

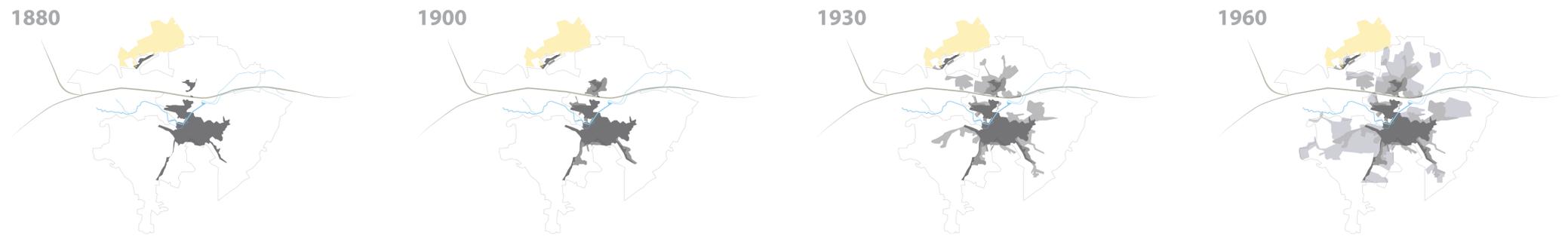
TAUNTON AND THE SITE

Introduction

Staplegrove lies on the North-West edge of the urban area of Taunton, the county town of Somerset with a population of around 63,000.

Taunton is set on the M5 corridor, 34 miles North of Exeter, and 50 miles South of Bristol, with main line Inter City and Cross Country services to London (less than 2 hours), Plymouth, Bristol and the North.

The area under consideration for the first phases of the Staplegrove urban extension comprises about 100 acres, and adjoins Kingston Road and Corkscrew Lane.



TIMELINE

904 The market of Taunton is given a charter.

1250 Taunton is famous for its wool industry. Taunton has two annual fairs.

1801 Population: 5,794

1842 Railway reaches Taunton.

1935 Taunton is made the county town of Somerset.

2001 Population: 61,000

1086 Population: 1500
3 watermills.

1627 Taunton is given a new charter. It is given a mayor and corporation.

1812 First hospital built.

1901 Population: 19000 +
Electric trams begin running.

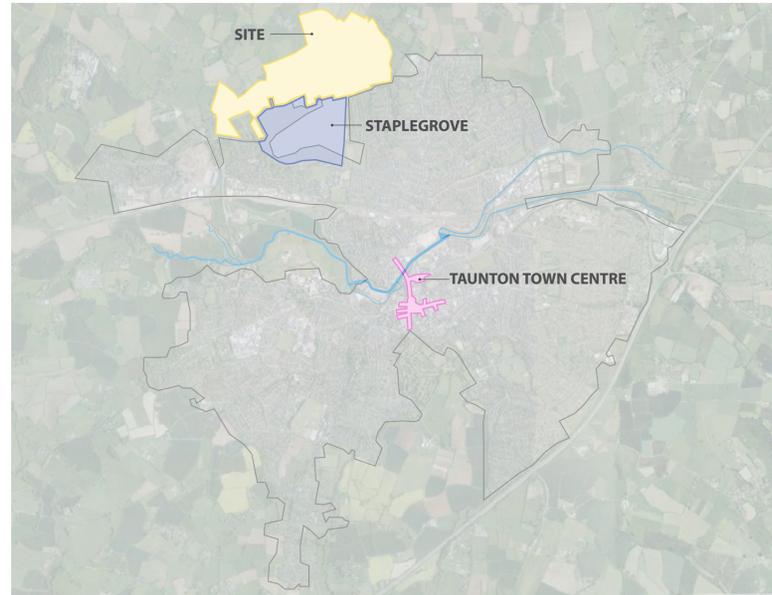
1975 A motorway is built past Taunton.

Planning

The Taunton Deane Core Strategy for the period 2011 – 2028 was formally adopted by the Council in September 2012. It sets out a vision for Taunton Deane and strategic objectives, spatial strategy and policies for meeting that vision. It also reflects the strategic objectives of the ‘Sustainable Community Strategy’ as well as national planning policy.

The Plan specifies the locations and quantity of growth to be accommodated within the Borough up to 2028 and identifies strategic site allocations, including mixed-use urban extensions, along with broad locations for growth where the actual extent of development had yet to be determined. Core Strategy policy SS6 identifies Staplegrove as a location for a mixed-use urban extension of between 500 – 1,500 dwellings, likely to be commenced after 2015. A Masterplan will need to be prepared to co-ordinate the development and ensure it provides the necessary physical, social and green infrastructure required.

