important link and must be retained, albeit there is the opportunity for partial downgrading and / or realignment, which might reduce the problem of rat-running between Creech St Michael and Bathpool, and might create a better pedestrian / cycle link.

-  Site Boundary
-  Flood Zone 2
-  Flood Zone 2
-  Surface water run-off (medium and high risk)
-  Significant hedgerow (based on aerial photo and survey data)
-  Existing trees and woodland (based on aerial photo and survey data)
-  Tree Protection Order
-  Watercourse and ponds
-  Acoustic influence from motorway
-  Topography
-  Listed building
-  Existing neighbouring buildings
-  Buildings proposed to be removed
-  Motorway
-  A38 (Eastern Relief Road)
-  Other main route
-  Potential to downgrade Hyde Lane
-  Pedestrian crossing point
-  Public Right of Way
-  Informal footpath
-  Green Wedge as identified in Policy SS1
-  Green Necklace
-  Green Wedge and Green Necklace
-  Potential area for additional residential land
-  Potential site access points
-  Parish boundary

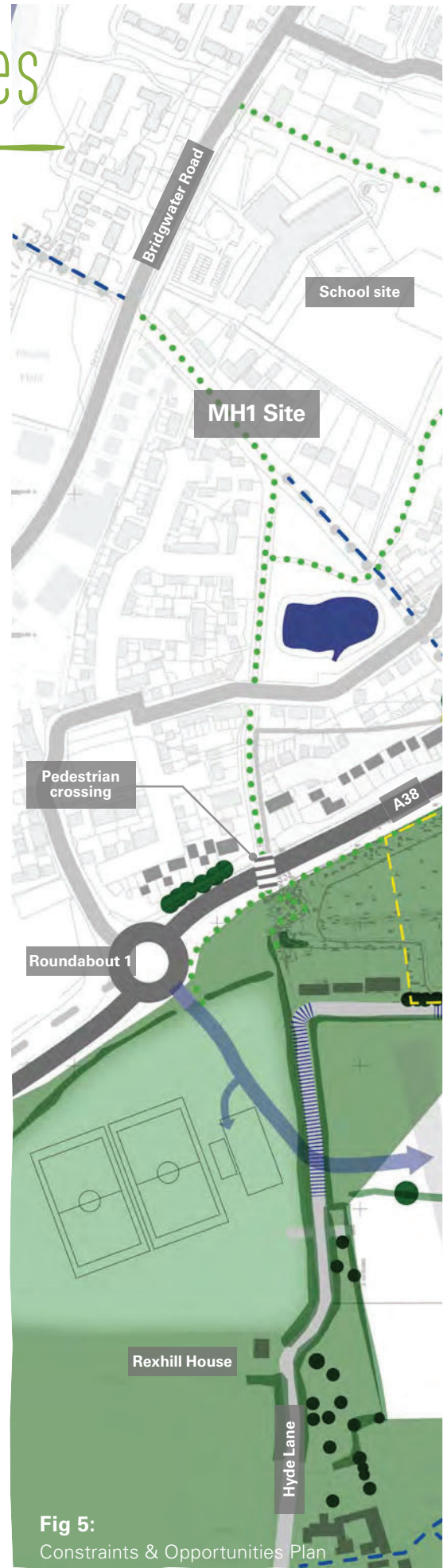


Fig 5: Constraints & Opportunities Plan

DRAFT



Fig 6:
Adopted Concept Plan



DRAFT

5.0 Landscape and Visual Impact

5.1 The site contains a number of significant landscape and visual constraints which have to be considered and incorporated within the new development.

Green Wedge

5.2 Most notable, but not physically visible, is the area reserved for the Green Wedge along the western and eastern boundary of the site and around the cottages. The Green Wedge is a policy designation described as sustainable areas to:

- act as air conduits by flushing pollutants from the urban system of settlements.
- support trees and other vegetation which trap airborne pollutants.
- provide actual or potential routes for cyclists and walkers.
- provide valuable wildlife corridors which can help to retain and increase the range of species
- provide predominantly open character landscapes.
- provide recreational use, including football field, orchards and allotments within a sustainable location.
- avoid the risk that over time, small and individual developments, will gradually reduce the area for the Green Wedge, and therefore undermine the integrity of this area.

