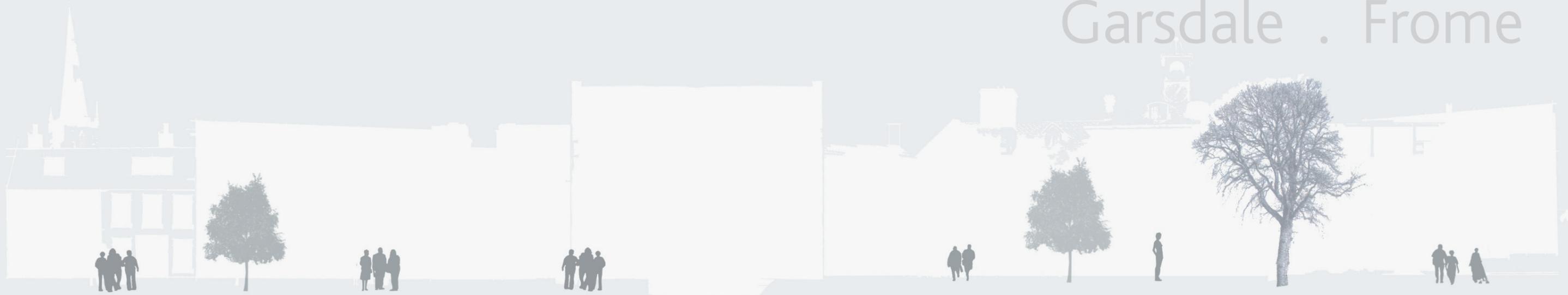


part I : planning brief

Garsdale . Frome



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a vision for the regeneration of the Garsdale area of Frome

The Garsdale redevelopment will create a vibrant extension to the heart of the historic town of Frome. It will provide new shops, workplaces, open spaces and homes, and will contribute to the regeneration of the town as a whole.

The new streets and spaces will integrate seamlessly with surrounding areas and will provide easy access to and from the whole town. The development will include new public open spaces: a riverside park; a town garden; a town square and new local park. All new homes will be within walking distance of the existing town centre and the proposed extension of the shopping area.

The development will create a high quality environment; reflecting and respecting the traditional character of the town whilst encouraging a new identity through the use of contemporary architecture. The scale and mix of development will create a sustainable and lively area that people can enjoy and Frome residents can be proud of.

Frome will have a new development that adds the best of 21st century urban design to the town.



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introduction

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a the need for this revised Planning Brief

A Planning Brief for the Garsdale Project Area was adopted on 15th July 1997. Since then, many changes have taken place that make the 1997 Brief outdated and unable to be effective in assisting the delivery of the high quality environment that the local community and public agencies aspire to. Market conditions have altered and some development has taken place within the area covered by the 1997 Planning Brief. National and local planning policy has also evolved. Post-dating the Brief, the Mendip District Local Plan was adopted in 2002 with policies that accord with the latest government guidance and good practice.

The boundary of this updated Brief differs from the earlier version. In this updated Brief the site boundary has been extended to include more of the existing town centre and links to Market Place. Areas that have been developed in the period from 1997 have been excluded, as has an area to the south-east that is considered not to have a particularly strong connection to the Brief area. The latter is considered more suitably dealt with as a wind-fall site if it should become available for redevelopment in the future. The newly defined Garsdale area is bisected by the road of the same name. For the purpose of this document, the two parts are known as Saxonvale on the western side and Land off Garston Road on the eastern side.

b purpose of this revised Planning Brief

The purpose of this Brief is to set out the land-use planning requirements and development principles that the Council will use to determine planning applications for the development of Saxonvale and Land off Garston Road. The document therefore is an essential guide in the formulation of development proposals. Pre-application discussions to provide clarity and discuss details are encouraged however. The Guiding Principles which the Council consider should be key elements of any proposals that come forward for the area are set out in Brief at Chapter 3: the overarching principles. In development of the area, developers must address a range of issues that demand a comprehensive approach. These factors are set out at Chapter 9: Implementation.

The principal objectives for the preparation of this Planning Brief are to:

- ▶ balance the needs and aspirations of local people, landowners and other stakeholders
- ▶ bring the existing Planning Brief for the site in line with current best practice and national, regional and local policy
- ▶ facilitate a co-ordinated approach to site-wide constraints and opportunities
- ▶ facilitate an approach to development that will deliver increased value to individual sites by providing a high quality public realm

[see for example CABE February 2001 The Value of Urban Design Thomas Telford]

c status of the Planning Brief

This Planning Brief was substantially completed before September 2004, when the Government introduced the new development plans system. Advice from the Government Office for the South West is that it should be treated therefore as Supplementary Planning Guidance (SPG), with the status it would have had under the previous system. The Brief is a non-statutory form of guidance that is capable of being a material consideration in determining applications for planning permission within the Garsdale area. The Brief supersedes the Brief adopted in 1997 on which Policy F5 – Garsdale of the Mendip District Local Plan is based. Local Plan Policies of particular relevance to the development of Garsdale are listed at Appendix a.

This Planning Brief consists of three elements:

- ▶ the **Vision** for the regeneration of the site which provides the basis for the **written text**, setting out the development principles and land-use planning requirements
- ▶ the **Strategic Plan**, setting out how these development principles can be achieved and establishing key elements for developing the site.
- ▶ the **Codes**, describing the elements of the Strategic Plan and setting quality standards for development in accordance with the Vision.

The community of Frome expects a high quality development at Garsdale and the Council will seek to ensure that the quality of architecture, design, materials and public realm promoted through the Brief, Design Codes and Strategic Plan is not compromised as detailed proposals are progressed. Landowners are advised strongly to select architects and development professionals with a proven track record in producing high quality, innovative development.

This Brief should be read in conjunction with the Baseline Report that provides important background information for landowners and other stakeholders. (It should be noted however that elements of that report have been superseded).

d status of the strategic plan

The Strategic Plan shows how the development principles set out in this Brief can to be applied to the site. The Strategic Plan is a schematic interpretation of the Brief and Codes. The Plan has been devised to balance the development issues highlighted by the Brief and is considered to offer an appropriate solution to the constraints and opportunities of the site within the framework of guiding principles. Should proposals deviate from the Plan, applicants will be required to demonstrate that the comprehensive principles of the Plan, Brief and Codes are not compromised. Detailed street connections in particular should be as closely aligned to the Plan as practicable in order to facilitate key principles.

e codes

The Design Codes set standards to ensure a quality of development that is in accordance with the Vision. They elaborate on the key elements of the Brief and Strategic Plan and provide a block by block description of the Plan.

f preparation of this brief

This Brief has been prepared jointly by a team of specialist consultants, Mendip District Council and the South West Regional Development Agency. Landowners, the local community and other interested parties have been involved at various stages throughout the process (see diagram below). The preliminary public consultation (as set out in the Baseline Study) and consultation on the draft document has been undertaken by MDC. A substantive number of adjustments have been made to the document in response to issues raised by consultation respondents.

g timescale of this brief

There is considerable developer interest in the Garsdale Planning Brief Area. It is therefore likely that planning applications will come forward fairly quickly, particularly for those areas of highest value and where land ownership issues are least complicated.