Likely facilities within the extension could include a new local centre; primary school; community hall; doctor’s surgery; affordable housing; employment; and improved bus, cycle and pedestrian facilities.



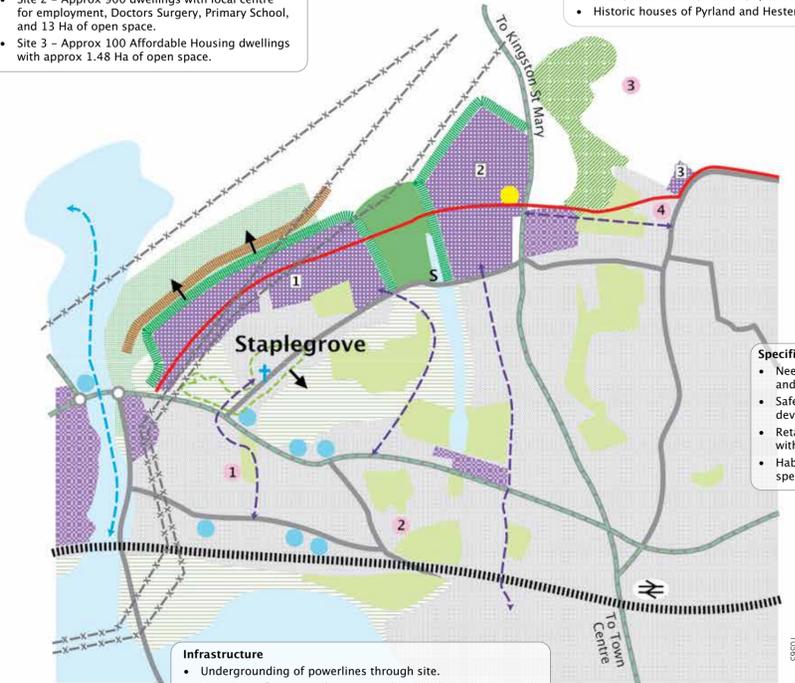
- Existing School
- Existing Community Facilities
- Existing Local Shopping Centre
- Potential Local Centre
- Built Up Area
- River Tone
- Existing Roads
- Motorway
- Railway Line
- Existing Railway Station
- Potential Railway Station
- Junctions or Crossing requiring attention
- Existing Green Wedge
- Potential Green Wedge
- Potential Strategic Development Sites
- Local Plan Allocations
- Strategic Employment Site
- Existing Park & Ride
- Existing Cycle Routes
- Potential Cycle Routes
- Existing Bus Routes
- Potential Bus Routes
- High Frequency Rapid Public Transport to Town Centre
- Park & Ride Bus Route
- Potential New Roads
- 1. Norton Fitzwarren Bypass
- 2. Henlade Bypass
- 3. Northern Outer Distribution Road

TAUNTON DEANE CORE STRATEGY DIAGRAM - TAUNTON WIDE

- Existing School
- Existing Community Facilities
- Places of Worship
- Existing Roads
- Potential Northern Outer Distributor Road
- Built Up Area
- Railway Line
- Existing Railway Station
- Potential Local Centre
- SUDs Creation (Sustainable Drainage)
- Blue link along Waterways
- Approximate Area of Flooding
- Existing Open Space
- Existing Green Wedge
- Potential Green Wedge
- Special Landscape Feature
- Propose public access to Pyrland Hall Green Space with Wildlife Improvements
- Potential Mixed Use Development
- Existing Local Plan Allocation
- Ridge
- Structural Landscaping
- Conservation Area
- Existing Bus Routes
- Existing Cycle Routes extended through new development
- Overhead Powerlines
- Views
- 1 Staplegrove Primary School
- 2 Taunton School and Taunton Preparatory School
- 3 Kings Hall School (on site of historic Pyrland)
- 4 Ladymead Community School

TAUNTON DEANE CORE STRATEGY DIAGRAM - STAPLEGROVE

- Accommodating Growth**
- Site 1 – Approx 900 dwellings with employment and 13 Ha of open space.
 - Site 2 – Approx 900 dwellings with local centre for employment, Doctors Surgery, Primary School, and 13 Ha of open space.
 - Site 3 – Approx 100 Affordable Housing dwellings with approx 1.48 Ha of open space.