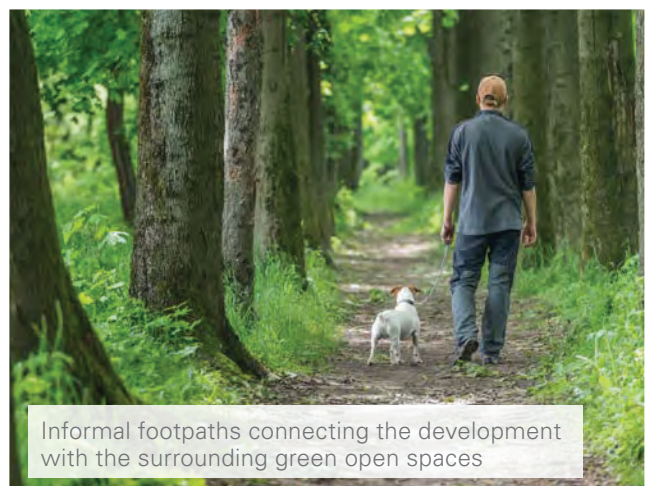
5.3 There is limited existing planting located within the Green Wedge which provides opportunities for open views towards the south west and south to the surrounding landscape and in particular to the Blackdown Hills AONB. In parts these views are blocked by existing trees and hedges but are of significance to the Hyde Lane Cottages which currently benefit from an undisturbed view towards the AONB.

5.4 The landscape design within the Green Wedge areas will need to include large scale tree planting whilst respecting some views towards the AONB and surrounding such as those from Hyde Lane cottages. This tree planting and green linkages provided will provide a carbon reduction, air quality improvement and appropriate resilience to climate change whilst also create a visual and acoustic screening towards the motorway.

Existing Vegetation

5.5 The site contains a number of important and high quality trees and hedges. Hyde Lane is framed by valuable hedges with other hedges currently forming the field boundaries. A group of mainly oak trees are located approximately in the centre of the site and are a landscape feature, which currently function as ecological habitat as well as orientation feature within the otherwise open landscape of the area.

5.6 The M5 motorway as a physical barrier also influences with its mature planting the otherwise undisturbed views southwards and creates a visual constraint for the south western part of the site.



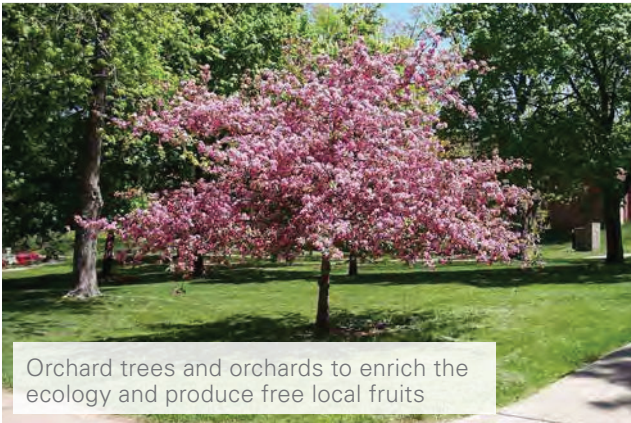
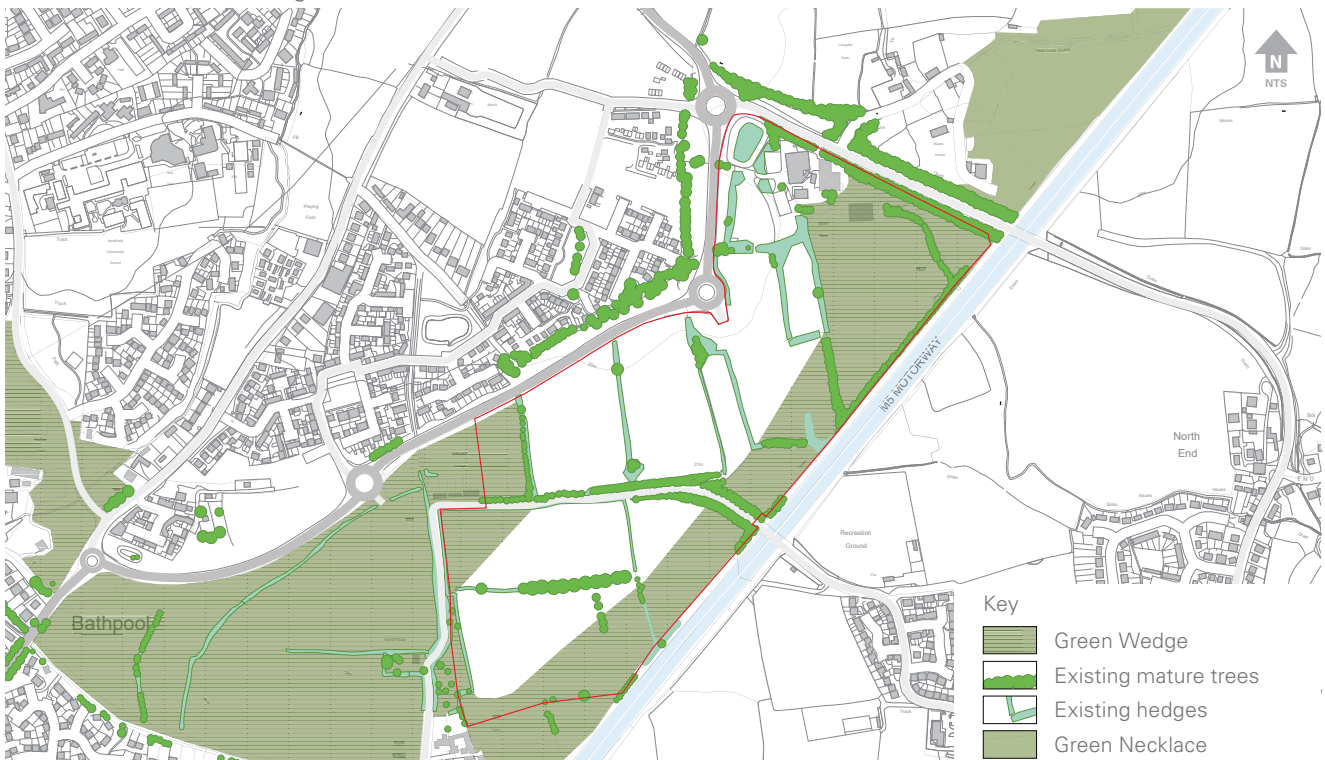


