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1. Introduction

1.1 Development Background

This Design Code has been produced on behalf of the Monkton Heathfield Consortium. It provides design guidance for Phase 2 of the mixed-use development at Monkton Heathfield, Taunton, Somerset. The guidance builds upon the design aspirations set out in the December 2007 Design and Access Statement with reference to the Monkton Heathfield Development Guide, 2004.

1.2 Status and Requirement for the Code

The Design Code is required as ‘Condition 4’ of the Outline Consent (48/2005/072):

‘No development shall take place on the site (with the exception of the ERR) until there has been submitted to and approved in writing by the Local Planning Authority, a design code for the site in its entirety (hereafter called the design code). The design code shall be approved prior to the submission of any application for reserved matters. The design code shall include detailed codings for:

- Architectural and sustainable construction principles;
- Character areas, street types and street materials;
- Block types and block principles;
- Renewable and energy efficiency measures;
- Principles of internal highways, cycle-ways and footpaths;
- Car and cycle parking principles;
- Building types;
- Building heights;
- Building materials;
- Surface treatments; and
- Boundary treatments.’

The terms of reference and content of the Code has subsequently been agreed in detail with Taunton Deane Borough Council.

The Design Code forms part of the Planning Process and will be adopted as the basis for evaluation of Reserved Matters applications lodged for the implementation of Phase 2 of the development.
2. Purpose of the Document

2.1 Aims and Objectives

The overall aim of this document is to:

• Ensure that the masterplan is robust and provide design solutions to technical issues;
• Facilitate delivery of the design aspirations contained within the 2007 Design and Access Statement;
• Accelerate the Reserved Matters Application process by providing a sound basis upon which Reserved Matters Applications can be reviewed and approved by Development Control;
• Give a clear steer to any future developers of the site as to what is expected in terms of design quality and urban form.

In order to achieve these aims, the Design Code is structured to achieve a number of core objectives as identified within ‘Preparing Design Codes – A Practice Manual’ (CLG, 2006). These key objectives are to:

• Create a place with a distinctive identity;
• Ensure continuity and coordination is provided between adjoining areas;
• Foster quality in the public realm;
• Encourage creative interpretation of a central set of principles;
• Integrate sustainable design into the fabric of the development at the outset.

To facilitate these aims and objectives the following factors are embedded into each of the character areas, supplemented by additional sections defining block principles, streets types, open space and landscape requirements:

• Land use and building type
• Density
• Building height and massing
• Building line and plot setback
• Boundary treatments
• Key buildings
• Frontage continuity and perimeter block requirements
• Parking provision
• Architectural details
• Materials and colours
3 Masterplan

3.1 Site Introduction and Description

The approved Outline Consent refers to 73.9 hectares (182.7 acres) of land to the east of the existing village of Monkton Heathfield, north of Taunton Town. Following the grant of consent minor amendments have been required to the approved masterplan to accommodate changes to the agreed phasing strategy in agreement with Taunton Deane Borough Council. These changes are reflected in the Masterplan shown opposite in Figure 2. Phase 1 has reserved matters consent and is therefore excluded from this design code.

3.2 Vision

Based upon the principles set out in the Council’s Development Guide (2004) and explored in the Design and Access Statement (2007), the vision for Monkton Heathfield is to create a locally distinctive settlement which interprets the traditional use of local materials to create a recognisable settlement which is both of the place and of its time.

3.3 Key Elements

Designed as sustainable extension to the existing village, the new proposals for Monkton Heathfield are situated to serve both new and existing communities, providing new links between them wherever possible to create an integrated larger settlement. These are some of the key elements that describe the proposals:

- At the heart of the new settlement is a new mixed-use local centre adjacent to key green links and a new primary school. Routes converge at this point both in reflection of desire lines and in order to aid legality and orientation. It is envisaged that this community heart will be centred around a new multi-functional shared surface space.
- Containing the boundary of development is a new relief road which diverts traffic from the existing A38 to form the new major north-south link. The diversion of vehicular traffic also allows traffic and travel speeds to be reduced through the Local Centre thus improving pedestrian safety and public realm quality.
- A central spine road facilitating a new bus route will be delineated by a larger-scale corridor flanked by a tighter urban grain and more continuous build line. More local scale residential access roads and pedestrian priority streets link into this main spine.
- Key in defining the character of the development is the integration of existing natural features such as hedgerows and tree groups. The landscape structure has been instrumental to the development layout and will continue to be a generator for new public realm and provide an instant mature landscape setting.
- The new extension will foster the village vernacular typical of the region, as described in pages 22-23 of the approved Design and Access Statement, 2007.

Figure 1. Development Concept
Phase 1
Permitted development
Permission granted
Ref: 48/10/0036

Figure 2. Illustrative Masterplan.
Character Areas

The development proposes five character areas. Each area has an identified focus and derives its character from a combination of elements, such as land use, focal spaces, routes, edges and boundaries.

4.1 Introduction

The following section describes the detailed codes for each of the four character areas. Each area is summarised at the outset with a description of the vision to be achieved, complemented by three summary plans describing key design parameters:

- **Frontage access**
  Defines the access arrangements for all block perimeters, pedestrian or vehicular, assuming all subdivisions within blocks to be fully accessible from the interior (subject to detailed testing work).

- **Key buildings and frontages**
  Describes the areas within each area where special treatment and/or additional detailing is required. Five types of treatment are identified:

  - **Focal buildings**
    Located at the termination of visual axis or in prominent locations where orientation would be aided by a visual marker or recognisable feature.

  - **Gateway buildings**
    Either stand-alone or a complimentary pair of buildings denoting the entrance into, or exit from a defined area. Recognisable as a slightly grander style, typical of the character area they represent, often including a street narrowing or increase in building height or scale.

  - **Important corners**
    Located where definition of a corner is required by built form. Not necessarily of particular architectural character.

  - **Co-ordinated frontages**
    Groups or strings of buildings fronting onto an important street or space which require consideration to be given to harmony of character: either architecturally, materially, or in relation to building height and form.

  - **Continuous frontages**
    Streets with a continuous terraced built frontage. Access to parking courtyards to be via built over drive-throughs to continue the build line of the street.

- **Set-back distances**
  Defines distances from the building line to the property line. Landscape treatment within this area will be specific for each character area and street type.
### 4.2 Summary Table

<table>
<thead>
<tr>
<th>Character Area</th>
<th>Northern Neighbourhood Area</th>
<th>Local Centre</th>
<th>Neighbourhood Area</th>
<th>Employment Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td>Residential</td>
<td>Two form entry school; Retail; Residential</td>
<td>Residential</td>
<td>81 Light industrial space; 600sqm office space 88 Storage or Distribution</td>
</tr>
<tr>
<td><strong>Building Type</strong></td>
<td>Predominantly family housing: Detached; Semi-detached; Some terraces within mews</td>
<td>Mixed use; School; Terraced housing; Apartments</td>
<td>Town and Terraced housing; Semi-detached; Detached</td>
<td>Offices; Light industrial units</td>
</tr>
<tr>
<td><strong>Building Height</strong></td>
<td>2 storey with occasional use of 2.5 storey</td>
<td>2/3 storey</td>
<td>2/3 storey</td>
<td>Eaves 7.0m - 9.5m</td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td>Lower to Medium density 28-45 dph</td>
<td>Higher density 45-50 dph</td>
<td>High to Medium density 36-50 dph</td>
<td>n/a</td>
</tr>
</tbody>
</table>
4.3 Northern Neighbourhood Area

This area is developed around the retained Camels Hump Green Lane and associated hedgerow planting, with a central cricket green. Informal natural spaces are connected by pedestrian routes with vehicle access located on periphery. The central space extends to smaller play spaces separated by hedgerows and existing trees.

The block structure to the eastern boundary fronting the A38 is formally part of the approach to the local centre and provides frontages aligned to the boundary. The blocks to the west and north are informal including irregular alignments and incidental spaces.

Villas are located around and overlooking the cricket ground and the western site entry. Development within blocks comprises detached and semi-detached units.

The area is characterised by hedge defined plot boundaries with fine railings on principal facades overlooking the bus route. Render elevations with some stone detail overlook the bus route and cricket pitch, the remainder consists of a mix of render colours and brick elevations.

Figure 4. Northern Neighbourhood Plan
frontage access
- No access
- Pedestrian access only
- Vehicular and pedestrian access

key buildings and frontages
- Gateway buildings
- Focal building
- Important corner
- Co-ordinated frontage

set-back distances
- 5m-7m
- 2m-5m
- less than 2m
4.4 Local Centre

The local centre will provide a focus for the development and a direct link. It will be characterised by a more dense built form, a lively public realm.

Retail facilities and community uses sit between the A38 and Dyer’s Brook corridor. Other uses include the primary school, with its associated community resources at the east side of the A38.

Development of the western edge of the local centre also includes residential properties overlooking Dyers Brook nature corridor. This corridor not only provides a naturalised backdrop to the high density blocks, but also provides an acoustic and visual buffer to existing properties to the west.

New street planting and strategic landscaping will also constitute a key feature of the focal space between the local centre and the school. Pedestrian priority shared surface will also predominate reducing traffic speeds on the A38.

Figure 8. Local Centre Plan
**4. Character Areas**

**Frontage Access**
- No access
- Pedestrian access only
- Vehicular and pedestrian access
- Raised surface treatment
- Potential highway / pedestrian link (only in conjunction with traffic calming)

**Key Buildings and Frontages**
- Gateway buildings
- Focal building
- Important corner
- Continuous frontage
- Co-ordinated frontage

**Set-back Distances**
- 5m-7m
- 2m-5m
- less than 2m
4.5 Neighbourhood Area

This neighbourhood comprises areas around the east-west ‘cross route’ between the existing A38 and new ERR. This route is the focus of the area and will be characterised by continuous building lines and higher density leading to the local centre. A distinctive arrival space, fully paved and enclosed by buildings of distinctive quality is located at the eastern entrance. This space is multifunctional, including a recognisable entrance feature, visitor parking and landscaping. Gateway buildings at the east and west end include more detail on elevations but are understated.