- Character**
- The area is distinct, with it's own identity yet close to Taunton.
 - Views to north over quality agricultural land.
 - Proximity to countryside and a variety of green and open spaces.
 - Western gateway to Taunton.
 - Good range of facilities, schools, places of worship, shops, post office, hairdressers, doctors, sports clubs.
 - Historic houses of Pyrland and Hestercombe.

- Specific Issues for Resolution**
- Need to resolve existing rat running and congestion.
 - Safer routes to school and new development.
 - Retain views and protect landscape with buffer planting.
 - Habitat creation linked to Hestercombe specific area of conservation.

- Infrastructure**
- Undergrounding of powerlines through site.
 - Extension of green wedge to provide green link to countryside and entrance to wildlife corridors.
 - Accommodate flooding prevention measures in green wedge.
 - New road through development.
 - High quality sustainable transport links.
 - New local centre.

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THE LOCAL PLAN

Taking account of the Borough Council’s Corporate Priorities (the economy, transport, crime, health and the environment), and the need to protect the interests of future generations, the following aim is included:

To provide for a sustainable pattern of land use, development and transport which best protects and enhances the environment, meets the social and economic needs of the community, and maintains the ability of future generations to meet their own needs.

Taunton Deane Local Plan, para. 2.2

The Urban Capacity Study has identified the potential for housing development in urban areas, including brownfield land. However, brownfield allocations are not sufficient to meet the development needs set out in the Structure Plan. Accordingly, some greenfield development will be necessary.

Taunton Deane Local Plan, para. 2.5

It is considered that the most sustainable form of greenfield development is to allocate major sites with **community, shopping, educational and employment provision**, and good **public transport links** to a town centre.

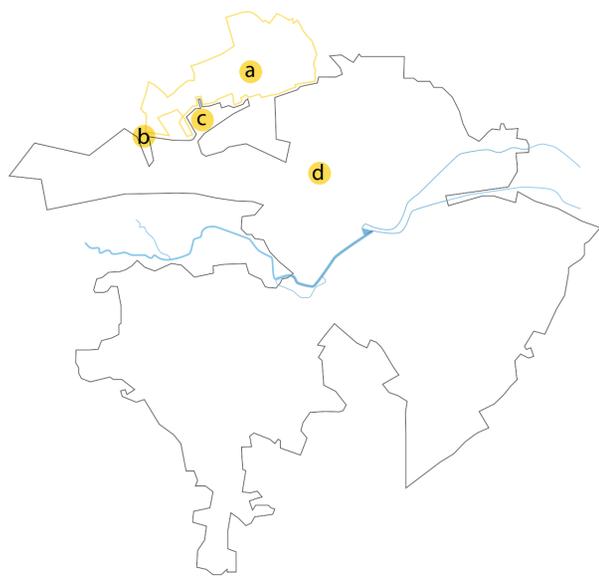
This will help to minimise the need to travel for residents and ensure public transport is available for trips into the town centres.

Taunton Deane Local Plan, para. 2.5

SURROUNDING CHARACTER

The Area and its Characteristics

- a. Farm buildings surround the site, giving the area its characteristics.
- b. The roundabout, denoting the edge of the site, where the new development will be linked to the north-east with a new road.
- c. The church, as well as the surrounding playgrounds and play areas allow the community to interact. These special places need to be protected for future use.
- d. It is important that the impact of the development is understood in regard to the context including existing highways infrastructure and the wider community.



Transport

Whilst opportunity to access the wider transport network from the Staplegrove site is significantly constrained, it has been possible to develop a sustainable transport strategy providing for safe, efficient and convenient access for all major modes of transport.

This exercise is in the process of establishing the travel conditions of north Taunton in the future and most significantly after the opening of the Northern Inner Distribution Road (NIDR). Other key junctions are already being looked at in detail to understand their future operation and the possible impacts of this development.

In addition to the NIDR there have been aspirations for a Northern Orbital Distributor Road (NODR) further relieving traffic congestion in north Taunton. Whilst the full construction of the NODR is currently beyond the land control of this development, there is opportunity to deliver a substantial part of it as the feeder road to the development. As such the phasing of the development and standard of the feeder road will be complementary to it eventually assuming the function of the NODR.