Fig 7:
Location Plan: Green Wedge and Green Necklace



DRAFT

6.0 Concept Masterplan

6.1 The concept masterplan demonstrates the conceptual response to the foregoing analysis in diagrammatic form and identifies key considerations that have informed the design process.

6.3 The key elements of this exercise are:

- 1 Primary site access is from the A38 with separate access points for the residential and employment areas.
- 2 Hyde Lane is proposed to be diverted through the development from the east to minimise the amount of traffic approaching from or accessing Creech St Michael via this lane. Hyde Lane is also proposed to be disconnected north of Rexhill House and will only provide pedestrian and cycle access to the new development and Monkton Heathfield Phase 1 and the playing fields.
- 3 An alternative access into the employment part of the site could be offered from the east from Creech St. Michael. This access point would restrict HGV and larger vehicle traffic to be able to access but not exit the employment site.
- 4 A small part of the employment area is proposed to be accessed via Langaller Road to minimise the amount of traffic created along this road. This area is suitable for employment generating uses beyond traditional B1 uses.
- 5 The primary road network allows to access all parts of the site and seeks to minimise potential rat-run traffic from and to Creech St Michael.
- 6 Creating attractive footpath connections between the residential blocks, employment area and on the residential development of MH1 (including the school, local centre and open spaces) and to Creech St. Michael.
- 7 Key spaces are created throughout the development, appropriately providing destination and focal points for the existing and new residents.

6.2 This approach ensures early identification of issues and sets out general design principles in terms of disposition of uses such as open space, basic highway structure, connections, residential parcels and employment area.

- 8 Green corridors and links are the backbone of the scheme and integrate the most prominent existing hedges, trees and groups of trees into the layout. These green links will connect the Green Necklace with the proposed key spaces, the newly created open spaces along the edge of the development and the existing green open spaces within Monkton Heathfield Phase 1.
- 9 The entrance green located south of Hyde Lane Cottages will create an appropriate setting for the residential area, and retain the existing views to the south that the cottages currently enjoy.
- 10 Key buildings to provide focal points and landmark buildings and can be pronounced by either increased height, recognisable façade materials or distinct detailing used.
- 11 The Green Wedge and Green Necklace is a landscape corridor with significant areas of native woodland, suited to informal recreation and to biodiversity value around the site. This area will be landscaped to provide significant recreational opportunities for the new residents.
- 12 Just north of Hyde Lane Cottages and part of the Green Wedge and Green Necklace, this green space is primarily intended to retain the 'green' setting of the cottages. It will provide significant areas of native woodland and footpath links between the new development, the MH1 site and the new recreation ground.
- 13 A green area surrounding the new recreation ground has the potential to provide significant areas of woodland which support the informal character of the Green Wedge and Green Necklace as well as enhancing the biodiversity surrounding the site.



DRAFT



Fig 8:
Concept Masterplan

- Existing road network
- Proposed principal routes
- Existing footpaths
- Proposed footpaths
- Proposed footpath along downgraded Hyde Lane

DRAFT

7.0 Proposed Illustrative Masterplan

7.1 The proposed Illustrative Masterplan seeks to create an attractive, high quality mixed use development, a desirable place to live and work, and that articulates the vision of a new garden community.

7.2 The Masterplan demonstrates the integration of landscape, public realm and movement routes to create a masterplan that is permeable and legible.

7.3 A style of architecture needs to be adopted which gives clear identity to the development, one which uses materials and elements drawn from precedents in and around Taunton. Homes should be designed to high construction and sustainability standards, and future-proofed to stand the test of time. Dwellings and buildings should be oriented to maximise potential solar panel use to reduce energy demand and to enable the use of renewable energy.