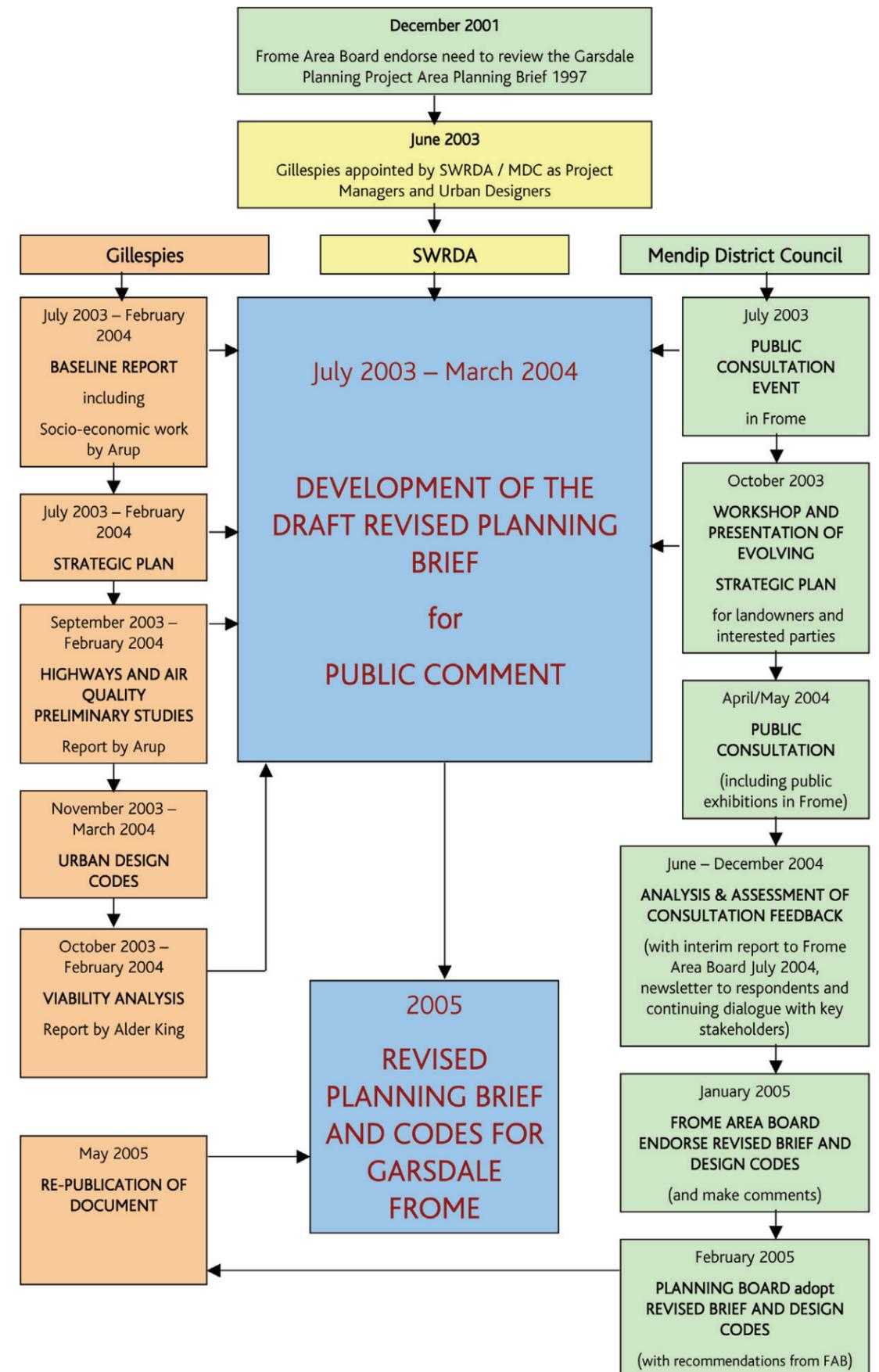
It is considered likely that the Land off Garston Road may be developed in advance of Saxonvale in the west. Land assembly, involving the relocation of Nott's Industries, may result in longer timescales to implementation in the western part of the site.

It is proposed that in any development scenario, the Brief should be reviewed within three years of its formal adoption in order to keep it up to date.

h the need for further analysis

A great deal of research has been carried out to inform the preparation of this Planning Brief. The level of work appropriate to the preparation of the Brief however, is not the same as that which will be required for the submission of individual planning applications. All planning applications will need to consider and provide detailed analysis, where appropriate of issues including:

- Transportation
- Utility provision
- Contamination
- Surface Water and foul drainage
- Stability where sloping sites are involved
- Air Quality Assessments
- Flood mitigation
- Noise



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the development site

- a site location
- b the site in the context of Frome

a site location

The site occupies 12 hectares of brownfield land immediately south of the River Frome. The area is neatly contained within a series of physical boundaries including the historic core of the town centre to the west, the river and the mineral railway line to the north and the passenger railway line to the east. The River's Reach residential development in the centre of the site subdivides the area into two parts. The west, Saxonvale incorporates the Merchants Barton Industrial Estate (where one industrial business continues to operate) and a currently peripheral part of the town centre. The east, Land off Garston Road, is predominantly redundant industrial and railway yard land. The historic Vicarage Street area defines the southern boundary to the western part of the site and the Victorian terraced housing of the Garston Road area forms the southern boundary to the eastern part.

refer figure site location plan

b the site in the context of Frome

Frome is a growing market town. Young families make up a substantial proportion of the total population, which is in excess of 24,000. Although only a few miles south of Bath, it is a largely self-contained town, with the vast majority of residents working locally. The economy is based on service and manufacturing industries, but is diversifying with an arts and crafts culture emerging. (More detailed information about the socio-economic format of Frome is included in the Baseline Report).

Saxonvale encompasses a rundown part of Frome's town centre. This area, together with land immediately adjacent to it within the site, has the potential to become an exciting, high quality, integral facet of the centre, bringing an additional vibrancy to the town. The site also offers scope to expand the provision of town centre housing and employment choices.

Land off Garston Road lies adjacent to an established residential area and lends itself to the provision of housing and compatible uses.

It is essential that any development proposals should optimise linkages to the existing town centre so that the new development becomes fully integrated, expands the town's commercial and cultural offer and can offer high access to services for those who live and work there. The development of Garsdale will be influential in the future of the town and its character. The site context therefore is of particular relevance to its planning and design.

The boundary of the brief area reflects interdependent development opportunities. Developers however are encouraged to treat the boundary as porous and to be aware of opportunities and independent development initiatives at the fringes of the area that may with appropriate linkages add benefits to the development of Garsdale. Opportunities adjacent to the brief area will unfold inevitably over time; a few are already in their early stages. For example: the current provision of housing for the elderly at the Grade I Listed Blue House to the north west is currently under review; and proposals are being drawn up to enhance St John's Hall in Vicarage Street (possibly involving the MDC car park adjacent within the brief area) to opti-

mise its community use.

The historical development of the town and streets that define and adjoin the site form a key part of its proposed character and informs the scale and alignment of the development framework proposed for the site. The social and economic history of the town is the basis of this landscape and the built form and street pattern that still exists relatively unchanged in the town today (more information about the history of Frome can be found in the Baseline study). Frome has a notably large number of Listed Buildings and is designated as an "Outstanding Heritage Settlement" in the Somerset Structure Plan (Policy 8) requiring any new development to pay special care to complement the character of the town.