The phasing of the development will be married with the appropriate level of transport infrastructure, both on and off-site. It is anticipated that early phases of the development would be accessed from the east and maybe off Kingston Road. Safeguarding of Manor Road against increased traffic flows, and if possible creating a reduced traffic flow, forms a significant part of the access strategy currently under consideration. With further phases of development it is likely that further points of vehicular access will be formed so as to minimise the concentration of traffic at any one location or area.

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

It is envisaged that bus services will operate through the development serving residents, employees and visitors. Provision will be made to incorporate a bus route along the NODR into the District centre area putting all parts of the development within a reasonable walking distance of the nearest bus stop. It is inevitable that new and improved bus services will benefit the wider community as well as serving this development. Direct and safe access for pedestrians and cyclists from the development to nearby key destinations will be provided.

In Summary

Vehicular Access

- Access to existing road network;
 - Early phase(s) from Kingston Road
 - Future phases from other locations
- Dispersion of traffic through possible multiple access points;
- Development feeder road to form eastern sections of NODR.

Pedestrian and Cycle Access

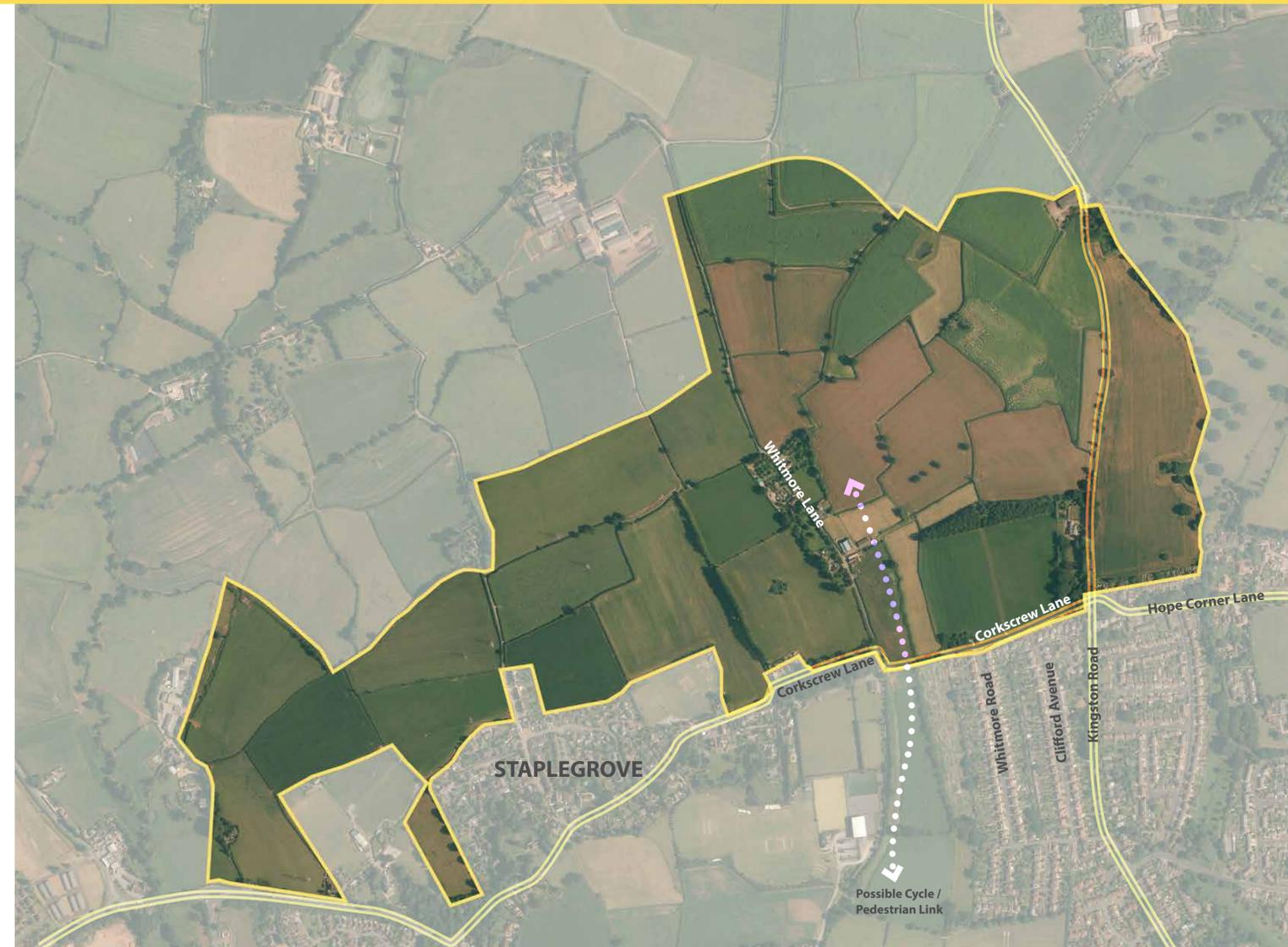
- Maximise permeability of the site for pedestrians and cyclists;
- Safe movement for pedestrians to/from and within the development through considerate design;
- Bolster, improve and provide new routes to key local amenities;
- Connection to public rights of way 'leisure routes'.