In contrast this area is crossed north-south and east to west by key open spaces. The central Parkland incorporates children’s equipped areas as well as community gardens. The pocket park will include surface drainage features and is part of the orchard trail across the site. Along this route frontages are irregularly planned with use of local render.

Lower densities towards the development edge soften the impact of the development on the surrounding countryside to the east and north.
frontage access
- No access
- Pedestrian access only
- Vehicular and pedestrian access
- Crossing point

key buildings and frontages
- Gateway buildings
- Focal building
- Important corner
- Continuous frontage
- Co-ordinated frontage

set-back distances
- 5m-7m
- 2m-5m
- less than 2m

Figure 13. Frontage Access Plan
Figure 14. Key Buildings and Frontages Plan
Figure 15. Set-back Distances Plan
4.6 Employment Districts

The employment districts are set within existing and proposed green corridors, screened also by planting on all sides in the form of green edges. These areas should include B1 light industrial space and commercial spaces as well as B8 warehouse units.

The site to the south west is screened from the ERR and views from the south. Boundaries adjacent to the housing will be planted and building heights will be limited to residential scale.

High environmental standards should be achieved in all buildings and spaces.

A maximum of 600 m² of office space will be permitted on the whole site.

District A: Southern Employment District
Located adjacent to the southern area of housing development, this district should be designed to a residential scale. It will comprise B1 light industrial space within small footprints and create a rural/green setting.

Development visible at the west end of the ERR will be designed to provide a distinctive frontage to the south. Boundaries adjacent to the housing will be planted and building heights will be up to 9.5m (eaves).

District B: Western Employment District
This larger area of employment could include B1 and B8 land uses. Building types will vary to include different size warehouses and commercial buildings.

The southern boundary includes provision for surface water storage and an associated buffer of screen planting.
4. Character Areas

**frontage access**
- No access
- Pedestrian access only
- Vehicular and pedestrian access

**key buildings and frontages**
- Landmark building

**street hierarchy**
- Eastern Relief Road
- Main Route
- Employment Access Road

Figure 17. District A: Frontage Access Plan
Figure 18. District B: Frontage Access Plan
Figure 19. District A: Key Buildings and Frontages Plan
Figure 20. District B: Key Buildings and Frontages Plan
Figure 21. District A: Street Hierarchy Plan
Figure 22. District B: Street Hierarchy Plan
### 4.7 Character Areas: Urban Design Principles

<table>
<thead>
<tr>
<th>Character Area</th>
<th>1. Land Use</th>
<th>2. Building Type</th>
<th>3. Density</th>
<th>4. Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Neighbourhood Area</td>
<td>Residential</td>
<td>Predominantly family housing: Detached; Semi-detached; Terraced housing;</td>
<td>Lower to Medium density 28-36 dph</td>
<td>2 storey with occasional use of 2.5 storey</td>
</tr>
<tr>
<td>Local Centre</td>
<td>Two form entry school; Community facilities; Retail; Residential</td>
<td>Mixed use; School; Terraced housing; Apartments</td>
<td>Higher density 45-50 dph</td>
<td>2/3 storey</td>
</tr>
<tr>
<td>Neighbourhood Area</td>
<td>Residential</td>
<td>Town and terraced housing; Semi-detached; Mews</td>
<td>Medium density 34-44 dph</td>
<td>2/3 storey</td>
</tr>
<tr>
<td>Employment Districts</td>
<td>81 light industrial space 88 Storage or Distribution</td>
<td>Commercial; Light industrial units; Warehousing.</td>
<td>n/a</td>
<td>Maximum eaves height 9.5m</td>
</tr>
</tbody>
</table>

**Notes:**
- See section 5 for more details.
<table>
<thead>
<tr>
<th>5. Building Line and Setback</th>
<th>6. Front Boundary Treatment (Chapter 5.5)</th>
<th>7. Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Constant building line and front gardens. A3259 and cricket pitch frontage: between 5-7m A38 and other green spaces frontages: 3m Internal streets and local roads: 2-4m fronts</td>
<td><strong>Informal</strong> &lt;br&gt; Hedges; Cricket ground boundaries define by railings (stone or rendered upstand is permitted) with cropped hedge</td>
<td>On-plot parking, garages and on-street visitor</td>
</tr>
<tr>
<td><strong>Main square frontage:</strong> Back edge of pavement or small private thresholds typically 2m. Consistent building line. Internal streets: 2-4m Dyers Brook frontage and green corridors: 3m</td>
<td><strong>Formal</strong> &lt;br&gt; Privacy strip defined by change in surface material Dyers Brook corridor define by timber post and timber rail and cropped hedge; Gates to private on-plot parking</td>
<td>Communal courtyards, garages (Integral) and on-street visitor</td>
</tr>
<tr>
<td><strong>Main street:</strong> Small private front garden typically 2m. Around Urban square: 2m setback A38 frontage: 5-7m Other streets: Front gardens with a set back distance for all buildings between 2-4m Green Corridors: Front gardens with a set back distance for all buildings 3m.</td>
<td><strong>Formal</strong> &lt;br&gt; Main street: Railings: (brick or rendered upstand is permitted); Streets: Dwarf walls or/and hedges; Green corridors: Hedges, timber post and timber rail and cropped hedge</td>
<td>Communal courtyards, on-plot parking, and on-street visitor</td>
</tr>
<tr>
<td>Varies</td>
<td><strong>Formal</strong> &lt;br&gt; Hedges Formal planting</td>
<td>Communal parking: 1 space per 30sqm commercial space</td>
</tr>
</tbody>
</table>

Varies Formal Hedges Formal planting 2-4m fronts
### 4.8 Character Areas: Architectural Details

<table>
<thead>
<tr>
<th>Character Area</th>
<th>Walls</th>
<th>Colour Palette</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Northern Neighbourhood Area</strong></td>
<td>Render: Roughcast pastel coloured render</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Buff and red brick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Red brick detailing</td>
<td></td>
</tr>
<tr>
<td><strong>Exceptions:</strong></td>
<td>Cricket Pitch Frontage: Full render</td>
<td></td>
</tr>
<tr>
<td><strong>Local Centre</strong></td>
<td>Red Brick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Full Render</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Red brick detailing</td>
<td></td>
</tr>
<tr>
<td><strong>Exceptions:</strong></td>
<td>-School Building: subject to detailed bespoke design</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Dyers Brook Frontage: Full render</td>
<td></td>
</tr>
<tr>
<td><strong>Neighbourhood Area</strong></td>
<td>Red or buff Brick with red brick detailing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Full Render with render detailing</td>
<td></td>
</tr>
<tr>
<td><strong>Exceptions:</strong></td>
<td>-Urban Park Frontage: Red brick and use of dressed reconstituted stone detailing elements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-School site frontage: Local natural stone for detail elements</td>
<td></td>
</tr>
<tr>
<td><strong>Employment Districts</strong></td>
<td>District A:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Timber cladding</td>
<td></td>
</tr>
<tr>
<td><strong>District B:</strong></td>
<td>Brick, metal cladding</td>
<td></td>
</tr>
</tbody>
</table>
4. Character Areas

<table>
<thead>
<tr>
<th>Roofs</th>
<th>Windows</th>
<th>External Doors</th>
<th>Key Building Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat grey/red/brown fibre concrete tiles; Red and brown pantile; Roofs and pitches should be gabled simple and symmetrical.</td>
<td>Regular size windows within symmetrical arrangements; Casement style UPVC windows. Frames recessed 75mm (min.); Simple detailing at rear elevations</td>
<td>Simple panelled doors in traditional colours.</td>
<td>Render detailing; Flat grey tile.</td>
</tr>
<tr>
<td>Flat grey fibre concrete slate; Roofs and pitches should be gabled simple and symmetrical.</td>
<td>Regular arrangements of tall windows for ground floor and shorter upper windows Casement style UPVC windows. Frames recessed 75mm (min.); No horizontal glazing bars - vertical emphasis.</td>
<td>Simple panelled doors in traditional colours.</td>
<td>Render walling with elements of timber cladding or/and stone; Flat grey fibre concrete tiles.</td>
</tr>
<tr>
<td>Flat grey/red/brown fibre concrete slate; Red double roman; Urban Park frontage: Flat grey slate; Roofs and pitches should be gabled simple and symmetrical.</td>
<td>Regular arrangements of tall windows for ground floor and shorter upper windows; Casement style UPVC windows. Frames recessed 75mm (min.); No horizontal glazing bars - vertical emphasis Bay windows could be used along main route</td>
<td>Simple panelled doors in traditional colours.</td>
<td>Render with render detailing; Or full render with stone detailing; Flat grey fibre concrete tile.</td>
</tr>
<tr>
<td>Corrugated metal roof Roof pitch: varies</td>
<td>Varies</td>
<td>Varies</td>
<td>Subject to detailed design.</td>
</tr>
</tbody>
</table>
4.9 Character Areas: Landscape Principles