The River Frome strongly influenced the industrial heritage of the town but today flows relatively unnoticed through the town centre, since here there are few accessible stretches. Forming the northern boundary to Saxonvale, the proposed redevelopment creates an opportunity to increase accessibility to the riverside and alter perceptions of the town.

On the Saxonvale site buildings remain from a silk and crepe mill dating back to the nineteenth century. Parts of this mill are listed and other parts, together with adjacent warehouses, are worthy of retention to provide historic continuity and character in the new development because of their distinctive massing, gables and detailing. These buildings were incorporated in the Frome Conservation Area in 2004. The Old Court House (Grade II*) and the Iron Gates building (Grade II*) are also within the brief boundary.



site location plan

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overarching development principles

These are proposed to be retained and their setting enhanced. The Council has adopted the following overarching development principles for the site:

Achieving Comprehensive Mixed Use Redevelopment

Achieving Sustainable Development by Safeguarding and Improving the Natural and Man-made environment

Achieving Sustainable Development through Design and Construction

Providing a Sustainable and Integrated Transport Choice

Achieving Quality, Excellence and Innovation in Urban Design

The chapters that follow set out the detailed development principles that any proposal will have to meet.

The Strategic Plan demonstrates how the spatial aspects of these principles can be applied appropriately to the site. The elements of the Strategic Plan are detailed at Chapter 10 and in the Codes. Any proposal will have to demonstrate how it meets the development principles and fits with the Plan. For clarification a list of Guiding Principles are set out below.

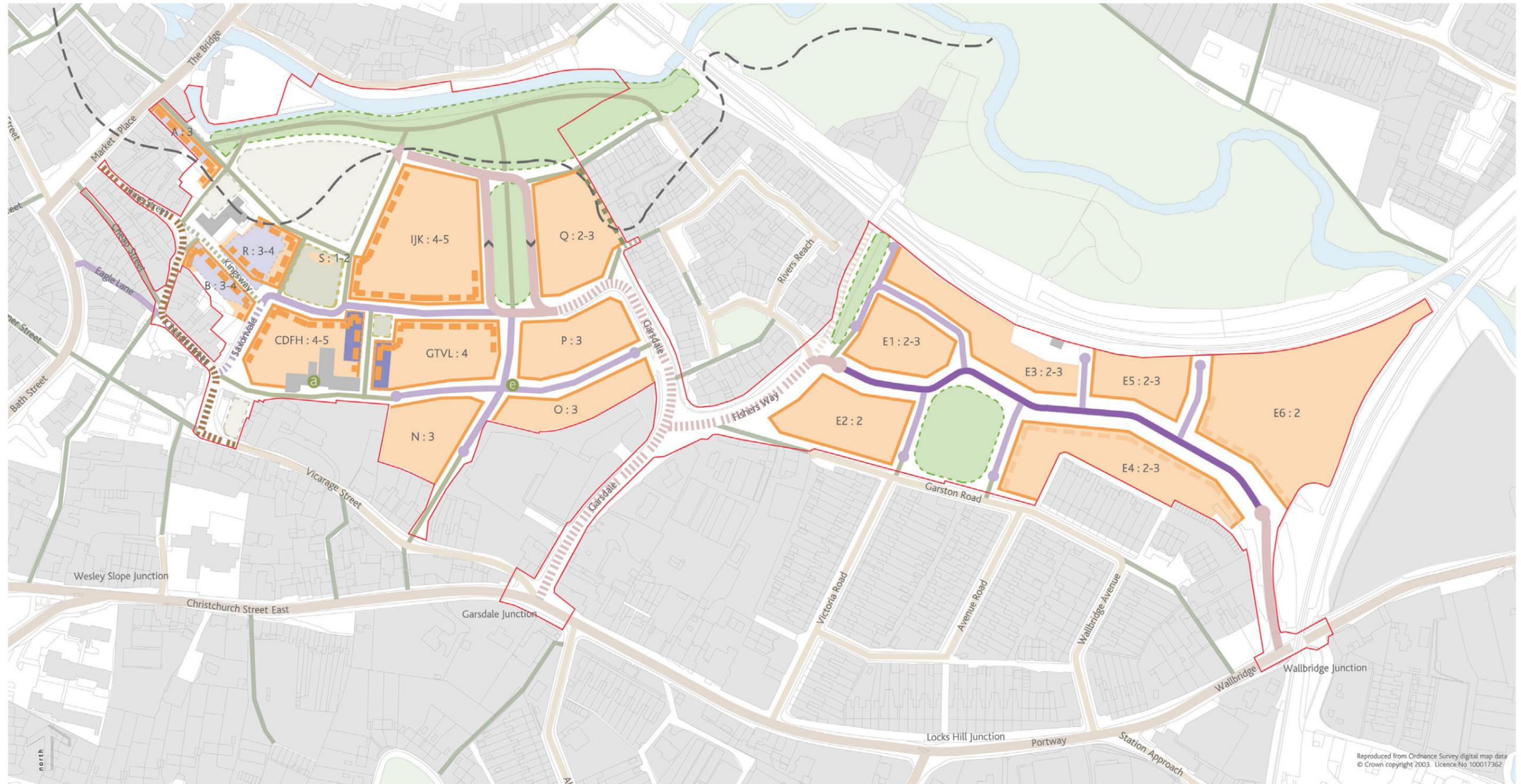
Guiding Principles

Development proposals will provide:

- ▶ A mixed use, high density scheme: including housing, retail accommodation, employment and open spaces making optimum use of this brown-field site adjacent to the town centre.
 - ▶ A comprehensive approach to the development of the Saxonvale area and Land off Garston Road, to ensure that factors requiring area wide consideration are adequately addressed and that individual proposals do not compromise the optimum development of the whole.
 - ▶ High quality development, incorporating:
 - Perimeter blocks with active fronts to all public aspects
 - Sustainable design and construction
 - Integral public art
 - Rich diversity and detail
 - Landmark buildings around key spaces
 - Tree planting and greening of streets and public spaces
 - ▶ A cohesive whole but with areas of distinct character across the development area.
 - ▶ A seamless extension to Frome town centre which complements existing accommodation and facilities to allow the centre to grow, diversify and compete with out of town shopping and other centres.
 - ▶ A setting appropriate to a town centre gateway / point of arrival
 - ▶ Contemporary design. Developers however will be required to demonstrate how any proposal is informed by and complements the scale, massing, enclosure, materials, design details / arrangements and plant species that give Frome its distinctive character.
 - ▶ Continuous, mixed use frontages at ground floor along focal streets and around new urban squares (as a minimum the frontage should extend: around the periphery of the new town square and warehouse square; along Kingsway / corner of Kingsway and Saxonvale and be included at any development on the site of the current Woolworths store). Uses within the frontage should provide visual interest and include for example, retail, restaurant, craft, office and gallery uses.
 - ▶ Hard and green public open spaces equating to the total size and approximate location shown on the Strategic Plan. These spaces must include a riverside park, landscaping of an existing line of willows, a park at Garston Road and hard landscaped spaces to enhance the setting of the historic factory buildings / warehouses and provide a focus for the town centre extension. High amenity value (including an equipped children's play area at Saxonvale and Land off Garston Road) and quality is expected.
- ▶ A mix of housing type, size and tenure across the area applicable to the site
 - ▶ A development where the car does not dominate
 - ▶ A balanced approach to car parking so that it is at the minimum required to make the development work effectively (and avoid undue impact on surrounding streets). Car parking on primary and secondary streets to be non-designated. Residential car parking to be off street other than for in homezone type streets.
 - ▶ A main expanded car park, to be managed as part of the town centre car parking strategy
 - ▶ Provision of a cohesive and coordinated network of streets and spaces, designed and laid out in a way which is appropriate to their use and the site terrain.
 - ▶ Off site works to mitigate any traffic impact generated (as demonstrated by comprehensive Transport Assessment).
 - ▶ The highway infrastructure must incorporate:
 - A main vehicular access for the Saxonvale area via Garsdale (6m minimum carriageway). No significant increase in activity can be served by Vicarage Street.
 - A street linking Wallbridge and Fishers Way (with associated new junction at Wallbridge) at the outset of development at Land off Garston Road (minimum carriageway 5.5m and 6.5m where it joins the existing network)
 - ▶ High accessibility for pedestrians and cyclists: with strong links across the site, with the surrounding area and local facilities, in particular the town centre and public transport. Most routes should avoid steep contours.
 - ▶ Creative and sustainable means of flood alleviation and storm water management which satisfy Environment Agency requirements.
 - ▶ Enhancement of the area's ecological value, which builds on its existing assets including the river corridor and TPO trees.
 - ▶ Enhancement of the Conservation Area, which utilises and improves the setting of historic and Listed Buildings

These Guiding Principles are intended to give emphasis to key elements of the Strategic Plan, Brief and Codes. They are represented here in summary form however and the full Brief and Codes should be referred to for further details. It should be noted that all recommendations and proposals contained within the document will be a material consideration in assessing planning applications.

The cost of social and community facilities / requirements, highway infrastructure, utilities and where applicable ongoing maintenance and monitoring should be shared equitably between development in the east and west respectively and developers will be expected to enter into Section 106 agreements as appropriate (refer to Chapter 9 Implementation for more information).



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- site boundary
- proposed development area
- proposed public open space; parkland character soft landscaping
- proposed public open space; urban character hard landscaping
- proposed car parking area
- existing listed building
- Ⓐ refer to curtilage of listed building shown on Block CDFH Built Form Components Plan in Codes
- historic building
- building with potential for future redevelopment
- frontage required
- required connections (within planning brief area)
 - required primary street connection
 - required secondary street connection
 - required access-only shared surface street connection (pedestrian priority)
 - required footpath / cycleway connection
 - Ⓔ refer to proposed layout of streets at appendix e
- existing connections alignment retained (within planning brief area)
 - existing primary/vehicular street alignment retained
 - existing secondary/vehicular street alignment retained
 - existing access-only street alignment retained (pedestrian priority)
 - existing footpath / cycleway alignment retained
 - existing footpath to be given particular consideration
- mixed use / continuous frontage required
- potential flood risk area
- potential mixed use frontage
- IJK : 4-5 proposed development block identification
: indicative maximum storey heights

strategic plan

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achieving comprehensive mixed use redevelopment

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- b housing
- c affordable housing
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- f retail
- g employment and training
- h open spaces
- i the role of the Local Authority and South West Regional Development Agency

a land ownership and planning applications

In order to fulfill the development principles for the site and make this a vibrant new extension of Frome town centre, the Council encourages a comprehensive or consortium approach, with one planning application for Saxonvale and another for the Land off Garston Road site. This would allow for the equitable apportionment of planning obligations between developers, facilitate good quality design along new coordinated frontages and facilitate the provision of a cohesive public realm. Applicants are advised to have regard to the Council's Supplementary Planning Guidance for Design when preparing planning applications.

In the event that comprehensive applications are not produced, and individual planning applications come forward, it will be for individual applicants to demonstrate how:

- ▶ they have worked with adjoining land owners to ensure that the wider objectives of the Planning Brief have not been prejudiced;
- ▶ an individual application provides its share of the obligations which are required and set out in the Planning Brief ;
- ▶ an individual proposal responds to the guidance provided in this Brief especially the Guiding Principles, the Strategic Plan and the Design Codes.

If this cannot be demonstrated it is likely that a planning application will not be approved. Submissions which seek to avoid bearing their share of scheme obligations will be refused.

The Council will have regard to the financial viability of individual sites when assessing requests by developers for any relaxation or variation of the Council's requirements.

The Council advises applicants to enter into negotiations concerning all elements of proposals, but particularly with regard to requirements such as affordable housing, education provision, and open space, as early as possible.

Where careful consideration has not been given to these issues prior to the submission of a planning application, an early refusal may follow. Applicants should not rely on the negotiation of such matters during the course of the consideration of their applications.

Landowners are advised to select architects with a proven track record in producing quality innovative schemes and joint working. The use of a variety of architects is encouraged and expected across the site to avoid repetitive design solutions. Pre-application discussions about design and practical implementation issues are welcomed. Further information on Implementation is in Chapter 9.

- One planning application for Saxonvale and one for Land off Garston Road is encouraged. Where this not the case developers are required to demonstrate that a comprehensive approach has been taken.
- Individual applicants must demonstrate how their proposal fits within the cohesive framework and addresses all comprehensive factors.

b housing

The site performs extremely well in the Local Plan's sequential approach to housing site selection, having a good accessibility profile and giving priority to the re-use of previously developed land. The inclusion of housing within the mix of uses will increase housing opportunities close to the town centre, will help to bring further life and activity and contribute the potential benefits of increased natural surveillance especially at night.

Residential development will be the major land-use within the Brief area. It is important that the layout, design and density of residential development achieve effective use of this valuable resource, whilst creating an environment of the quality set out in the Strategic Plan and Codes.

The work undertaken in producing the Design Codes and Strategic Plan indicates that the western area is capable of accommodating something in the order of 400 –500 homes as part of a mix of uses and that the eastern area can accommodate about 200 homes. A mix of housing size and type is expected at both Saxonvale and Land off Garston Road. It is considered that Land off Garston Road is most suitable for mainly family homes, whilst at Saxonvale, immediately adjacent to the town centre, a significant proportion of the mix may be 1 and 2 bedroom apartments.

- A mix of housing size and type is required across the area.

c affordable housing

The housing elements of the scheme must provide for a mix of house types and sizes to meet the variety of housing needs of Frome and its surrounding rural communities. This mix must also assist in encouraging the development of mixed communities. The provision of affordable housing within the area, in accordance with Policy SN2 of the Local Plan, will help to achieve this. The Council's normal target for affordable housing is currently 22% "subsidised affordable housing" and 18% "low cost market housing". The Council will follow its adopted Supplementary Planning Guidance for the negotiation of affordable housing, in accordance with Policy SN2. This is available separately.

- Affordable housing provision is required in line with Local Plan Policy SN2

e education

Normally, where a housing site is allocated in the adopted Local Plan a contribution towards education provision is not sought since the Local Education Authority is able to plan ahead. However, in this case the level of housing proposed in this Brief is substantially greater than identified in Policy F5.