7.4 The sites location on one of Taunton's key entry points calls for landscape treatment which exemplifies the garden community theme.

7.5 The site is bound to the east, south and west by the Green Wedge / Green Necklace which should be designed with substantial wood planting create a natural setting and environment which reacts to the Council's climate emergency announcement as well as to provide noise attenuation and biodiversity in the area. It should also contain informal open spaces for recreational use, attenuation measures such as swale as allotments.

7.6 The Green Wedge / Green Necklace area is proposed to be ecological areas which enhance the wildlife and biodiversity and are designed for largely daytime use. This will limit the need for lighting within the area during night-time.



DRAFT



Fig 9:
Illustrative Masterplan

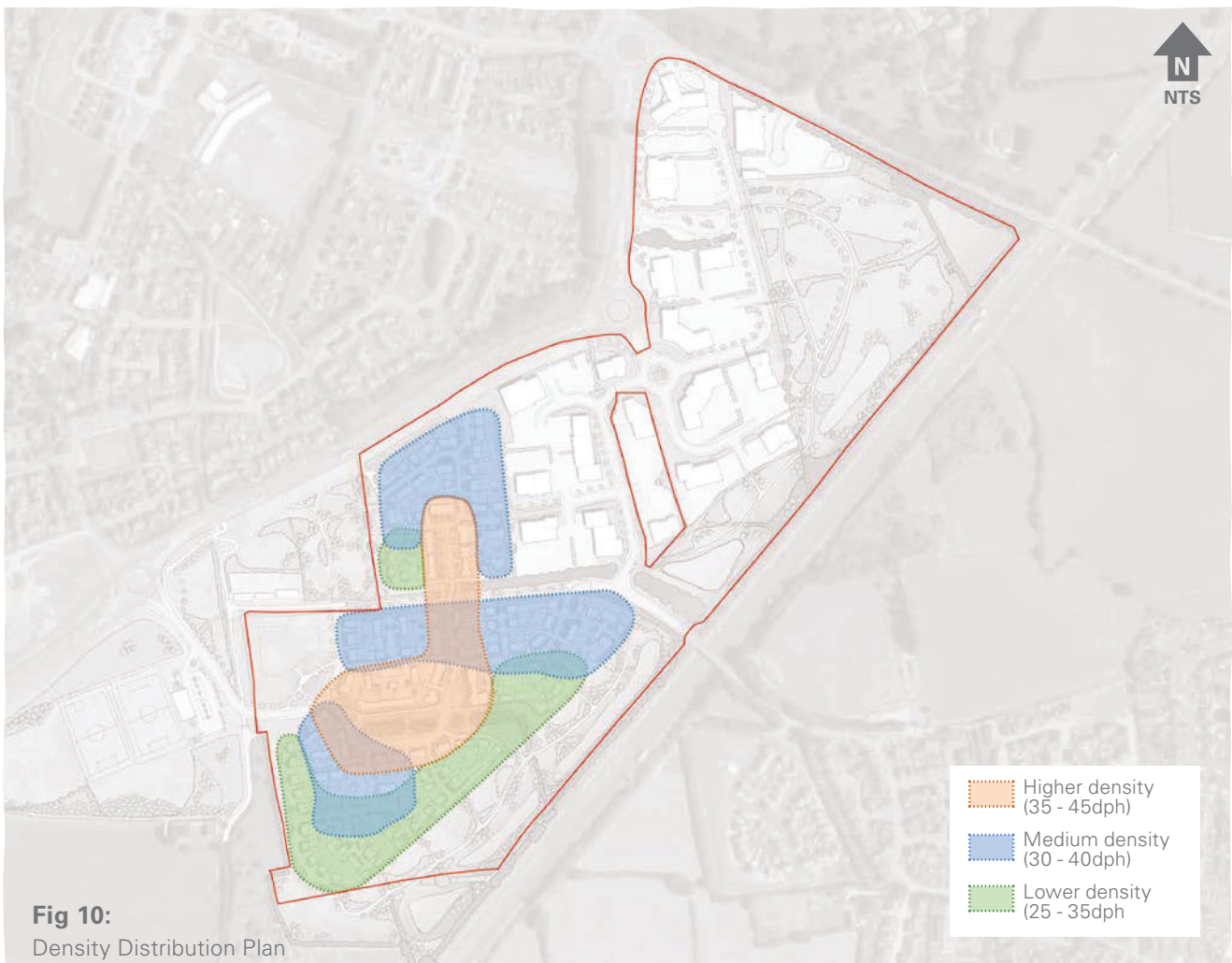
DRAFT

8.0 Density and Scale

8.1 The relationship between density and scale will be crucial in creating a development with a legible environment that responds to the character of Taunton and the surrounding context. Density itself will not be a determinant of character, rather it should be utilised along with building scale to create forms that reinforce a recognisable hierarchy of streets and spaces.