<table>
<thead>
<tr>
<th>Character Area</th>
<th>Key Principles</th>
</tr>
</thead>
</table>
| Northern Neighbourhood Area    | • Creation of a cricket pitch village green and informal square. The cricket pitch forms the focus of the development area and creates a northern green gateway.  
• A corridor of structural planting will provide separation between the new housing and A38 corridor.  
• Cycle routes will utilise the existing lane network where possible. |
| Local Centre                   | • Formal character of A38 urban plaza will provide contrast with informal Dyers Brook Corridor; the two will be linked by green transitional spaces/routes.  
• Formal tree planting and ornamental shrubs to compliment landmark buildings within hub of development.  
• Dyers Brook corridor will be ecologically focused with naturalistic grass areas and planting complementing the existing vegetation network.  
• Incorporation of a new secondary school playing field, linked to both existing village and new development. New planting will enhance safe routes to school. |
| Neighbourhood Area             | • A series of linked open spaces providing a robust green infrastructure that subdivides the neighbourhood into three distinct areas.  
• Open spaces incorporating play areas (NEAP and two LEAPs) and will each have a distinct character to provide a strong sense of place and legibility within the development.  
• Linear greenways providing links between key open spaces and housing areas will have a less formal character, yet will be designed to provide a sense of progression along footpaths and cycleways.  
• Orchard trail centred on Green Lane.  
• Community focal spaces situated along key vistas.  
• Continuance of orchard trail to enhance biodiversity. |
| Employment Districts           | • Employment buildings will be integrated into the surrounding landscape setting by robust infrastructure planting.  
• Definition of internal key routes with strong geometric landscape patterns.  
• Creation of distinctive building frontages, identifiable from existing and proposed road networks.  
• Creation of appropriate landscape buffer where employment land abuts housing areas. |
<table>
<thead>
<tr>
<th>Key Open Spaces</th>
<th>Lighting</th>
<th>Street Furniture</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cricket Green (see section 7.4.7 Page 65)</td>
<td>Contemporary lighting columns along cycleways/footpaths.</td>
<td>Contemporary metal benches, fingerposts and bollards.</td>
</tr>
<tr>
<td></td>
<td>Contemporary lighting along road corridors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting along Dyers Brook corridor.</td>
<td></td>
</tr>
<tr>
<td>Local Centre (see section 7.4.6 Pages 63/64)</td>
<td>Contemporary lighting columns along cycleways/footpaths.</td>
<td>Contemporary metal benches, fingerposts and bollards.</td>
</tr>
<tr>
<td>Dyers Brook and Wildlife Corridor (see section 7.4.5 Page 62)</td>
<td>Contemporary lighting along road corridors.</td>
<td>Contemporary metal tree grilles and guards.</td>
</tr>
<tr>
<td>Secondary School Playing Field (see section 7.4.4 Page 61)</td>
<td>Floodlighting associated with secondary sports pitches.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting along Dyers Brook corridor.</td>
<td></td>
</tr>
<tr>
<td>Central Parkland North (with LEAP) (see section 7.4.3 Page 60)</td>
<td>Contemporary lighting columns along cycleways/footpaths.</td>
<td>Contemporary metal benches, fingerposts and bollards.</td>
</tr>
<tr>
<td>Central Parkland South (with NEAP) (see section 7.4.2 Page 59)</td>
<td>Contemporary lighting along road corridors.</td>
<td>Metal estate railings</td>
</tr>
<tr>
<td>Pocket Park (see section 7.4.1 Page 58)</td>
<td></td>
<td>Play areas with a more naturalistic appearance using sculpted landscape and play equipment constructed with organic materials</td>
</tr>
</tbody>
</table>
5 Design Principles

This chapter explains how the masterplan should be interpreted following specific design principles. These principles provide a strong framework and will reinforce the key elements set out in the Design and Access Statement.

5.1 Land Use and Building Types

In accordance with the land use requirements set out within the Local Plan, Monkton Heathfield has been designed to create a comprehensive mixed-use development. The following descriptions summarise the primary design principles for each land use.

Residential
The principal land use is residential development. It should be a mix of dwelling sizes, types and tenures to provide for a mixed community. The proposals provide a number of affordable dwellings in line with the Section 106 agreement, which will be spread throughout the development. The design guidance applies equally to both market and affordable housing.

Building Types
These will range from 1 and 2 bed apartments, terraced housing, semi-detached and detached dwellings. This mix will support a varied community including households of single persons and families.

Local Centre
The Local Centre, at the heart of the development area, will provide a range of uses. These should include retail units, primary school, community facilities and dwellings.

Retail units may include some leisure uses subject to demand. The Local Centre will include car parking, servicing areas and public transport stops.

The detailed design parameters for the central square at the local centre are subject to negotiation with the Local Planning Authority.

Building Types
Maximum unit size set out in the Development Guide suggests a small number of retail units of 100sqm, however, a single larger store will be considered subject to robust analysis.

Residential units will be provided on upper floors to ensure activity over a longer period of the day.

Within the Local Centre buildings should be flexibly designed to allow for change of uses, from residential to retail, as the market predicts.

School/Community Facilities
The primary school should be designed to accommodate community uses, including the provision of a hall for both school and community use. This will be subject to agreement between the Local Education Authority and Local Planning Authority.

Building Types
School building to be an exemplar design quality fronting onto the A38 and the local centre and create a strong focus for the new and existing community. Best practice environmental credentials will be anticipated.

Public Open Space
A variety of Public Open Spaces are provided to serve the needs of the community. These will include children’s play space, areas for adult sports, formal areas including greens, and informal areas for recreation and nature conservation.

The detailed design parameters for Public Open Space are subject to negotiation with the Local Planning Authority.

Employment Areas
The Masterplan provides two employment sites. These will comprise B1 light industrial space and commercial space and B8 warehouse uses. These employment areas will include parking areas for employees and visitors and reasonable landscaping and street planting.
Figure 23. Land Use Plan
5.2 Density

The plan opposite represents the average densities that should be achieved for residential development.

Densities should step up and down in response to neighbouring areas and be complemented with a change in building type and scale from the centre to the periphery.

There will be three levels within the new development and the following principles should be applied to development proposals.

**Higher Density Areas**
45-50 dwellings per hectare

Located within the main areas served by public transport and in close proximity to proposed and existing community facilities.

These areas are located along the A38 within and around the new local centre and around a central core to the Eastern Relief Road to enhance local commercial viability.

These areas will have a higher proportion of flats and terraced housing and a lower car parking provision.

**Medium Density Areas**
34-44 dwellings per hectare

Concentrated around the main Public Open Spaces and adjacent to higher density areas. Medium density areas should aim to ensure a smooth transition between higher and lower densities.

These areas will have a higher proportion of terraced houses and semi-detached housing.

**Lower Density Areas**
28-36 dwellings per hectare

Located towards the development edge, to soften the impact of development onto surrounding countryside.

These areas will have a higher proportion of semi-detached and detached housing, and generally larger building set-backs reflecting a more rural character.
Figure 24. Density Plan
5.3 Building Heights

The range of development densities should be reflected in building scale and plot types. Building heights have been selected to reflect these changes and to ensure that public spaces have an appropriate sense of enclosure and provide a legible urban form.

The opposite plan illustrates the proposed building heights for residential use. Other uses are explained in the table below.

**Residential Areas**
Lower building heights have been sought to reduce the visual impact from existing countryside surroundings. While the predominant building height is 2 storey, 2.5 and 3 storey could be used at focal points and important frontages.

The main open spaces and higher density elements of the central route will comprise 2.5 and 3-storey buildings. This will ensure visual definition and allow occupants to overlook these spaces.

Within terraced houses, greater storey heights can be incorporated to emphasise corners. Three-storey buildings could also be used to provide punctuation or focal points to terminate views.

**Local Centre**
The local centre will also be designed at a residential scale, sympathetic to its rural village location. Predominantly 2-3 storey, but with greater flexibility dependent on building function.

**School Building**
This building should achieve a maximum height of 11m, which is equivalent to a 3-storey residential building.
Mainly 2 storey
Potential for 2.5 storey
Potential for 3 storey

Figure 25. Typical Heights Plan
5.4 Block Principles

The development pattern adopted for the Masterplan is based upon an irregular layout of blocks. These are defined by a combination of the retained framework of vegetation and highways and the proposed strategic division of the site with new public space and access proposals.

The size and configuration of the resulting blocks is a consequence of the proposed land use, the scale of accommodation within the block, and the configuration of access to the frontages and within the block. Non-residential blocks are consequently larger than residential blocks.

Block configuration and building alignments should assist in achieving traffic calming by reducing visibility along the principal highways.

The following are the key principles applicable to all blocks within the development.

**Perimeter Blocks**

The blocks are a key element in this structure and are defined by the nature and form of the perimeter and the content and character of the interior.

Key principles applicable around and inside the perimeter blocks:

**Size**

- Large blocks should provide sub-divisions to ensure good connectivity between blocks and to allow access to adjacent open space and pedestrian routes. Mews should be incorporated to provide circulation, and to ensure surveillance.

**Edges**

- All blocks have clearly defined boundaries between public and private space. These define the edges of the land parcel and should be detailed to provide continuity in material and detail. Variation in detail and form of a boundary changes the character and role of the frontage.

**Continuity**

- Gaps and breaks between buildings should be closed by continuity of wall or ancillary buildings, wherever possible.
- Created spaces: perimeter building alignment should be kept simple maintaining continuity and reinforcing the identified public spaces proposed in the Masterplan. Locally created spaces, achieved by changes in alignment, access or planting, should be considered avoiding blank wall enclosures, irregular and unadoptable space. Marginal boundary amenity planting should be minimised.

**Public and Private**

- Blocks are designed to have publicly visible exteriors and private or semi private interiors. The design approach should differ for exterior and interior spaces. There should be a clear distinction defined by boundaries between public and private space.

**Surveillance**

- Exterior of the block should be designed with front doors adjoining the street or green space. This provides surveillance and active use of the public space. Orientation of principal rooms will be affected by plot arrangement but in all cases should have regards to the use and the management of public and semi private spaces adjacent. Block interiors should be designed as an integral part of the residential space. Use of full height boundary screens which minimise surveillance and isolate plots should be avoided.

**Front gardens**

- Private space should be enclosed forming part of the street design in detail, material, and continuity. Front doors should open into private space; the space should be overlooked by primary or secondary windows from habitable rooms.
5. Design Principles

• Non-residential uses within the block arrangement should be designed to maintain continuity in perimeter alignments with principal entrances and windows facing the street. Changes in scale or character should be used to add diversity to the street elevation rather than justify isolation and separation.

Corners and Key Buildings

• Corridor buildings should face the primary route or space; secondary windows or other features should be used to define the corridor on the adjacent side. Corners may be emphasised by change in material or detail but alignment should not detract from the primary alignment of building frontages on the block perimeter.