The Brief area is within the designated catchments for Hayesdown Community (County) First School, Selwood Middle School and Frome College. (St John's VC C of E School, the nearest first school has a wider and overarching catchment area that is likely to be taken up by existing committed development). All have temporary classroom facilities and require building programmes to accommodate additional pupils. A sum in the region of £1,500 per dwelling of 2 or more beds is currently sought by the County Council. This figure will be subject to further discussion with the County Council Education Department and factors including inflation, social housing provision and possibly phasing, will be taken into account.

The significant provision of housing and places of employment across the site is likely to generate demand for daycare for children aged 0-14 and nursery education for 3-4 year olds. Developers are encouraged to consider provision of premises within the development suitable for use by private and / or community providers of such facilities. 14 National Standards (Department for Education and Skills) set out the requirements for Daycare to be registered by Ofsted, these requirements include suitable premises. It is recommended that the local Childcare Advisory Team, based in the local Social Services Office in Glastonbury, be contacted for further information and advice.

- Contributions will be sought to meet the need for educational infrastructure arising from the extra housing where this cannot be met from existing or programmed resources. Developers should discuss the educational implications of proposals with Somerset CC Education at the earliest opportunity
- Developers are encouraged to provide premises suitable for child daycare and nursery education within the development.

f retail

The Saxonvale area performs well in the Local Plan's sequential approach to retailing. It is considered that demand for a large food store use on the site is unlikely due to the proposed ASDA development at Wallbridge. The need for medium sized retail units in the town is still current however and provision of these will be encouraged at Saxonvale. A mix of units including some between 2,000 and 4,000 square feet is considered particularly appropriate. Flexibility however is key and developers are encouraged to consider flexible structures that offer scope for multiple unit use to enable expansion and /or larger users or conversely subdivision, dependant on market demand. Retail uses should be located on the mixed-use / continuous frontages as set out on the Strategic Plan. These are the busiest pedestrian routes, within closest proximity to both the existing town centre and the proposed enhanced car park. Refer also to Chapter 8 g.

Where proposals include for the redevelopment of block A, the current site of Woolworths, developers are encouraged to enter into early negotiations with the store to explore the potential to relocate it within the development. At land off Garston Road only small-scale retail provision in the form of corner shops would be appropriate in accordance with Local Plan policy SN16. This should be located along the potential mixed-use frontage as marked on the Strategic Plan and a location overlooking the new park off Garston Road (POS6) would be most appropriate.

- Retail provision is expected in the development mix to provide a complementary extension to Frome town centre and serve local need.

g employment and training

Whilst part the site is currently in a general industrial (B2) use, the proposed use mix indicates that only B1 uses, such as offices, research and light industrial are appropriate and compatible (refer to views at Chapter 5o: noise). Any offices should be located at Saxonvale, in close proximity to the town centre.

Employment uses would be appropriately located on mixed-use / continuous frontages within Saxonvale and along the potential mixed-use frontages at Land off Garston Road, as set out on the Strategic Plan. Refer also to Chapter 8 g. The Codes (Section 3d) show in which blocks of the Strategic Plan employment uses are acceptable.

A socio economic baseline and market overview has identified the demand for a mix of employment uses within the development area alongside housing and retail. The demand for type of employment space varies. At one end of the spectrum there is clearly a demand for simple small-scale, flexible and possibly managed studio and gallery space (for both the established and emerging arts and crafts sectors) of 100 – 150m² units within flexible lease arrangements. Conversely the emerging high-tech digital and media arts sector which is developing around the strength of Frome Community College requires more progressive accommodation solutions, such as centrally serviced incubator space, which can adapt to the changing requirements of modern working practices.

Developers should explore the opportunity to provide a mixture of suitable accommodation for these different sectors. In exploring the opportunities for the provision of flexible workspace, developers should discuss the practicalities and viability implications of such provision with the District Council and SWRDA as part of pre-application discussions.

A concentration of employment and commercial uses should be provided within the mixed-use / continuous frontages at Saxonvale, as identified in the Strategic Plan, in order to generate a vibrant and active central area in the western part of the site. In order to create an active public realm in these areas, where they have a visually interesting frontage, a mixture of small-scale offices, craft workshops and galleries as well as cafes, restaurants and retailing at street level is encouraged. Specifically in conversion of the existing warehouse adjacent to the Silk Mill (Block F on the Strategic Plan) provision for a range of employment, cultural and possibly community uses is encouraged. Requirements for this building are referred to in more detail in section 03 of the Codes under descriptions for block F.

The other warehouse at Saxonvale (identified as block T on the Strategic Plan), has been identified as the possible location for the development of a Frome Education and Enterprise Centre. Developers are encouraged to explore with the Frome Community Learning Partnership the potential to incorporate this use within a comprehensive scheme.

The Strategic Plan also identifies a potential location in the eastern area for larger employment uses compatible with residential areas. This is referred to in more detail in section 03 of the Codes under descriptions for block E6.

- Employment uses are required within the development mix. Employment uses are to be incorporated within the continuous mixed frontages, as appropriate amongst retail uses.

h open spaces

Residential development within the site will need to provide public recreation space and children's play facilities on-site to meet the recreation needs of its occupants.

The Strategic Plan shows open space provision at less than the standard required by SN7 of the Mendip District Council Local Plan. The area shown is considered to be the very minimum that is acceptable (in association with the level of development proposed by the Strategic Plan) and high amenity value and quality is essential. It is appropriate that areas of protected trees are incorporated into open spaces as far as possible.

At Saxonvale the Strategic Plan shows two hard open spaces: a focal Town Square (POS 1) well connected for pedestrians to the town centre and Warehouse Square (POS 2) in the setting of the two Victorian factory buildings / warehouses. Formal tree planting will be expected within the hard open spaces. Green landscaped spaces are also proposed: the Riverside Park (POS 4) and Willows Green Corridor (POS 3). The Riverside Park adjacent to the River Frome must extend at least 20m from the top of the river bank and run the length of the river within the site (linking with existing public open space to the east). (Refer also to Chapter 8e: public realm for further details about access requirements.)

At Land off Garston Road the Plan shows two green landscaped areas, the larger of these is a new park, located at Garston Road so that it will be easily accessible and serve the new development and existing housing to the south.

The Council expects the provision of two equipped children's play areas within the open spaces: one for children up to 8 (a LEAP) within the proposed Riverside Park (POS 4) and one for children up to 12 (a NEAP) located on the park at Garston Road (POS 6). These spaces therefore must be designed appropriately to accommodate such play areas. Proposals must include measures to minimise any risk to users of open space and play equipment.

The detailed design of any children's play facility or recreational space/facility will have to be discussed with Mendip District Council prior to its implementation. Alternatively in appropriate circumstances and where a sum is provided Mendip District Council will arrange for the design and provision of green open spaces and play equipment in the locations set out above.

Whichever approach to provision of play equipment is taken, developers are required to inform prospective owners / occupiers of property of the proposed location of play equipment from the outset.

It is expected that the cost of provision and on-going maintenance of space and equipment over 25 years will be shared between developers at Saxonvale and Land off Garston Road respectively (with a contribution to the Riverside park made by all developers across the area) and more details of the implementation are included at Chapter 9.