8.2 With this in mind the proposed development should:

- Utilise a range of densities and building forms with generally higher densities focused around key nodes, intersections and along principal routes.
- Propose a graduation of density with higher density along the main street running through the centre reducing to lower densities at the edges.
- Variation in density to be reinforced with building forms and appropriate scale to create character and legibility.
- Where development abuts open space edges, density and scale should be used to create a transition from built environment to the landscape.
- Building heights of up to three storey (12m to ridge height) will be acceptable, however these forms will be used to enclose key nodes and to provide focal points and variety in the street-scene with the majority of building being two storey.



DRAFT

9.0 Landscape Strategy

9.1 The landscape strategy should be structured with a strong landscape framework and follow the design requirements of theme 3 'Growing our Town Greener' of the Taunton Garden Town Vision. Furthermore, the strategy should utilise the existing green corridors and landscape features around and within the site. The landscape design will add new green buffers to create an outer frame and an inner network of green spaces.

9.2 The strategy should provide features punctuating the routes through the site, in the form of pocket parks, substantial areas of open space and landscape elements which enhance building frontages. The new network of green spaces should ensure allotments, orchards and rain gardens and wetlands are sufficiently integrated in the landscape strategy. Additionally, the strategy has to incorporate measures to promote the management of water and create diverse habitats for local wildlife.



Fig 11:
Landscape Strategy Plan

DRAFT

Green Wedge

9.3 As part of the Taunton Deane Borough Council Local Plan a Green Wedge of open space was proposed around Taunton and should link existing and new proposed development edges.

9.4 This multi-purpose green corridor is planned as a linear parkland to the south and east around the new development. It will:

- include allotments, recreation areas and footpaths, attenuation areas and wildlife habitats
- preserve and enhance the existing ecological habitats
- connect with existing pedestrian and cycle routes
- be characterised by significant areas of woodland planting



Fig 12:
Green Wedge area

Main Greens

9.5 A number of larger open space areas are created to provide appropriate and easy access to and from the surrounding green spaces to the Green Wedge / Green Necklace.

9.6 The new main spaces will function as the green soul of the development and could contain recreational and social facilities such as sports pitches, children's play facilities for a range of ages.

9.7 These spaces are:

- 1 Expanding and pronouncing the sequence of open spaces from the north westerly located phase 1 towards the Green Necklace area via footpath connections
- 2 The Hyde Common (see page 68: Key Area 'Hyde Common') which functions as entrance feature when approaching from the west and to retain views towards Blackdown Hills from the existing Hyde Lane cottages
- 3 Retaining the mature trees within the larger open spaces in the centre of the development
- 4 Providing the potential to create additional sport facilities to the west of the site in tandem with playing fields /pavilion
- 5 Providing a wooded landscape setting within the Green Necklace which will include considerable tree planting. Key views towards the Blackdown Hills AONB will be protected.

- 4 Providing the potential to create additional sport facilities to the west of the site in tandem with playing fields /pavilion
- 5 Providing a wooded landscape setting within the Green Necklace which will include considerable tree planting. Key views towards the Blackdown Hills AONB will be protected.