• Specific buildings at corners and on important views are identified as landmark or key buildings. Where these occur, the perimeter building alignment may be altered to emphasise the importance of the location and building. Changes to on-plot arrangements and building alignment irregularity need to be minimised in order to emphasise the importance of these identified buildings.

• Perimeter design should take account of the importance of distance and local views in the detailed arrangement of units within the perimeter. Ancillary buildings: blank walls, should be avoided at the end of approach routes or views. The design of the perimeter should be considered in its presence and impact on the street scene visible from various parts of the development.

Accessibility

• Access around and through the block should be considered in the context of all site occupiers including the elderly, parents with children and the disabled. The routes should be safe, wide and direct. Abuse by pedal or motorised bike should be avoided by occasional street furniture. Where necessary gated routes should be used to exclude unregulated access to private or semi-private spaces.

Block Interior

• Somerset County Council Highways will require APC Financial Payments for any driveways serving more than 2 dwellings.

• Parking should be located within individual plots where possible. Shared parking areas should be planned to include amenity space. Visitor parking should be provided in the manageable visible locations. Rear parking areas should ideally be accessed from adoptable routes.

• Where pedestrian routes within the block and connecting with the perimeter should be adoptable. Non-adoptable pedestrian routes should be gated. Routes should be designed to accommodate all users.

• Cycle routes within the block should be adopted.

• Boundaries: interior shared spaces of the block should not be visually isolated from associated parking and service areas. Use of low hedges and walls below eye level should be used to provide surveillance and security for internal spaces. Boundaries adjoining adopted routes should avoid use of timber panel fence.

• Surveillance: interiors of the block should be fully visible from ground floor windows of a proportion of all dwellings. Pedestrian and cycle routes passing between blocks should be visible from each end.

• Amenity: interior space of blocks should be designed as part of the public realm. This should include the provision of usable amenity space where possible. Provision of street planting and planted pot boundaries will reinforce the value and management of the space. Accessible, visible, safe play spaces should be located within the block.
Refuse and Emergency vehicles

- Provision needs to be made for access of emergency services to the perimeter or alternatively within the block.
  - Maximum travel 45m to pump appliance to single family houses.
  - Maximum travel 45m to pump appliance to every dwelling entrance for flats and maisonettes.
  - 3m absolute minimum of free access route.
  - 3.7m minimum headroom clearance.
  - Fire service vehicles should not have to reverse more than 20m.

- Refuse: provision should be made within all plots for storage and collection of refuse. This should be accessible from adoptable routes and where possible from within the block. Grouped provision should be located within the building envelope of the unit served. All refuse collection points should be enclosed.
  - 12m maximum reversing distance for refuse collection.
  - Waste collection vehicles should be able to get to within 25m maximum to the storage point and the gradient between the two should not exceed 1:12.
  - Residents should not be required to carry waste more than 30m.
5.5 Boundary Treatments

Figure 26. Boundary Treatment plan
5.6 Parking

Parking should be provided on street, within blocks and along shared surface streets to provide convenient space for residents and visitors and to assist local traffic calming. A combination of on-plot, on-street and courtyard parking solutions should be used according to character area (location) and market conditions. Parking should be provided close to, and visible from, the buildings where the owners live.

Key Principles:

- At first choice, use of a frontage access type, either on or off-plot. Rear courts should be used only when necessary for higher densities and a small number of properties only.
- All cars should be visible from ground and upper floor windows.
- Garages and car ports should not project forward of the building line.
- Routes to off-street and interior parking should be marked by material change.
- Parking identified on a public highway will not be allocated. They will be permanently available to the public.
- Block parking, including on-plot provision, to suit accommodation; See character areas table for more details on parking provision.
- Safe and secure cycle parking should be provided as part of allocation.
- Safe and secure routes should be provided for pedestrians around and across interior vehicle routes.
- Properties with integral garaging should be wide enough to allow a ground floor entrance and window facing the street.
- Rear access to be used for refuse collection and service will need to be adopted;
- Ensure parking areas are lit to BS5489; security lighting levels should be restricted to 150w.
- Parking areas and private drives should use permeable surface materials.

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Residential Parking Standards

- The Borough Council will not permit more than an average of 1.5 car parking spaces per dwelling on any residential development.
- The Borough Council will require all residential developments to make provision for the parking and storage of bicycles with a minimum provision as follows:
  - 1 space for all residential units between 1 and 3 bedrooms.
  - 2 spaces for residential units with 4 bedrooms or more.
  
  Safe, secure cycle parking must be provided in line with the County’s cycle parking and storage requirements.

Courtyard Characteristics:

- Courtyards should be designed as part of the shared space of the block, integrating parking within the design of the space.
- Un-adopted parking courts should provide access direct to plot parking or a maximum of 12 grouped spaces in safe, overlooked locations.
- Properties enclosing the parking area should have secondary access pedestrian access from these spaces.
- Rear courtyards should support on-street parking, not replace it.
- Where appropriate, parking areas may be secured by inclusion of 1.5m high gates.
On Street Parking:

- Parking should be integrated with the architectural and landscape design of all spaces.
- Unassigned street space provides flexible parking for visitors, service use and overspill. Street parking should be encouraged with widened streets and marked bays, where appropriate.
- On-street space should be large enough for service use, disabled access and overspill use.
- Design of street parking spaces should be integrated in landscape design of the street.

Employment and Retail Areas:

Service vehicle delivery and parking area principles:

- Parking and turning areas should only require simple manoeuvres.
- The need for ‘blind’ movements should be avoided. Where reversing is required drivers’ sight lines should be considered.
- Single entrance service areas accessed from public highways should allow ample room for vehicles to turn.
- When additional provision of ancillary elements (such as pallets, skips, mobile equipment) is intended, positions should be planned in advance and submitted with the detailed application.
- Surfaces to be used regularly to support heavy vehicles or high point loads (trailer legs etc.) should be of high quality or re-enforced to avoid premature wear.
- Lighting: access roads should be lit to BS5489:1992.

Cycle Parking:

- Visitor cycle parking
  Covered cycle stands for visitors will be provided to a minimum standard as stated in SCC guidance.
- Employment
  Covered cycle stands for staff will be provided to a minimum standard of 1 cycle parking facility per 7 staff. (Lockers and showers are also required within the development to encourage cycle use, reference SCC guidance.)
- Provision in Public Open Space
  Public cycle parking provision shall be made within all priority public realm areas. Amount and form of provision is to be agreed in relation to spatial function and surrounding land uses.

References:

- New Homes 2010, Secured by Design
- Estate Roads in Somerset, Somerset County Council
- Cycle Parking Provision SPG. Somerset County Council
- Taunton Deane Borough Council Local Plan
5.7 Environmental Standards

This section of the Design Code pulls out some of the key inclusions as part of any application proposals for this development. The list of proposals is not exhaustive.

**Delivering a Mix of House Types**
The scheme must include a mix of house types, sizes and tenures to ensure that people have access to a broad range of housing to suit local need and demand.

**Solar Gain and Site Layout**
The orientation of buildings on the site and the interior design and orientation of rooms and openings can make significant differences to the energy demands and quality of life for new residents. Ideally, the layout of the buildings should follow these principles:

- Main living spaces should be located on southerly and/or westerly elevations wherever possible, appropriately shaded to manage overheating.
- The positioning of buildings as windbreaks should be used to minimise wind chill factor on as many buildings as possible.

**Renewable energy**
At least 10% of the energy consumed should be generated on site by renewable sources.

The following low carbon energy supply strategy is proposed for this development:

- 112 Affordable Housing Units on the first phase will be specified with 9m2 photovoltaic (PV) panels on average. This will contribute 106MWH to the total site energy target (0.35% of estimated total site energy).
- Low or zero carbon technologies PV, Solar thermal heating, Biomass Boilers and CHP are all recommended to be viable for the development in principal, pending further considerations at detailed design for later phases.
- Solar technologies (PV and Solar Thermal) are appropriate for low density residential areas of the scheme where sloping roofs are orientated within the Southerly arc.
- Combined Heat and Power and Biomass Boilers are appropriate for Commercial, Educational and Community spaces; those areas of the scheme with high density.

of the reserved matters applications for relevant phases. The design team will demonstrate at each submission the contribution made to a minimum 10% of total site energy demands. The response should include consideration of the design and management of energy supply for the primary school and community buildings.

**Code for Sustainable Homes**
The Code for Sustainable Homes (CfSH) is the Government’s rating system for the design and construction of new homes. Future applications should meet the legislative requirements of the Code for Sustainable Homes at the time of implementation. Energy standards for the non-residential elements will be assessed during subsequent stages of design and will be assessed at Reserved Matters stage to accord with the latest legislation on the Code for Sustainable Homes and other environmental performance requirements. The development should therefore meet the prevailing standards for energy conservation and energy efficiency at the time of implementation.

The development will be designed to reduce energy demand to the benefit of the environment and to minimise expenditure on fuel by future residents. To achieve this, the following improvements in energy efficiency required by the relevant level of the Code for Sustainable Homes will be considered:

- improved U-values;
- low air permeability rate;
- use of energy-efficient light fittings throughout all homes;
- reduced cold bridging;
- specification of energy efficient white goods where provided;
- good quality information will be given to customers on how to operate their homes most efficiently.

**Water Consumption**
The efficient use of water is a critical factor in achieving more sustainable development. Water efficiency measures should be evaluated within all buildings and delivered in line with the Code for Sustainable Homes requirements at that time. The specification, evaluation based on technical performance, cost and market appeal, together with water use regulation compliance will be considered at the detailed design stage.
Waste and Recycling
The minimisation of waste and the promotion of recycling are important. The following should be considered during the detailed design process:

- Space for segregated recycling waste bins in kitchen units in accordance with the requirements under the Code for Sustainable Homes;
- Information on how to reduce waste and recycle provided to each resident;
- The provision of street litter bins and waste recycling facilities.