More detailed information on all public open space requirements are set out in section 02 b of the Codes. Refer also to Chapter 8e: public realm.

- **Hard and green landscaped spaces are required within the development. These will equate to the size, type and approximate location shown on the Strategic Plan. High amenity value, quality and public safety is expected.**
- **An equipped children's play area is required at Saxonvale (a LEAP) and at Land off Garston Road (a NEAP) and developers must make their location known to prospective owners / occupiers of nearby property.**

i the role of the Local Authority and South West Regional Development Agency

In the adoption of this Brief and Design Codes and in its use of the document in evaluating planning applications for the area, Mendip District Council is committed to achieving high quality, comprehensive and integrated redevelopment of Garsdale within the medium term. Design criteria are high and The Commission for Architecture and the Built Environment (CABE) are to be consulted by the Local Authority on planning applications for the area. The Council welcomes pre-application discussions with prospective developers to assess how proposals fit within the context of the document and to begin working through details of implementation.

Due to the multiplicity of ownerships across the site there may be instances where developers experience difficulties in the assembly of land necessary to realize the proposals of the Brief and Codes. In appropriate circumstances and where back to back financial arrangements can be negotiated, the Council may be willing to consider using its Compulsory Purchase Order Powers (CPO) to finalise land assembly. Such a decision would be considered on its merits within the context of the major principles of the Brief and Codes. This statement does not commit the Council to exercising its CPO powers or fetter its absolute discretion in this respect.

The Council wishes to ensure that its own landholdings within the Brief area are utilised and developed in accordance with and in support of the aims and objectives of the Brief. The Council actively encourages developers and adjoining land owners to enter into negotiations with the Council regarding the use and development of its own landholdings within the brief area. The Council is willing to consider joint venture proposals for the development of its landholdings within the Brief area.

The Council has worked in close collaboration with the South West Regional Development Agency on the production of this Brief and the Agency is in full support of its aims and objectives. As a landowner within the brief area, the SWRDA has also indicated its willingness to consider approaches from developers regarding the use of its land.

05

- 01 introduction
- 02 the development site
- 03 overarching development principles
- 04 achieving comprehensive mixed use redevelopment
- 05 achieving sustainable development :
*safeguarding and improving
the natural and man-made
environment***
- 06 achieving sustainable development :
design and construction
- 07 providing sustainable and integrated
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- 08 achieving quality, excellence and
innovation in urban design
- 09 implementation
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05

achieving sustainable development : *safeguarding and improving the natural and man-made environment*

- a topography
- b contamination
- c flood prevention and storm water
- d ecology
- e protected trees and non-protected trees
- f the River Frome
- g archaeology
- h retaining walls
- i listed buildings
- j conservation area
- k public art
- l public toilets
- m utilities
- n air quality
- o noise
- p demolition and construction activities

the natural environment

a topography

The sloping landform of the site creates a significant constraint in terms of the location of buildings and streets. The site slopes steeply up from north to south over the southern half of the Saxonvale site. In general the implications of the landform are that a series of east-west plateaus are an appropriate basis for development. This layout will maximise exposure to the sun that is a particular concern on this north-facing site.

The steeply sided valley sloping towards the River Frome is however also an asset that offers opportunities for dramatic views, vistas and a highly distinctive character. The Strategic Plan shows road connections, which take the above into consideration. Connections included in proposals should be as close as possible to the alignment shown on the Plan and their detailed alignment should not compromise the guiding principles of the Brief.

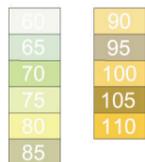
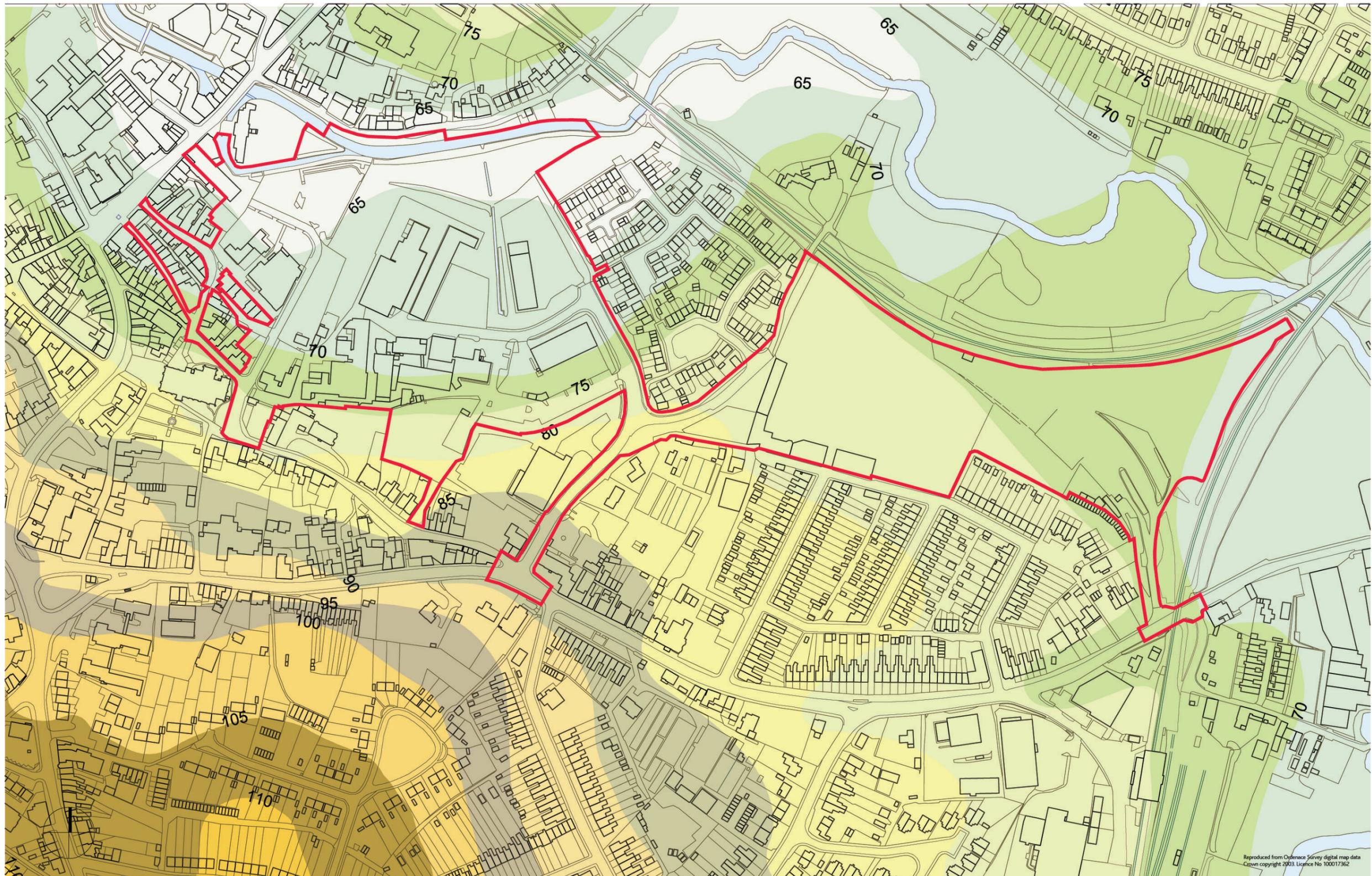
Refer topography plan

- Proposals are required to be based around a street structure that delivers predominantly east - west streets and development blocks as shown on the Strategic Plan

b contamination

The Council's records show that a number of historic industrial / commercial uses have been sited on land contained within the Garsdale allocation. Some or all of these uses may have released substances that have resulted in the accumulation of elevated levels of a range of contaminants in the ground. Development proposals will need to satisfy the requirements of Policy Q10. Detailed contamination surveys and analysis are required across the area.