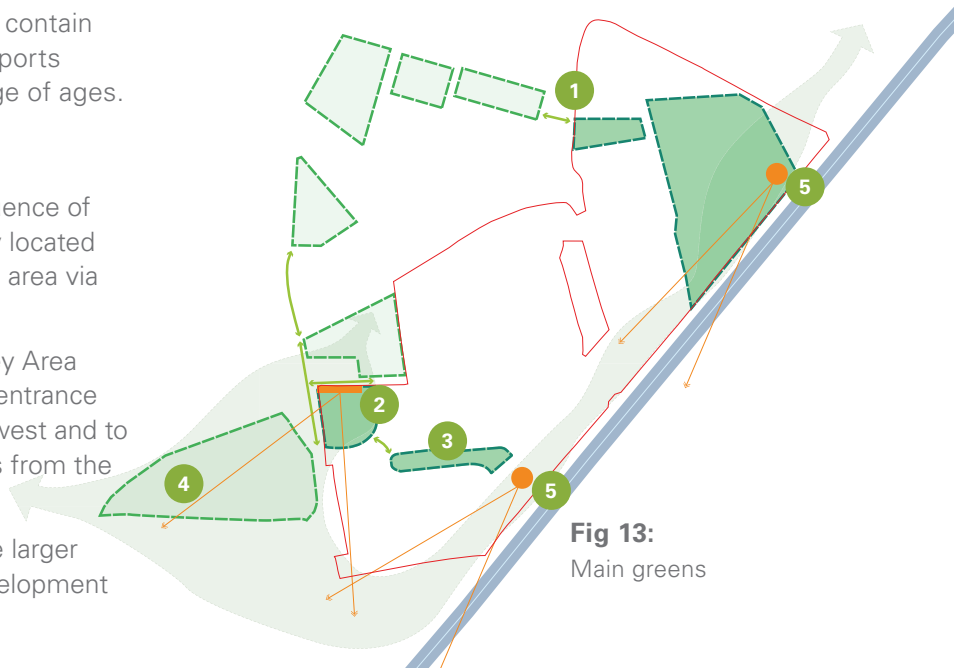


Fig 13:
Main greens

Pocket Parks / Greens

9.8 The layout provides a number and variety of smaller scale, doorstep spaces, pocket parks, and green connections throughout the development. These parks are intended to provide additional green open spaces throughout the site alongside the main green spaces. A variety of uses can be accommodated within these spaces such as community allotments, community orchards, fruit trees, smaller areas of play and ecological landscape or wildlife areas.

9.9 The spaces should be designed to benefit the new community by creating 'gathering hubs' for socialising, relaxing and reflecting. This provides an important aspect of the wellbeing of the people and will have a positive impact on the health of the residents.

9.10 Introducing intelligent strategies to manage surface water and storm water run-off which could include rain gardens and withy-beds.

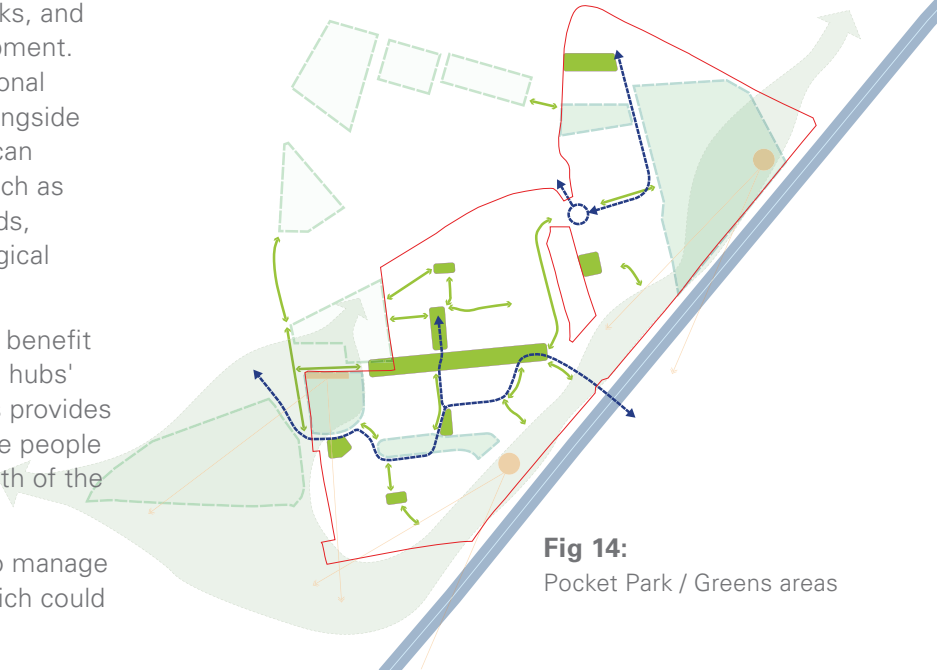


Fig 14:
Pocket Park / Greens areas

Sequence and Composition

9.11 Besides providing access to the proposed dwellings and connecting the site with the surrounding road network, the main routes forms a movement corridor. The proposed series of green spaces, pocket parks and green connections will create a sequence of spaces provide relief to the road corridor and create a sense of place throughout the development.

9.12 A purposeful landscape network is proposed which will benefit the new and existing residents, the existing local ecology and neighbouring settlements. A hierarchy of green spaces should be created offering doorstep recreational spaces and pocket parks within the core of the development connecting to the larger recreational areas and ecological corridors along the periphery of the development.