The Reduction of Car Use
- Streets and roads within the scheme must be designed for reduced car speeds, with the main streets designed as an integral element of the public realm.
- A public transport service will run through the site, with bus stops located at min 400m from all dwellings.
- Footpaths and cycleways have been located across the scheme to create a permeable and connected movement network. It will allow people to have a variety of options to travel around.
- All dwellings should have provision for cycle storage where possible. These initiatives will reduce the need to travel by car from the scheme.

Sustainable Urban Drainage
The impacts of surface water drainage from impermeable areas of development should be controlled and managed to reduce the risk of flooding and control pollutants, whilst maximising the principles of more natural drainage mechanisms across the site and improving amenity benefits. Impermeable areas include roads, pavements, car parks and roof areas of buildings. Runoff from all of these areas could affect the quantity and quality of water entering local watercourses. Flood risk and water quality management should be achieved through incorporating, wherever possible, Sustainable Drainage Systems (SUDS), which are designed to manage surface water by retention and/or by natural attenuation and infiltration.

Throughout all design stages and linking across many different aspects of the development, the use and incorporation of SUDS should be applied at all appropriate locations across the site. The design, construction, adoption, ownership and maintenance of SUDS, should be incorporated and explained as part of the detailed design phases of the development. Design and implementation to be undertaken in accordance with recognised best practice and SUDS guidelines.

The use of permeable paving should be incorporated in low trafficked areas, such as private drives and parking courtyards. Permeable paving provides additional storage and attenuation and helps improve the quality of runoff water.

The approved FRA for the development outlines the criteria to which any strategy proposed for dealing with surface water run off from the site must adhere. Therefore, future planning applications should outline a fully compliant methodology to attenuate storm water discharges from the site. Off line storage basins should be proposed to limit pipe sizes, whilst also improving flood water management, and water quality through passive treatment.

Landscape and Ecology
Protecting and enhancing the ecological value of the site is fundamental to the development of the scheme. All development on the site should consider:

- Existing hedgerow and trees must be retained to ensure the retention of existing habitats and the creation of new ones.
- A planting strategy that combines native species with carefully selected non-native species.
- Landscaping materials should be selected on the basis of low embodied energy.
- Long-term management and maintenance should be considered thinking about minimal mowing regimes, avoiding pesticides and sprays, encouraging natural pest control, encouraging minimal use of water and fertilizer.
Street Types

6.1 Movement Network and Street Hierarchy

Best practice guidance promotes diversity of development. For diversity to occur, the design of streets and spaces needs to reflect the specific user requirements of that street or space thus encouraging activity to occur and creating an environment which is functional, safe and legible.

The movement structure at Monkton Heathfield has been designed to reflect both existing and proposed desire lines for all forms of transport. Priority has been given to the cyclist and the pedestrian, and pedestrian priority streets and designated cycleways and footways form a key component of the street network.

This section details the key aspects of the principal network; namely the streets, edges and spaces which are the components of the movement structure for the development.

The defining elements for each component are identified in terms of dimensions, enclosure, access arrangements and minimum standards for lighting and surfacing which help define the streetscape character.

Additional information is also given to illustrate locations on the masterplan which are required to respond to existing conditions. These locations generally occur at the interface with the wider context or surrounding the existing vegetation retained within the proposals.

Enclosure and Proportion

The 3-dimensional mass of buildings defines the public realm. Building heights and mass should therefore be scaled to reflect the function and role of the street or space. The following codes include an enclosure ratio that serves as a guide. This should not, however, be treated as a fixed requirement and is flexible depending upon the character and formality of the location.

Urban Design Compendium successful height to width ratios are as follows:

- Max. Min.
  - Streets 1.3 to 1:1.5
  - Square 1:5 to 1:4

Legibility and Ease of Orientation

Legibility is the means to understand the urban landscape of the place. It relates to the routes, connections, markers and transitions that are important to define the developed area and present these in understandable and recognisable places. In detail this includes the character, enclosure and detail of the streets.

Legibility is also affected by the relative permeability and network of connections and visible relationships that provide scale and character. The movement network within Monkton Heathfield has been designed to create a sequence of building forms and spaces of independent and recognisable character within a permeable and accessible network. Routes converge on the local centre in reflection of anticipated desire lines and; where through routes for vehicles are not appropriate, pedestrian and/or cycle only links are provided to encourage more sustainable modes of transportation.

Eastern Relief Road

The Eastern Relief Road (ERR) has been designed to divert traffic of the A38. As a result of this diversion route, the A38 will see reductions in traffic speed and will improve local pedestrian access. See section 7.5 for landscape proposals and noise mitigation details.

Bridgwater Road (A38)

The detailed design parameters, for the A38 and bus gates, are subject to negotiation with the Local Planning and highways authorities.
6. Street Types

6.1 Movement Network and Street Hierarchy

Figure 27. Street Hierarchy plan
Central street with bus route, faced by predominantly 2 storey dwelling with limited 2.5-3 storey at key spaces and junctions.

The new main spine route through the site acts as a local distributor road and bus route to the new residential areas. The route is naturally traffic calmed using ‘Manual for Streets’ principles to ensure vehicle speeds do not exceed 20mph. In addition to traditional detail and design features it is therefore also important to understand the role and arrangement of surrounding built form in terms of its impact upon street function.

Average enclosure ratio: 1:2.5

Key characteristics:

- Limited direct vehicular access to frontages.
- Limited forward visibility created through horizontal deflection and placement of key structures at a maximum of 60m-70m intervals.
- Building setback and street width may vary, creating pinch points and incidental spaces in reflection of the character areas.
- Nodal areas along route defined by focal buildings, changes in surface treatment and increased storey heights (where appropriate).
- On-street visitor parking provided in marked longitudinal bays only.
- Adjoining open spaces should include suitable planting to enclose and define the street corridor.
- Bus stops located adjacent to Brittons Ash and Central NEAP/LEAP.
- Strategic pedestrian and cycle crossings demarked by changes in surface material and/or highways details/dimensions.
- Hyde Lane should provide access to pedestrians, cyclists and horses.
- Variable building setbacks depending on character areas. Plot boundaries always defined.
### Design Criteria

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<tr>
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<td>Speed limit</td>
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<tr>
<td>Carriageway width</td>
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<td>Footway</td>
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<td>Cycleway/Footway</td>
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<td>Vehicle swept path</td>
<td>Car and bus passing or car and refuse vehicle passing</td>
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<td>25m or reduced to restrict visibility</td>
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<td>Junction sightlines</td>
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<tr>
<td>Junction radii</td>
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<td>Street lighting</td>
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<td>Material Palette</td>
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<td>Carriageway and footway surfacing</td>
<td>Tarmac with use of block paving for key spaces (details to be agreed).</td>
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<td>Kerbing</td>
<td>Precast concrete kerb with 125mm upstand</td>
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Table 1. Main Route design specifications

![Figure 29. Main Street typology section](image-url)
6.3 Local Road

Local streets serving as secondary access routes which transition the highway to a more pedestrian scale.

Local streets are generally through routes to service the residential blocks. Designed for 20mph routes they have tighter enclosure ratios and direct access to all plots.

Average enclosure ratio: 1:3

Key characteristics:

- Traditional highway arrangement consisting of carriageway and dual sided footways, faced by (predominantly) 2 storey dwellings.
- Parking access from the front of plot combined with mews court parking.
- Visitor parking on-street.
- Front gardens with defined boundaries.
- Potential for street landscaping within the carriageway.

Figure 30. Local street typology plan
### Design Criteria

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### Material Palette

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Figure 31. Local Road typology section

Table 2 Local Road design specifications
6.4 Shared Surface

**Pedestrian priority shared surface streets in which the living environment clearly predominates over provision for vehicular traffic.**

Designed to facilitate multiple uses including vehicular access, shared surface streets establish pedestrian priority across the whole width of the street corridor. Entrances to these streets are denoted by low key signs and entrance features such as corridor narrowing, public art, or street furniture. Landscaping is integrated into the carriageway to ‘break-up’ the public realm and create zones of defined function such as parking or play.

Average enclosure ratio: 1:3.5

Key characteristics:

- Service margins and the main vehicular track will be defined by changes in surface material.
- Level surface throughout.
- Sporadic planting of medium-scale trees.
- Private parking may be allocated within the street (subject to approval of design), on-plot or to the rear of the property.
- Visitor parking to be defined in bays within the street.
- Street may include areas for children’s play, seating, landscaping and public cycle parking.
- Front gardens with property line defined by landscaping, surface material change or informal boundary form.

Figure 32. Shared surface street typology plan
### Design Criteria

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<td>Cycleway/Footway</td>
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<td>Precast concrete kerb 50mm face or special block setts</td>
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Figure 33. Shared Surface section

Table 3. Shared Surface design specifications
6.5 Employment Access Road

**Commercial-scale access and service roads for proposed employment areas.**

7.3m carriageway with footways to both sides designed to accommodate large scale vehicle movements.

Key characteristics:

- Employment unit heights to be at a maximum of 3 residential storeys.
- Minimum 2.5m landscaped margin to back edge of footpath on both sides of street. Tree planting should be at frequent enough intervals to provide enclosure and to the street and soften the impact of larger-scale employment units.