- Proposals are required to demonstrate that detailed contamination survey and analysis have been undertaken and that necessary remediation work will form part of development proposals as set out in Local Plan Policy Q10, Development on or near Contaminated Land.



topography plan

c flood prevention and storm water

The Environment Agency expects developers to take a comprehensive approach to environmental issues within the brief area, in particular flood risk. As the River Frome adjoins the planning brief area, all proposals and applications will require detailed discussions with the Environment Agency (EA). Initial discussions with the EA have taken place in the preparation of this Planning Brief. Proposals will need to comply with EA requirements and must be checked directly with the EA. The following is for information.

The first requirement of the EA is that a Flood Risk Assessment (FRA), in line with Appendix F of PPG 25 Development and Flood Risk, be prepared for the Saxonvale and Land off Garston Road areas. These must cover both flood risk to the site and the discharge of surface water from the site. Section 60 of the PPG25 identifies the requirement for developers to provide a FRA and Section 20 identifies that the developer is responsible for assimilating the relevant information. The Environment Agency has identified that it would be prepared to assist developers in formulating the required integrated approach by inputting to the process. The FRA, approved by the EA, must form part of any planning application for the site.

Flood risk to the site

For flood risk to the site, design flood levels must be established. This will require revisiting previous modelling work for the River Frome, at the site and upstream and downstream reaches. The EA has a HEC-RAS model of the River Frome but cross sections will need to be checked, modified and extended where necessary. The EA is prepared to release its base model for a fee (refer to Chapter 9). The hydrology of flood flows in the model need to be updated in line with current best practice as set out in the Flood Estimation Handbook. In addition a 20% increase in flows to account for the possible effects of climate change over the lifetime of the development must also be modelled as set out in Appendix A of PPG25.

The Garsdale site is situated upstream of the town bridge which is thought to have limited capacity and hydraulic efficiency and could be prone to obstruction or blockage in extreme floods. These aspects must also be considered in the reassessment of current and future flood risks at the site. The EA considers that the current requirements for the standards of protection now required for the site by the PPG might increase design flood levels significantly, but it is not thought that the main development area adjacent to the Riverside Park will be impacted substantially. The EA has stated that modelling must be carried out before outline layouts are produced. However, cross sections will need to be quality checked, modified and extended where necessary.

Freeboard to new development thresholds should be at least 500mm above design flood levels and include for the 1% flood risk (1 in 100 years) event and climate change. Sensitive developments may require greater freeboard. Lowest ground levels for car parks and roads etc should be at least at the 1% flood risk level (including the climate change allowance).

Developers are encouraged to explore whether there is potential to incorporate a wetland feature within the Riverside public open space (in particular where an existing water-course joins the River Frome) with capacity to accommodate flood storage. This may provide a cost effective solution to providing mitigating flood storage volumes if the modelling studies do identify an extensive floodplain beyond the current channel.

Tree cover is an important feature of the river corridor both in visual and habitat terms and it is intended this should be retained and enhanced. Trees within the area are protected by a group Tree Preservation Order. Any re-profiling work to facilitate temporary flood storage should be set back from the riverbank and must avoid incursion into the root zones of trees to be retained.

Surface water drainage from the site

The EA will expect to see Sustainable Drainage Systems (SuDS) proposed within the development in line with PPG 25. A Drainage Impact Statement should be prepared as part of the Flood Risk Assessment. The target is to return as much runoff as possible to the ground, to reproduce the natural hydrological response of this site. No increase in the rate of runoff from this site will be permitted. If storage and attenuation is proposed, this must collect and store on site and discharge at 1 in 1 year greenfield rates. Opportunities should be taken to enhance the water environment locally through SuDS providing support to water and landscape features.

The development naturally divides into two strategic stormwater areas since the highest point is at the junction of Garsdale and Fishers Way. Each strategic area should be subject to a Comprehensive Stormwater Drainage Analysis to locate outfalls, ponds and strategic drainage corridors. This is to limit the number of outfalls to the river, crossings of the railway wayleaves in third party land, and to deliver the most efficient system for the whole redevelopment.

Refer also to section m: utilities

Land Drainage Consent requirements

Consent under land drainage legislation (Water Resources Act and Land Drainage Act 1991) will be required from the EA, separate from planning considerations, for all works affecting the channel or floodplain, including bridge crossings, outfalls and landscape modifications including planting. A natural river corridor 20 metres or more wide should be maintained. Any bridge crossings of the River Frome must be clear span from bank top to bank top with a soffit level 1 metre above design flood level. Any vehicular or pedestrian approach to the bridge should be maintained at or above design flood level to preserve safe dry access.

- **Proposals will be required to conform to the EA guidance and developers must demonstrate that they have the agreement and consent of the EA**
- **Developers are required to prepare comprehensive Flood Risk Assessments including a Drainage Impact Statement for the Saxonvale and Land off Garston Road areas.**
- **A Comprehensive Stormwater Drainage Analysis is required for the western and eastern parts of the brief area.**

d ecology

Although the majority of the site is previously developed brownfield land, there are a variety of wildlife interests and habitats present across the site. An exercise to gather baseline information has been carried out as follows:

Desktop study, involving data search by Somerset Environmental Records Centre with research to locate any previous studies undertaken and a walk-over survey of the site on 9th December 2003 to map key features, issues and habitats. Please refer to the Baseline Report for details.

More detailed ecological study and / or specialist survey needs to be undertaken, and suitable measures to ensure the protection of wildlife must be incorporated into development schemes as appropriate to different parts of the site.

The following are likely to be of particular relevance for this site:

invasive species

Japanese Knotweed is present at various locations in the area. Details of measures to contain and eradicate the plant should accompany planning applications for parts of the site where the plant occurs. Please refer to the baseline report for further information.

wildlife in buildings, notably bats and nesting birds

An ecological survey should be carried out for all buildings and mitigation measures drawn up as part of development proposals where necessary.

Measures required with proposals may include, for example:

- ▶ scheduling timing of works to avoid disturbance to a species
- ▶ accommodation of roost or nesting sites within the development
- ▶ provision or retention of access points to roost or nesting areas within a building design
- ▶ provision of additional or alternative nesting or roosting sites within the scheme

wildlife habitats

Proposals are expected to replace or protect and enhance trees and woodland, scrub, and the watercourses.