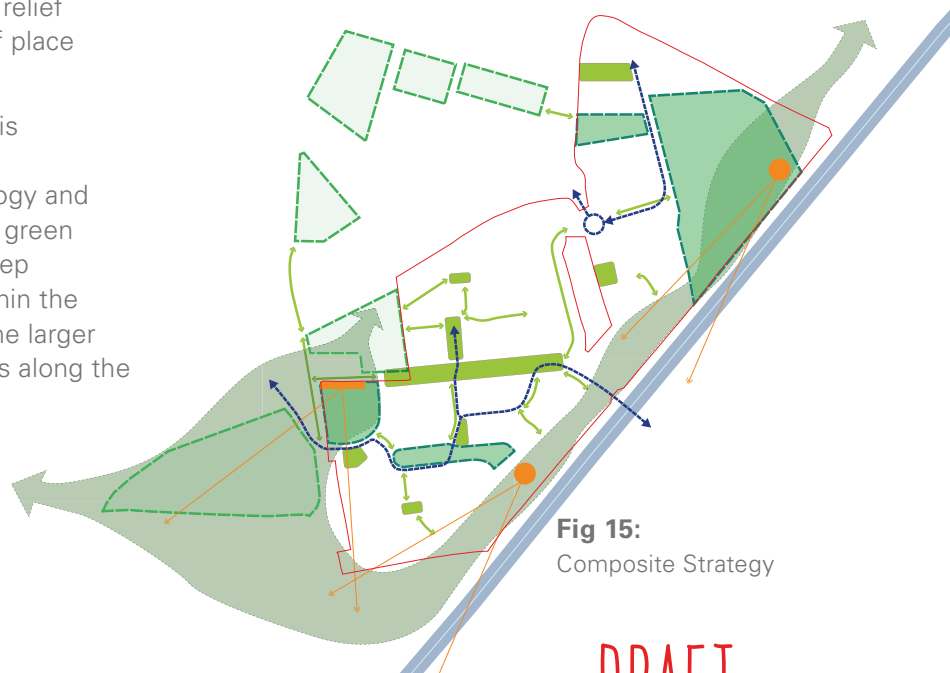


Fig 15:
Composite Strategy

DRAFT

10.0 Sustainable Transport Modes

Public Transport

10.1 The development is located adjacent to the MH1 development which is served sufficiently by bus routes connecting the area with the surrounding including Taunton and Bridgwater. Additionally, the future Bus&Ride provisions proposed in connection with the MH2 development will create an alternative rapid bus service in walkable distance from the site.

10.2 The residential area of MH1 to the north of the site incorporates a bus route connecting to the centre of Taunton to the west and Bridgwater to the east.

10.3 With the exception of a limited number of units along the Green Necklace edge, the majority of new dwellings within this site will have access to a bus stop located no more than 400m away.

10.4 The stops are conveniently accessed via the existing and proposed footpaths in the area and the safe crossing points over the A38. The bus stops incorporate safe waiting environments, with a clear lit zone.

Footpaths

10.5 Three types of footpath routes are proposed within the development:

- Formal footpaths alongside streets.
- Formal footpaths along the open space.
- Informal leisure paths through the open spaces.

10.6 Key strategic foot and cycle path links through the site are proposed to be emphasised by existing and new tree planting to create visual connections and associations, such as along the Green Lung and the downgraded part of Hyde Lane.

Pedestrians and Cyclists

10.7 The network of footpaths and cycle paths will afford the most efficient and direct routes to Creech St Michael, the MH1 area, Bathpool and the future MH2 development to the north.

10.8 Existing footpaths and the bridleway are integrated into the layout and new footpaths will connect those with the new residential area and existing settlements.

10.9 The design of new pedestrian and cycle routes as well as the retention of existing routes is

vital to guarantee safe and secure usage throughout the year. The emerging Public Realm Design Guide prepared by the Council should be used to create an acceptable layout for routes within the development

10.10 Cycle routes are important features of the masterplan which help reduce reliance on travel by car. To support the integration of cycling into daily life, secure (communal and/or private) provision will also be made for cycle parking at key destinations, such as at the key spaces and the formal and informal play areas.

10.11 Additionally, the development should provide for easily accessible and secure cycle storage for all dwellings as well within the employment area.

Safe routes to schools on and off site

10.12 The internal network of footpaths and cycle paths will be designed as safe routes from the residential areas to the schools. The proposed pedestrian, cycle and equestrian crossing over the A38 will provide a key linkage to the north allowing connections to the West Monkton CoE Primary School and Heathfield Community School.

10.13 The proposed pedestrian/cycle routes will also enable for safe routes from the surrounding communities east of the M5 motorway such as Creech St Michael and Creech Heathfield.

Cycle Paths

10.14 Within low speed or traffic calmed 'safe routes', cyclists would be able to mix with vehicles with minimal hazard. Also, there will be a dedicated cycle route along the downgraded part of Hyde Lane connecting to the east with Creech St Michael and to the west with the proposed new sport facilities and the equestrian crossing. This is to promote sustainable travel to key destinations within the scheme and in the surrounding areas.

10.15 Cycle paths will require:

- Clear entry/exit points with good surveillance.
- The adoption and maintenance by the Local Authority (where required).
- To be lit to highway standards subject to considering specific areas relative to woodlands.
- Good natural surveillance.