*Figure 34. Employment access road typology plan*
6. Street Types

<table>
<thead>
<tr>
<th>Design Criteria</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed limit</td>
<td>20mph (or 10mph where appropriate)</td>
</tr>
<tr>
<td>Carriageway width</td>
<td>7.3m</td>
</tr>
<tr>
<td>Footway</td>
<td>2m either side</td>
</tr>
<tr>
<td>Cycleway/Footway</td>
<td>3m where provided</td>
</tr>
<tr>
<td>On-street parking</td>
<td>Yes - In parallel lay-bys only</td>
</tr>
<tr>
<td>Traffic calming</td>
<td>Tight radii: Speed reducing bends; On-street parking; Platforms; Squares; Restricted visibility</td>
</tr>
<tr>
<td>Vehicle swept path</td>
<td>Car and refuse vehicle passing</td>
</tr>
<tr>
<td>Minimum forward visibility</td>
<td>25m or reduced to restrict visibility</td>
</tr>
<tr>
<td>Junction sightlines</td>
<td>2.4m x 25m</td>
</tr>
<tr>
<td>Junction radii</td>
<td>Minimum 10m</td>
</tr>
<tr>
<td>Street Lighting</td>
<td>As discussed and agreed with SCC</td>
</tr>
<tr>
<td>Material Palette</td>
<td></td>
</tr>
<tr>
<td>Carriageway and footway surfacing</td>
<td>Tarmac with use of block paving for key spaces (details to be agreed).</td>
</tr>
<tr>
<td>Kerbing</td>
<td>Precast concrete kerb with 125mm upstand</td>
</tr>
</tbody>
</table>

Table 4. Employment Access Road design specifications
6.6 Private Drive

Small-scale, shared private roads serving up to 5 dwellings, adopting a shared surface approach and promoting pedestrian priority.

The use of shared private drives has not been defined on a plan. This is because such designation will occur as a result of detailed testing layouts as part of a Reserved Matters submission. However, suitable locations for private drives can be classified into two primary situations: where development blocks interface with Public Open Space and rear servicing is not preferable/possible or, on frontages with limitations on direct vehicular access which may require a shared access arrangement, such as facing an existing hedgerow or busy vehicular route.

In each instance the following principles should be adhered to.

**Fronting POS**

- Buildings face onto public space increasing natural surveillance, safety and security.
- Defined boundary clearly delineating between the public and private realm.
- Parking is provided on plot, within the shared driveway or in garaging to the side of buildings set back behind the main building line.

**Fronting existing hedgerow**

- Minimum distance between hedgerow breaks of 15m to maintain integrity of hedgerow structure.
- Services or changes in level not to occur within 3m of existing hedgerow.
- Existing hedgerow to be protected during construction.
- Maintenance of hedgerow to be undertaken by the Local Authority (where the hedge is within the curtilage of public owned land) or the Management Company (where the hedge is within the development boundary).
### Design Criteria

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed limit</td>
<td>5mph</td>
</tr>
<tr>
<td>Carriageway width</td>
<td>3.0m minimum</td>
</tr>
<tr>
<td>Footway</td>
<td>0.9m minimum</td>
</tr>
<tr>
<td>Cycleway/Footway</td>
<td>n/a</td>
</tr>
<tr>
<td>On-street parking</td>
<td>n/a</td>
</tr>
<tr>
<td>Traffic calming</td>
<td>n/a</td>
</tr>
<tr>
<td>Vehicle swept path</td>
<td>Large car</td>
</tr>
<tr>
<td>Minimum forward visibility</td>
<td>n/a</td>
</tr>
<tr>
<td>Junction sightlines</td>
<td>2.4m x 2.4m</td>
</tr>
<tr>
<td>Junction radii</td>
<td>n/a</td>
</tr>
<tr>
<td>Street lighting</td>
<td>n/a</td>
</tr>
</tbody>
</table>

### Material Palette

| Carriageway and footway surfacing | Permeable surfacing (details to be agreed) |
| Kerbing                           | p.c.c EF edging kerb                        |

Table 5. Private Drive design specifications
6.7 Footway/Cycleway Network

The development areas are connected by a combination of vehicle access and cycle/pedestrian routes that link between the residential parcels. The pedestrian and cycle routes are part of the strategic public realm and should be integrated in the block design where connections are identified.

The provision of cycle routes and parking is a key element of the sustainable transport model for the site. The location of routes and the provision of cycle parking within plots and in communal spaces contributes towards the choice of cycling as a practical alternative to the use of the car.

The routes identified opposite are strategic routes and will be adopted by Somerset County Council.

Key design principles:

- Existing lanes should act as green links across the development, providing safe, convivial pedestrian and cycle routes.
- Vehicle access prohibited except for maintenance access or emergency vehicles.
- Hedgerows protected and enhanced maintaining the integrity of existing biodiversity.
- Buildings should front onto these routes to encourage surveillance and activity.

Cycleways specifications

<table>
<thead>
<tr>
<th>Surfacing:</th>
<th>30mm red dense surface course 6mm aggregate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kerbing:</td>
<td>p.c.c EF edging kerb</td>
</tr>
<tr>
<td>Street lighting:</td>
<td>Urbis Zx1</td>
</tr>
<tr>
<td>Junction sight line with roads:</td>
<td>4.5mx25m</td>
</tr>
<tr>
<td>Junction with footway:</td>
<td>4.5mx4.5m</td>
</tr>
</tbody>
</table>
6. Street Types

Strategic pedestrian/cycle routes

Figure 39. Through Public Open Space

Pedestrian only routes

Figure 42. Bounded by hedgerows (Green Lane)

Figure 40. Bounded by hedgerows

Figure 43. Through Public Open Space

Figure 41. Adjacent to physical boundary
7 Open Spaces & Landscape Design

7.1 Open Spaces

An extensive open space framework is centred on the Dyer’s Brook and Green Lane corridors, two village greens lying at Brittons Ash, and around the existing cricket ground between the A38 and A3259.

These core open space areas link to a hierarchy of neighbourhood parks, children’s play spaces and greenways. Formal and informal recreational uses are integrated sympathetically into the open space infrastructure together with surface water attenuation basins, to respect important wildlife habitat areas.

The network of green spaces should incorporate footpaths and cycleways and link with existing public rights of way. These new links will form pleasant, safe and attractive routes for people to move through the site away from traffic.

Within this section, each of the main open space areas are described with key design principles and typical species indicated. Illustrative plans show the landscape strategy for each area, however they are subject to agreed detailed designs for Reserved Matters applications.

The design for the local centre square will be subject to further studies. Land uses and car parking strategies need to be defined prior to any proposals.

7.2 Recreational and Play Areas Facilities

External play environments should be individually designed to each have their own ‘sense of place’ and to relate to the surrounding development character.

A design lead approach will help to ensure that each play space is unique, inclusive and inspiring and that imaginative play will be encouraged. Accessible equipment, such as baskets swings, which caters for both disabled and non-disabled children will be incorporated into the design.

Opportunities must be created for children to engage with their natural surroundings rather than be restricted to equipped play areas. The use of natural children’s play equipment could be sought as an alternative to create this connection. Varying landform, including gentle hollows and mounds, should be planted to create stimulating play environments with seasonal and wildlife interests.

Design guidance shall be derived from Play England, Playlink and the Borough council, among others. Provision for play will also meet the recommendations of Fields In Trust (FIT, formally the NPFA).

There are ten design principles established by the Free Play Network for a successful play space which will be integral to the design of play areas at Monkton Heathfield:

- Bespoke
- Well located
- Existing elements
- Wide range of play opportunities
- Accessible
7. Open Spaces & Landscape Design

Figure 44. Open Spaces Location Plan
• Meet community needs
• For all ages
• Opportunities to experience risk & challenge
• Sustainable and appropriately maintained
• Allow for change and evolution.

**Signage**
On completion, every play area will have clear signage stating the name of the play area, which organization is responsible for its management, and a contact telephone number to call if equipment is damaged, maintenance is required or an accident occurs. No dogs signs will be required at every play venue.

**Play Facilities**
One NEAP, two LEAPs and one SuperLEAP will be provided within the site, as shown on the landscape Strategy Plan.

A new sports pitch will be provided for the secondary school, adjacent to the local centre. The sports pitch should be laid out in accordance with the specification agreed with Somerset County Council.

This will conform to the following general specification:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>i</td>
<td>size</td>
<td>max 80m length and 56m width;</td>
</tr>
<tr>
<td>ii</td>
<td>run-outs</td>
<td>4m at sides and ends;</td>
</tr>
<tr>
<td>iii</td>
<td>cross fall</td>
<td>max 1:40; and</td>
</tr>
<tr>
<td>iv</td>
<td>fall along line of play</td>
<td>max 1:80.</td>
</tr>
</tbody>
</table>

The existing cricket pitch to the west of the A38 will be retained and managed by the West Monkton Cricket Club.

Both the sports and cricket pitches will be enclosed by ball stop netting where they lie close to roadways and buildings.

Planting of tree, shrubs and perennials which are of a prickly nature or have poisonous berries should be avoided within or immediately adjacent to play areas.

**LEAP**
A Locally Equipped Area for Play provides a fenced, unsupervised play area equipped for children of 8 years and under.

• Activity zone of a minimum of 400m²;
• Buffer zone of 20m between the activity zone and the habitable room of nearest dwelling;
• Providing at least five types of play equipment;
• Activity zone enclosed by metal bow-topped fencing 1.2m in height around its perimeter;
• Two outward-opening and self-closing gates (1.2m wide) and one maintenance access gate (2.75m wide);
• Seats and picnic tables;
• An information notice and dog exclusion sign; and
• A litter bin at both entrance gates.

**A Super LEAP**
This comprises the 400m² activity zone and play equipment as described above but also a connecting ball court of 12m width and 10m depth. The ball wall will be a proprietary structure with wire mesh panels.
7.3 New Planting

Additional planting to the site will soften views towards the new development, strengthen existing screen vegetation and provide new skyline vegetation within open space areas.

New planting must provide a tapestry of seasonal colour and texture and contribute to the biodiversity of the site.

There are three linked themes:

- Towards the boundaries of the development and identified wildlife corridors the new structure planting will comprise locally indigenous species complemented by naturalistic shrub planting and wildflower grass margins.
- An orchard trail is created to follow both the Green Lane and the Dyers Brook corridor, using traditional Somerset apple and pear species.
- Within more formal open space areas North American tree species will be used in response to Taunton Deane Borough Council’s emerging ‘Town Tree Policy’ and design initiative.
- A schedule of proposed plant species is given in section 7.6. A palette of species should be selected from this list and agreed with the Local Authority for each Reserved Matter application.