Public Transport Access

- Provision for existing and new bus services running through development;
- Increased level of bus services benefiting wider community.

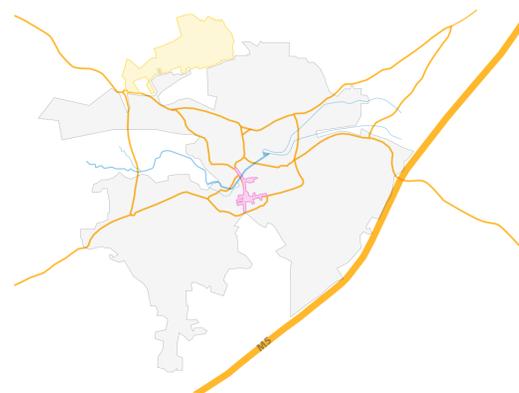
Emergency Access

- Where necessary additional dedicated emergency access points.

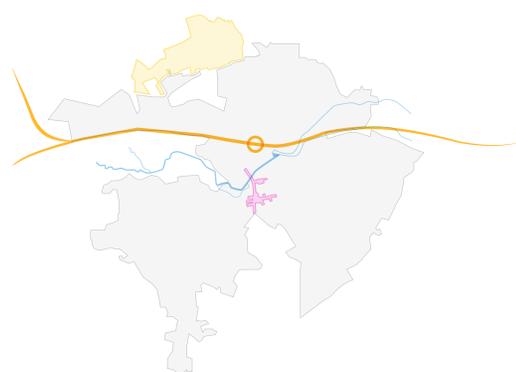


STAPLEGROVE AND THE SURROUNDING ROADS

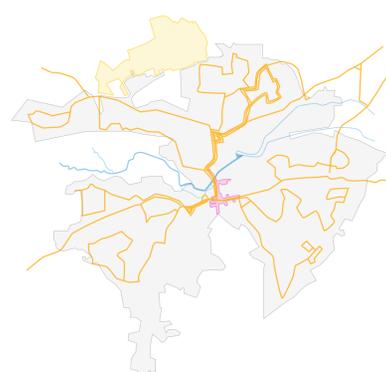
EXISTING TRANSPORT



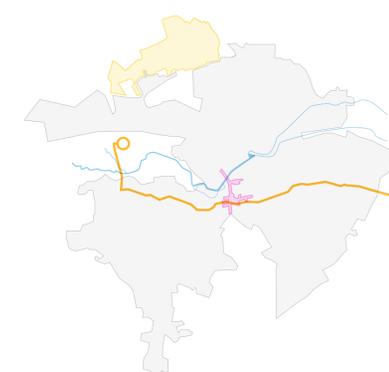
MAIN ROADS



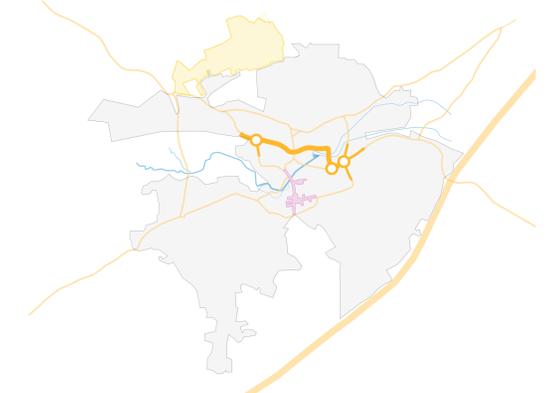
RAILWAY



BUSES



TAUNTON FLYER



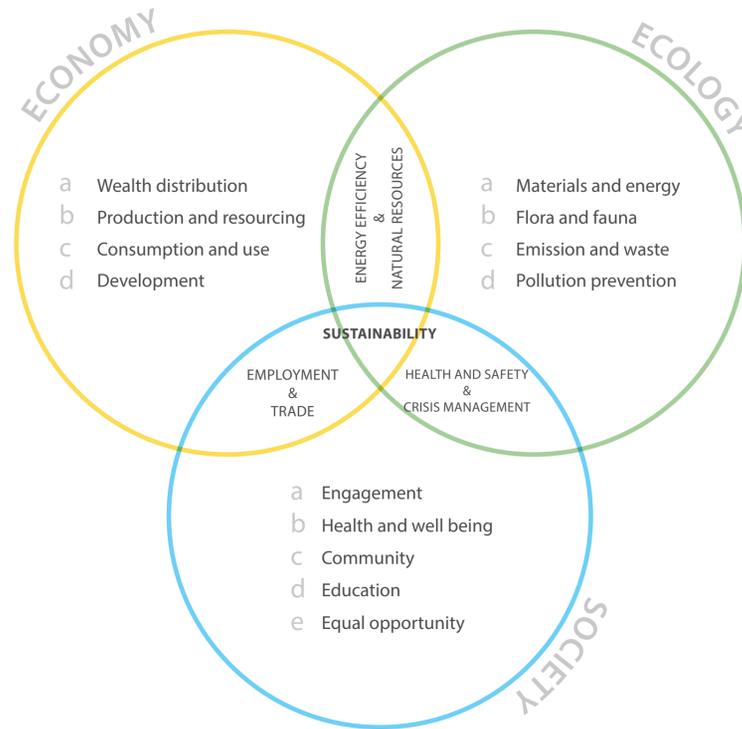
NORTHERN INNER DISTRIBUTION ROAD (NIDR)

SUSTAINABILITY

Our Aim

We aim to promote sustainable development:

- Promote the highest quality development and most beneficial use of land.