DRAFT



- Existing Bridleway
- PRow
- Existing footpaths
- Proposed footpath / cycleway
- Proposed footpaths
- Bus route / stop
- 400m distance from bus stop
- ★ Existing key open spaces
- ★ Proposed key open spaces
- ★ Schools



Fig 16:
Pedestrian / Cycle Routes and
Public Transport Routes

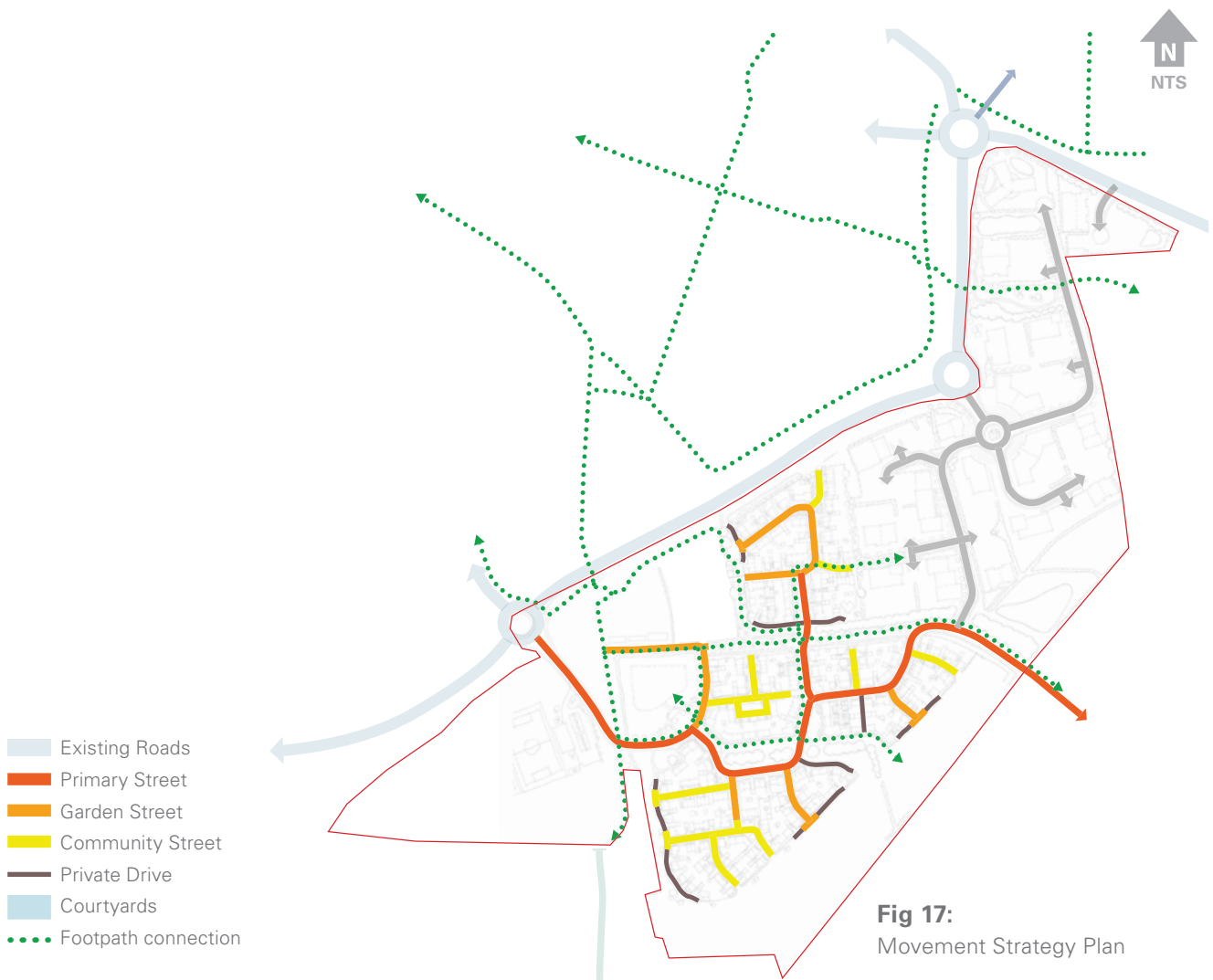
DRAFT

11.0 Road Hierarchy and Connectivity

11.1 The movement strategy should provide for a variety of modes of transport. An important aim from the outset has been the incorporation of routes for pedestrians, cyclists and public transport. All the key routes will be overlooked for the greater part and would be supported by a range of equally safe alternative routes within the block structure. This would cover the needs of all people, including the elderly and disabled.

'Making our public realm & transport work harder for us'

11.2 The layout of routes addresses strategic vehicular and pedestrian/cycle connections to the town centre, to existing and future residential neighbourhoods nearby and to local facilities. Careful consideration has also been paid to the treatment of Hyde Lane to maintain it as a through-route, whilst treating it so as to discourage rat-running.



DRAFT



Thrive Architects (South West) Limited
Unit 5, Middle Bridge Business Park
Bristol Road
Portishead
BS20 6PN

01275 407000

www.thrivearchitects.co.uk