NEAP

A Neighbourhood Equipped Area for Play provides unsupervised play for older children 8 -12 years, divided into distinct but linked parts to accommodate:

- A range of playground equipment;
- Hard surfaced area (minimum 465m²) for ball games with a rebound/goal wall or wheeled activities such as roller-skating, skate boarding or cycling;
- A youth shelter to provide a meeting place for young people;
- With an activity zone of a minimum of 1000m², excluding the youth shelter and buffer zone;
- Contain at least eight types of play;
- Activity zone enclosed by bow top, metal fencing 1.2m in height with two outward-opening and self-closing gates (2m width) and one maintenance access gate (2.75m wide);
- A buffer zone of 30m between the activity zone and the boundary of the nearest property containing a dwelling;
- Some individual seats and other seating for young people to use as a meeting place;
- An information notice and dog exclusion sign;
- Litter bins at each access point and in proximity of each group of seats and;
- Convenient and secure parking facilities for bicycles.
7.4 Parks and Open Spaces

7.4.1 Pocket Park

<table>
<thead>
<tr>
<th>Design Principles</th>
<th>Typical Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Linear open space connecting to structural landscape corridor along ERR and Green Lane.</td>
<td>Orchard tree species</td>
</tr>
<tr>
<td>• A pocket orchard will form part of the orchard trail adjacent to Green Lane. An under storey of wildflowers will add visual and biodiversity interest.</td>
<td>Native trees</td>
</tr>
<tr>
<td>• Focal trees and shrub planting will frame views at end of street vistas.</td>
<td>Ornamental hedges</td>
</tr>
<tr>
<td>• Attenuation Basin 1 will lie within the centre of this open space and be integrated into its character through associated planting as identified below.</td>
<td>Mown grass and wildflower margins.</td>
</tr>
</tbody>
</table>
7.4.2 Central Parkland South (with NEAP & LEAP)

<table>
<thead>
<tr>
<th>Design Principles</th>
<th>Typical Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Large formal open space incorporating NEAP, LEAP and informal kick about space, as well as community garden spaces.</td>
<td>American origin tree species (e.g. Northern Red/Pin Oak)</td>
</tr>
<tr>
<td>• Planting designed to create strong sense of identity and character. Trees, hedges and ornamental shrubs provide subtle sub-division of open space uses without preventing natural surveillance.</td>
<td>Ornamental shrubs and hedges including American origin specimen shrubs</td>
</tr>
<tr>
<td>• Open space traversed by two cycleways, from which maintenance access to play areas may be gained.</td>
<td>Mown grass and wildflower margins.</td>
</tr>
<tr>
<td>• More naturalistic planting with swaths of wildflower margin and bulb planting along greenway.</td>
<td></td>
</tr>
</tbody>
</table>

Figure 46. Illustrative Central Parkland South Plan
### 7.4.3 Central Parkland North (with LEAP)

#### Design Principles

- Linear space forming a continuation of the larger southern parkland with good cycle/pedestrian links between housing areas and other public open spaces.
- The existing hedgerow and trees, and adjacent ecological pond will be retained.
- Will provide focus for both formal (LEAP) and natural play.
- New planting and swathes of wildflower margin either side of the hedgerow and trees will enhance biodiversity.
- Lines of trees will provide a sense of progression, enclosure and act as bridging elements between built form and ground level.

#### Typical Species

- American origin tree species (e.g. Southern Catlapa and Black Walnut)
- Semi-ornamental shrubs and hedges including American origin specimen shrubs
- Wildflower margins.

---

**Figure 47. Illustrative Central Parkland North Plan. Refer to CP Plan 2309/16A -1:500 for more details.**
7.4.4 Secondary School Playing Field

<table>
<thead>
<tr>
<th>Design Principles</th>
<th>Typical Species</th>
</tr>
</thead>
</table>
| • The grass pitch used by the secondary school requiring retaining walls and earth banking to achieve levels, and accommodate underground surface water storage.  
• The pitch position has been sited to allow retention along Dyers Brook, and also, access by the Environmental Agency. | Hedgerow: Mix B  
Ground cover planting along frontage of A38 corridor.  
Areas of sports and mown grass and wildflower margins. |

Figure 48. Illustrative Secondary School Pitch Plan. Refer to CP Plan 2309/17 -1:500 for more details.
7.4.5 Dyers Brook and Wildlife Corridor

<table>
<thead>
<tr>
<th>Design Principles</th>
<th>Typical Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Ecologically focused, naturalistic and linear in form POS following Dyers Brook Water course.</td>
<td>Native trees</td>
</tr>
<tr>
<td>• The existing vegetation framework will be complemented by new native tree, understorey and scrub planting, together with areas of wildflower margins to enhance the wildlife habitat value of this corridor.</td>
<td>Hedgerows: Mix B</td>
</tr>
<tr>
<td>• An informal footpath will meander along the length of the corridor to connect with both the existing village and new development</td>
<td>Woodland matrix: Mix A</td>
</tr>
<tr>
<td>• Refer to CP Plan 2309/07 -1:500 for more details.</td>
<td>Structural waterside planting: Mix C and aquatic planting.</td>
</tr>
<tr>
<td></td>
<td>Wildflower margins and mown grass.</td>
</tr>
</tbody>
</table>

Figure 49. Illustrative Dyers Brook Corridor. Refer to CP Plan 2309/07M -1:1250 for more details.
7.4.6 Local Centre

<table>
<thead>
<tr>
<th>Design Principles</th>
<th>Typical Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Development of the western edge of the local centre will include residential properties overlooking the Dyer's Brook space and pathway from an elevated position.</td>
<td>American origin tree species (e.g. Maple) used as focal trees and used along tree avenues.</td>
</tr>
<tr>
<td>• On the east side, the local centre is set back from the road line creating a shared parking square that supports local retail uses, pick up for the local school and community events.</td>
<td>Woodland matrix: Mix A</td>
</tr>
<tr>
<td>• The space provides focus for a number of landscaped and planted pathways with an arcaded market building as a distinctive presence.</td>
<td>Native trees will be used for buffer planting areas.</td>
</tr>
<tr>
<td>• The existing line of the A38 will be locally re-aligned through the local centre. In this location, the highway line will be absorbed into an extended public space. This will include a new paved surface and associated traffic calming design.</td>
<td></td>
</tr>
<tr>
<td>• The existing pedestrian route located alongside the proposed school playing fields will be directed into the local centre.</td>
<td></td>
</tr>
</tbody>
</table>
| • Control measures (e.g. bollards and maintenance gates) will prevent vehicle access into green spaces but allow maintenance access when required. | **Local Centre Indicative Cross Section**

![Local Centre Indicative Cross Section](image-url)
Figure 50. Illustrative Local Centre

- Residential frontage
- Footway through centre
- Local Centre Section Line
- Green square
- Service access
- Formal green square
- Retained trees
- Enhanced street planting
- Paved square
- Commercial frontage
- Market building
- Paved frontage to school
- Bus stop and drop off
- Shared parking square
- Crossing from Brittons Ash

- Primary retail area
- Arcaded pavilion
- Shared parking square
- Footway/Cycleway
- Highway (including street parking)
- Footway/School entrance
- Green boundary
- School site/Community facilities
### 7.4.7 Cricket Green

<table>
<thead>
<tr>
<th><strong>Design Principles</strong></th>
<th><strong>Typical Species</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• A circle of large trees will be encircle the cricket pitch and create a strong sense of place. The existing cricket sward will be upgraded.</td>
<td>American origin tree species (e.g., Maple) used to define cricket pitch, used as focal trees and used along tree avenues.</td>
</tr>
<tr>
<td>• Swaths of longer grass/wildflower will soften edges next to existing trees and hedges.</td>
<td>Woodland matrix: Mix A</td>
</tr>
<tr>
<td>• Tree avenues will link with existing tree lines and define the bus route, and A38 corridor. Native structure planting will provide separation between the A38 and the cricket green.</td>
<td>Native trees will be used for buffer planting areas.</td>
</tr>
<tr>
<td>• Hedges and ornamental planting will provide separation between open spaces and housing.</td>
<td>Structural waterside planting</td>
</tr>
<tr>
<td>• Control measures (e.g., bollards and maintenance gates) will prevent vehicle access into green spaces but allow maintenance access when required.</td>
<td>Cricket, mown and wildflower grass margins.</td>
</tr>
</tbody>
</table>

**Figure 51. Illustrative Cricket Green**

Area surrounding Cricket Field to be protected by landscape planting and appropriate structures

Meadow grassland

Attenuation ponds
7.5 Eastern Relief Road

The Eastern Relief Road will be developed as a green corridor with noise and visual impact minimised. The plan, sections and table shown in this section indicate the proposed noise bund and landscape proposals along this corridor.

The noise barrier will be a combination of an earth bund and a 1.8 high close boarded timber fence. The noise barrier responds to the potential traffic on the Eastern Relief Road following guidance on Planning Policy Guidance 24 “Planning and Noise”. Other mitigation measures should be used (e.g. glazing specifications) to attenuate internal noise levels at those dwellings which may overlook the noise barrier.

Swales are proposed along this corridor and will discharge via collector pipes to the storm attenuation basin network. Either the district or a private management company will maintain the swales.

Figure 52. Eastern Relief Road Plan. For more details on the landscape proposals refer to drawing JBR2397/314 and 315 - 1:500.
Figure 53. Eastern Relief Road Illustrative Sections. For more details refer to RPS drawing JBR2397/313/RevP1.
**Landscape Principles**
The following are the principles that should be applied to the landscape treatment of this corridor. The plant schedule in section 7.6 indicates the planting schedule to be used. For more details on the landscape proposals refer to drawing JBR2397/314 and 315 - 1:500.