- Assess and provide for needs rather than just meet demands.
- By making necessities reachable within walking distances or public transport routes.
- Conservation of flora and fauna throughout the site (habits are not disturbed.)
- Provide usable green spaces within the urban realm for public use.
- Provide spaces for community interaction.
- Development will follow the grain of the existing built environment.



FLORA AND FAUNA



COMMUNITY



SUSTAINABLE DEVELOPMENT



Landscape Design for Positive Public Use



New Islington Public Space



Housing with External Green Public Space



Housing with Spaces for Community Interaction



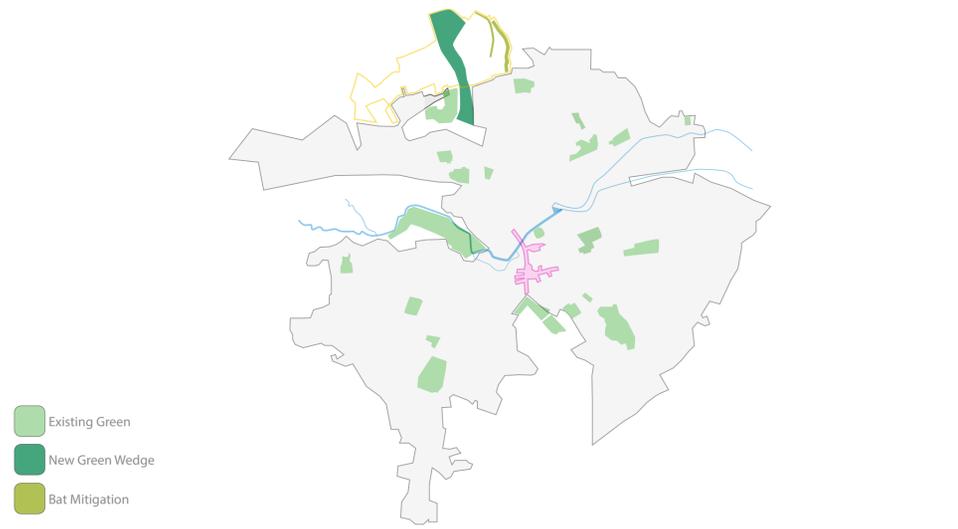
WHAT IS SUSTAINABLE DEVELOPMENT?

“Sustainable development is development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.”