**Landscape Design Principles - Noise Bunds**

- New planting should help soften views of new employment and housing development; also provide a buffer between these land uses and the road.
- Indigenous planting to be planted to integrate the Eastern Relief Road corridor into the existing vegetation pattern and landscape character where it crosses the Green Wedge;
- Contribute to the wildlife/biodiversity value of this corridor.
- New planting will straddle 3.5m screen mounding along the southern edge of the ERR, where it crosses the Green Wedge.
- Adjacent to the housing development, new planting will lie on the slopes of noise mitigation bunding. The bunding will be of consistent height and variable alignment to accommodate retained trees and hedgerows, and will be supplemented where necessary by noise attenuation fencing, which will meander through the swathe of planting.
- Vegetation along the historic Green Lane corridor will be retained and protected, and complemented by new planting.
7.6 Plant Schedule

7.6.1 Trees
American Origin (Location: within main open space areas (excluding Dyers Brook). All underground guyed.

<table>
<thead>
<tr>
<th>SPECIES</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer negundo</td>
<td>Box Elder</td>
</tr>
<tr>
<td>Acer rubrum</td>
<td>Red Maple</td>
</tr>
<tr>
<td>Alnus rubra</td>
<td>Red Alder</td>
</tr>
<tr>
<td>Betula nigra</td>
<td>River Birch</td>
</tr>
<tr>
<td>Betula papyrifera</td>
<td>Paper Birch</td>
</tr>
<tr>
<td>Catalpa bignonioides</td>
<td>Southern Catlapa</td>
</tr>
<tr>
<td>Gingko biloba</td>
<td>Maidenhair Tree</td>
</tr>
<tr>
<td>Juglans nigra</td>
<td>Black Walnut</td>
</tr>
<tr>
<td>Liquidambar styraciflua</td>
<td>Sweetgum</td>
</tr>
<tr>
<td>Liriodendron tulipifera</td>
<td>Yellow Poplar/Tulip Tree</td>
</tr>
<tr>
<td>Magnolia grandiflora</td>
<td>Southern Magnolia</td>
</tr>
<tr>
<td>Pinus radiata</td>
<td>Monterey Pine</td>
</tr>
<tr>
<td>Platanus occidentalis</td>
<td>American Sycamore</td>
</tr>
<tr>
<td>Populus balsamifera</td>
<td>Balsam Poplar</td>
</tr>
<tr>
<td>Quercus palustris</td>
<td>Pin Oak</td>
</tr>
<tr>
<td>Quercus rubra</td>
<td>Northern Red Oak</td>
</tr>
<tr>
<td>Robinia pseudoacacia</td>
<td>Black Locust</td>
</tr>
<tr>
<td>Tilia americana</td>
<td>American Basswood</td>
</tr>
</tbody>
</table>

7.6.2 Orchard Species
(Location: Green Lane/Dyers Brook Orchard Trail)

| Malus ‘Court of Wick’         | Traditional Somerset varieties dating back to c.1900 or earlier. |
| Malus ‘Yarlington Mill’       |                                                          |
| Malus ‘Dabinett’               |                                                          |
| Malus ‘Beaty of Bath’         |                                                          |
| Malus ‘White Jersey’          |                                                          |
| Malus ‘Hoary Morning’         |                                                          |
| Malus ‘Egremont Russet’       |                                                          |

7.6.3 Native Trees
(Location: along boundaries of development and Eastern Relief Road)

| Acer campestre                |                                                          |
| Acer campestre ‘Streetwise’   |                                                          |
| Betula pendula                |                                                          |
| Carpinus betulus              |                                                          |
| Fagus sylvatica               |                                                          |
| Malus sylvestris              |                                                          |
7.6.4 Woodland/Screen Matrix: Mix A
(Location: along boundaries of development and Eastern Relief Road)

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>29%</td>
<td>Corylus avellana</td>
</tr>
<tr>
<td>18%</td>
<td>Euonymous europaeus</td>
</tr>
<tr>
<td>10%</td>
<td>Ilex aquifolium</td>
</tr>
<tr>
<td>2%</td>
<td>Malus sylvestris</td>
</tr>
<tr>
<td>1%</td>
<td>Prunus avium</td>
</tr>
<tr>
<td>20%</td>
<td>Prunus spinosa</td>
</tr>
<tr>
<td>3%</td>
<td>Quercus robur</td>
</tr>
<tr>
<td>7%</td>
<td>Sorbus aucuparia</td>
</tr>
<tr>
<td>10%</td>
<td>Viburnum lantana</td>
</tr>
</tbody>
</table>

7.6.5 Hedge: Mix B
(Location: along boundaries of development and Eastern Relief Road, reinforcement to existing hedge)

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>15%</td>
<td>Acer campestre</td>
</tr>
<tr>
<td>12%</td>
<td>Corylus avellana</td>
</tr>
<tr>
<td>20%</td>
<td>Crataegus monogyna</td>
</tr>
<tr>
<td>10%</td>
<td>Ilex aquifolium</td>
</tr>
<tr>
<td>10%</td>
<td>Prunus spinosa</td>
</tr>
<tr>
<td>5%</td>
<td>Quercus robur</td>
</tr>
<tr>
<td>5%</td>
<td>Rosa canina</td>
</tr>
<tr>
<td>5%</td>
<td>Ulmus glabra</td>
</tr>
<tr>
<td>10%</td>
<td>Viburnum lantana</td>
</tr>
</tbody>
</table>

7.6.6 Structural Waterside Planting Mix C
(Locations: Dyers Brook corridor and adjacent to ponds)

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>Acer campestre</td>
</tr>
<tr>
<td>10%</td>
<td>Cornus sanguinea</td>
</tr>
<tr>
<td>20%</td>
<td>Corylus avellana</td>
</tr>
<tr>
<td>10%</td>
<td>Populus tremula</td>
</tr>
<tr>
<td>15%</td>
<td>Salix alba</td>
</tr>
<tr>
<td>10%</td>
<td>Salix viminalis</td>
</tr>
<tr>
<td>15%</td>
<td>Viburnum opulus</td>
</tr>
</tbody>
</table>
7.6.7 Screen Mix D
(Locations: along boundaries of development and Eastern Relief Road)

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>Acer campestre</td>
</tr>
<tr>
<td>20%</td>
<td>Corylus avellana</td>
</tr>
<tr>
<td>15%</td>
<td>Crataegus monogyna</td>
</tr>
<tr>
<td>5%</td>
<td>Euonymous europaeus</td>
</tr>
<tr>
<td>10%</td>
<td>Salix caprea</td>
</tr>
<tr>
<td>10%</td>
<td>Sambucus nigra ‘Black beauty’</td>
</tr>
<tr>
<td>5%</td>
<td>Viburnum lantana</td>
</tr>
<tr>
<td>15%</td>
<td>Viburnum opulus</td>
</tr>
</tbody>
</table>

7.6.8 Edge Mix E Native and semi-mature
(Locations: along boundaries of development and Eastern Relief Road)

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>15%</td>
<td>Cornus sanguinea</td>
</tr>
<tr>
<td>10%</td>
<td>Euonymous europaeus</td>
</tr>
<tr>
<td>10%</td>
<td>Frangula alnus</td>
</tr>
<tr>
<td>10%</td>
<td>Ligustrum vulgare</td>
</tr>
<tr>
<td>20%</td>
<td>Lonicera pileata</td>
</tr>
<tr>
<td>15%</td>
<td>Symphoricarpus x chenaultii</td>
</tr>
<tr>
<td>20%</td>
<td>Viburnum opulus</td>
</tr>
</tbody>
</table>

7.6.9 Hedges

<table>
<thead>
<tr>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotoneaster franchetti</td>
</tr>
<tr>
<td>Crataegus monogyna</td>
</tr>
<tr>
<td>Euonymous europaeus</td>
</tr>
<tr>
<td>Elaeagnus x ebbingei</td>
</tr>
<tr>
<td>Carpinus betulus</td>
</tr>
<tr>
<td>Prunus laroceus ‘Otto Lykens’</td>
</tr>
<tr>
<td>Viburnum tinus ‘Eve Price’</td>
</tr>
</tbody>
</table>

7.6.10 Ornamental Shrubs and Groundcover

<table>
<thead>
<tr>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ceanothus thyrsiflorus repens</td>
</tr>
</tbody>
</table>

7.6.11 Specimen Shrubs: American Origin

<table>
<thead>
<tr>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amelanchier lamarckii</td>
</tr>
<tr>
<td>Magnolia grandiflora</td>
</tr>
<tr>
<td>Cercis canadensis</td>
</tr>
<tr>
<td>Rhus typhina</td>
</tr>
</tbody>
</table>

7.6.12 Specimen Shrubs

<table>
<thead>
<tr>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Choisya ternata</td>
</tr>
<tr>
<td>Cornus kousa ‘Chinensis’</td>
</tr>
<tr>
<td>--------------------------</td>
</tr>
<tr>
<td>Corylus maxima ‘Purpurea’</td>
</tr>
<tr>
<td>Cotoneaster ‘Cornubia’</td>
</tr>
<tr>
<td>Philadelphus ‘Belle Etoile’</td>
</tr>
<tr>
<td>Viburnum plicatum ‘Mariesi’</td>
</tr>
</tbody>
</table>

7.6.13 Aquatic Planting

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>Alisma plantago-aquatica</td>
</tr>
<tr>
<td>10%</td>
<td>Apium nodiflorum</td>
</tr>
<tr>
<td>20%</td>
<td>Carex riparia</td>
</tr>
<tr>
<td>20%</td>
<td>Mentha aquatica</td>
</tr>
<tr>
<td>20%</td>
<td>Myosotis paulstris (scorpioides)</td>
</tr>
<tr>
<td>10%</td>
<td>Myriophyllum spicatum</td>
</tr>
</tbody>
</table>

7.6.14 Reed Mix

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>75%</td>
<td>Phragmites communis</td>
</tr>
<tr>
<td>25%</td>
<td>Schoenoplectus lacustris</td>
</tr>
</tbody>
</table>

7.6.15 Bulbs

<table>
<thead>
<tr>
<th>Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narcissus ‘February Gold’</td>
</tr>
</tbody>
</table>