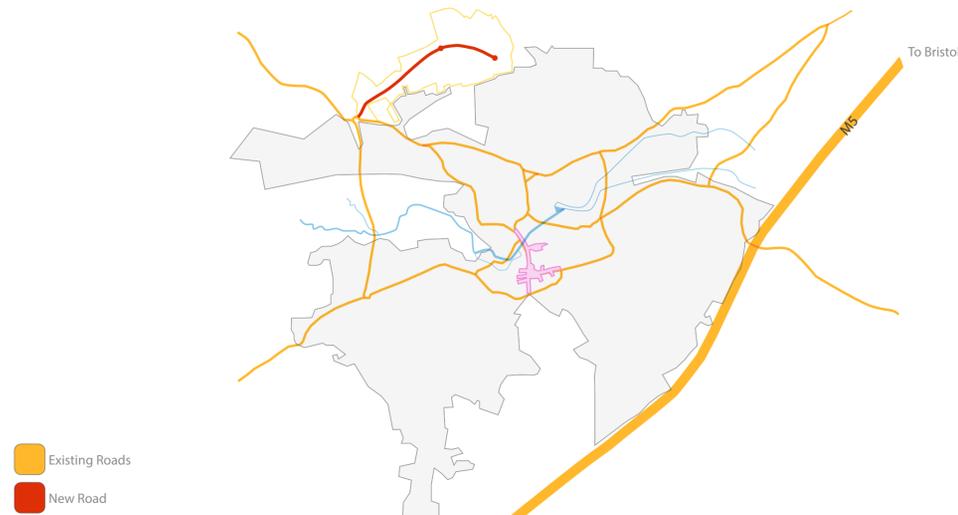
- Sustainable Development Commission



STRATEGY & FRAMEWORK

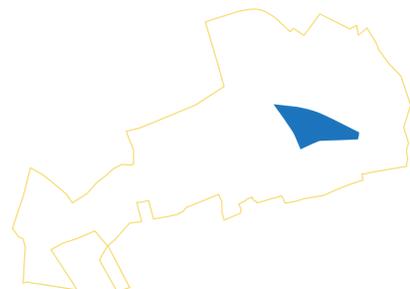


CONTINUATION OF GREEN SPACE



NEW MAIN ROAD

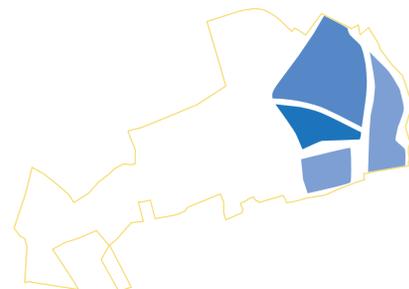
PHASING



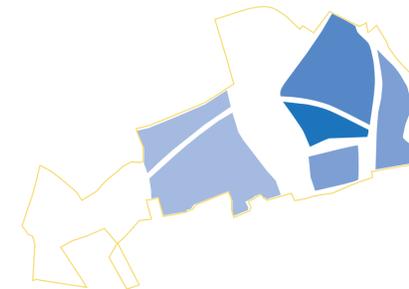
PHASE 1



PHASE 2



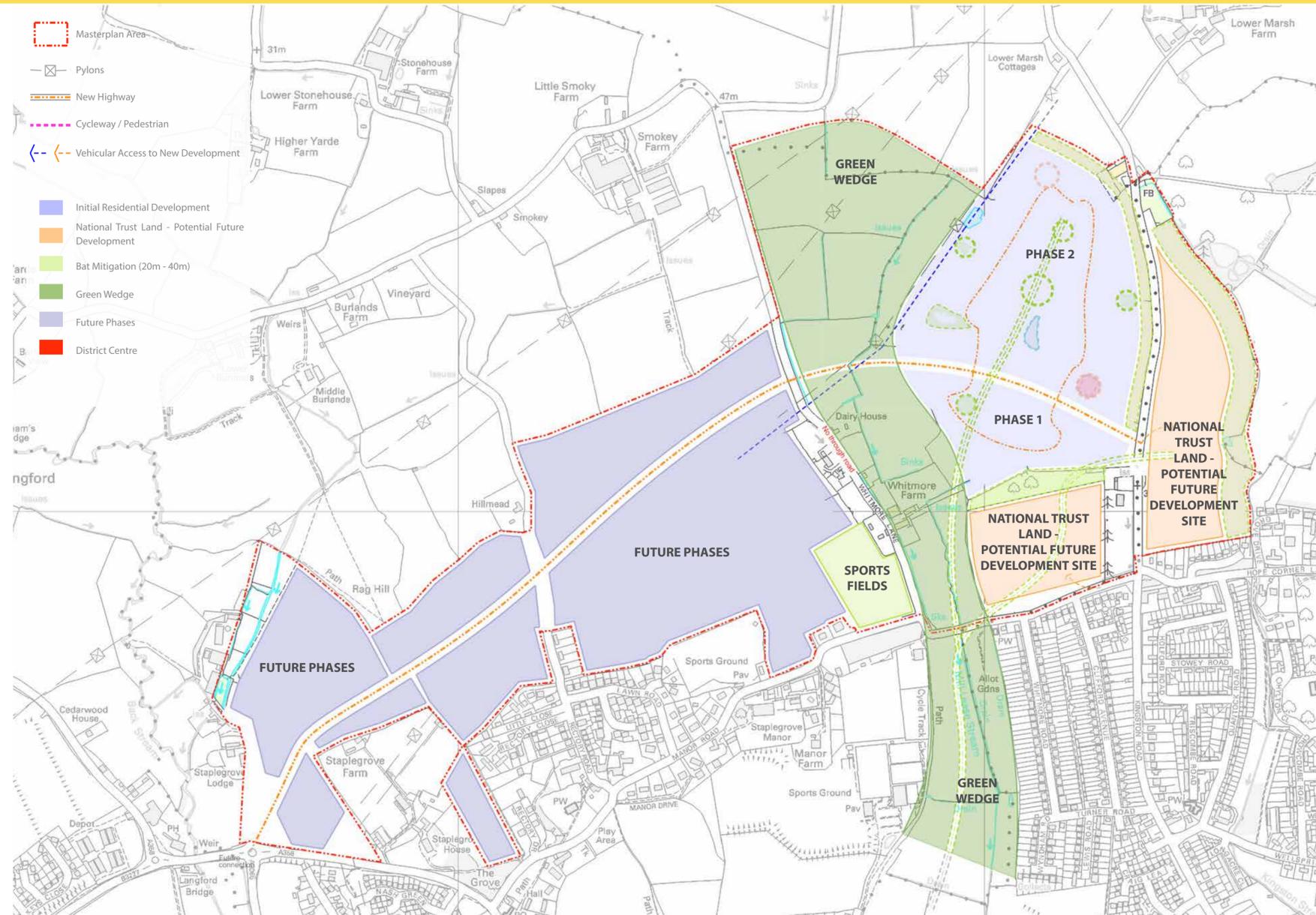
PHASE 3



PHASE 4



PHASE 5



PHASING MASTERPLAN 1:5000



VISION

STAPLEGROVE TAUNTON



MASTERPLAN 1:2500



VIEWS PORTRAYING THE NEW DEVELOPMENT

The Project Team

PM Asset Management

Planning Partner

Keep

Masterplanning Architects

GL Hearn

Planning Consultants

Hydrock

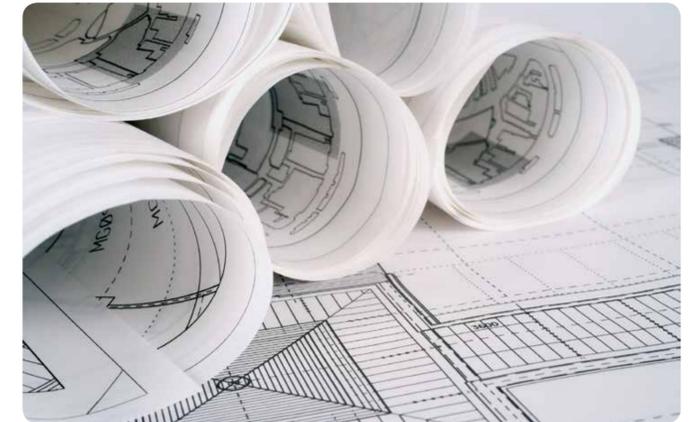
Environmental Consultants

WSP

Traffic and Transport

Wildwood Ecology

Ecology and Nature Conservation Consultants



Please let us know what you think of our ideas

Your comments and opinions will help us as we prepare our planning application for submission to Taunton Deane Borough Council in the coming months.

To provide your views please fill in a feedback form and place it in the comments box or send it to us by post.

Please ensure comments reach us no later than Friday 16 August.

Contact us

Write to us

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Bristol BS1 4NH

Email us

StapleGrove@glhearn.com

Next steps

Following this exhibition, the project team will consider all comments as part of the continuing development of the Staplegrove Masterplan. Further public exhibitions will take place later in 2013, with a view to the submission of an outline planning application in 2014.

THANK YOU FOR VISITING OUR EXHIBITION