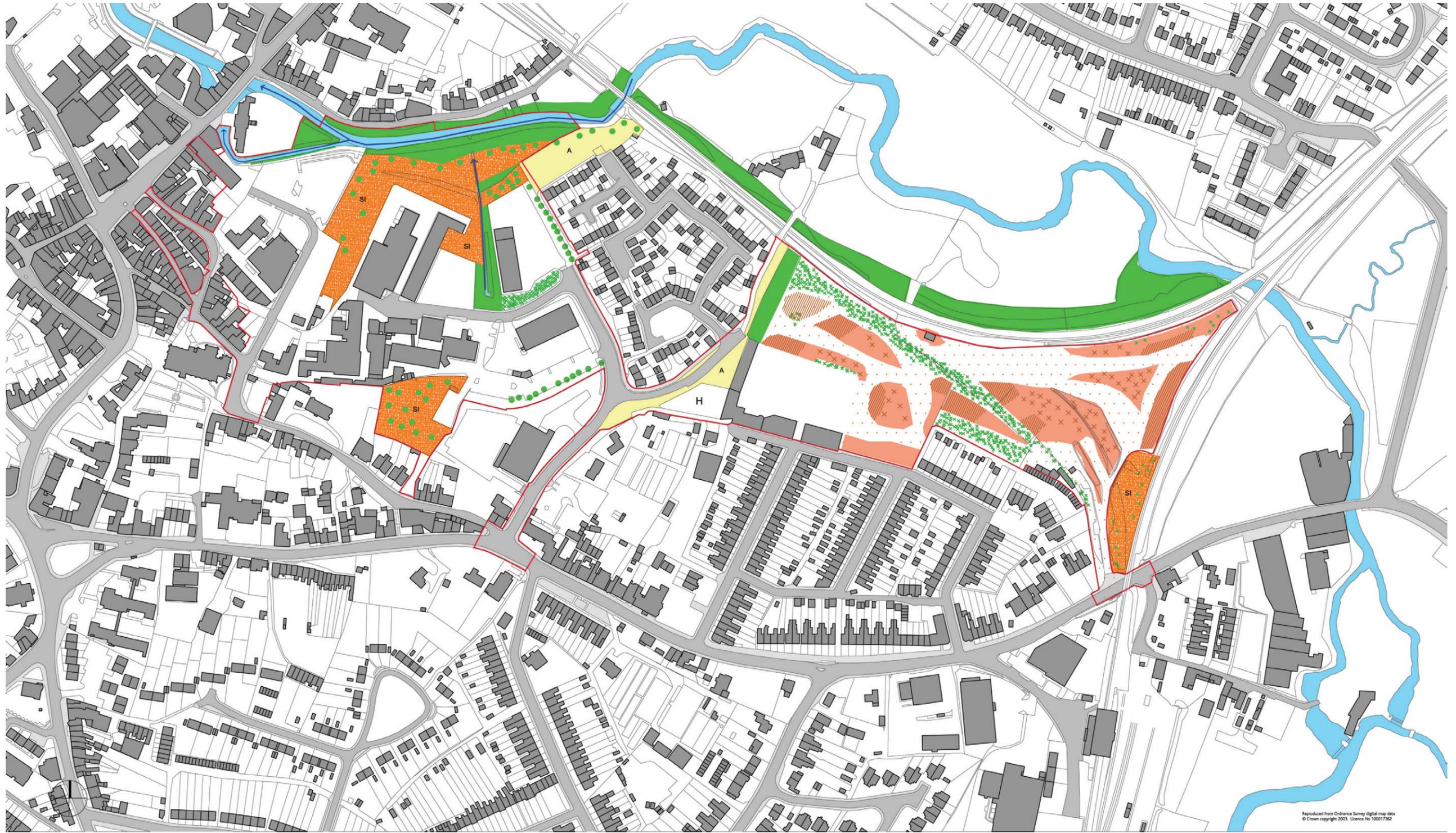
Proposals must address the needs of protected species: bats (foraging routes and roost potential in trees); reptiles (especially slow-worm); and badger.

Proposals are must also give due consideration to invertebrates.

Redevelopment offers a prime opportunity for enhancement of the ecological value of this area. This could be achieved through use of locally characteristic native species in planting schemes, habitat protection and enhancement, and mitigation for all wildlife interest with the aim of avoiding net loss of biodiversity as set out in policy EN4 of the Mendip District Local Plan.

Proposals must include:

- **an ecological study/specialist survey setting out measures for incorporation within the scheme for protection of wildlife**
- **a plan for the removal of Japanese Knotweed from the site in a manner that accords with relevant legislation**



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- | | | | | | |
|-----------|---|--|------------------------------|--|--|
| A | amenity grassland | | site boundary | | horticulture |
| | buildings | | water course | | tall ruderals |
| SI | semi-improved grassland | | scrub - scattered/continuous | | base ground |
| | woodland / tree cover (mixed/deciduous) | | scattered trees | | mixed- SI, base ground, ruderals, thinly vegetated on ballast) |

ecology plan

e protected trees and non-protected trees

Two group Tree Preservation Orders (TPOs) exist within the site.

In the Saxonvale area there is a group of mature, deciduous, mixed species trees within and around the Safeway/Somerfield car park, extending along the river frontage. This is adjoined by a linear collection of mainly willow trees along a watercourse running north-south.

At the Land off Garston Road area, there is a further group and a number of individual TPOs along the boundary between the Rivers Reach development and block E1 and E3 of the Strategic Plan. Refer to the TPO Trees Location Plan.

These trees are subject to TPO's and will be retained and managed as part of the statutory protection they carry. They offer a starting point for a landscape structure that builds on the intrinsic assets of the site.

There are additionally a large number of trees across the area that, whilst not subject to TPO, do contribute to its green character and ecological value. Where feasible and appropriate and subject to their species, size and quality, developers are encouraged to incorporate as many existing trees as possible within redevelopment proposals and planting schemes to help provide a feeling of continuity and maturity. Consideration should be given for example to the retention of a line of mature trees running down the western boundary of the block N ('The Orchard') and two veteran oak trees on the slope below Lidl (although one appears healthier than the other – see appendix 2).

A Full Survey of Trees across the area is required, to be carried out by a qualified arboriculturalist. This must include all trees within the area of 75mm diameter and above, covering inter alia age, vigour and visual amenity.

All trees on the site itself and on the site boundaries identified for retention by the Tree Survey must be adequately protected during site preparation and construction in accordance with guidance in BS 5837:1991 Trees in Relation to Construction. No development will be permitted within 3m of the canopy of retained young trees. In principle no development will be permitted within 5m of the mature canopy spread of retained trees. Departure from this principle will be considered on the individual circumstances of each tree and the proposed nature of the adjacent development. For the purpose of the Brief, all trees of girth 35cm and above are to be classified as 'mature'.

The Tree Survey should identify all works necessary to ensure the safety and amenity of trees, for example, crown- thinning, and removal of dead trees. A maintenance and management programme must be agreed for all trees existing and proposed prior to the start of development. The programme will reflect appropriate strategies for species, function and location. Willow trees for example will require pollarding and coppicing prior to development and on a regular basis thereafter.

Opportunities to set up a management programme for the TPO willow trees in conjunction with local arts and crafts people, allowing the arisings from the pollarding to be used for craftwork should be explored. Local people have expressed a wish for this to happen.

Where new and retained trees are to be located in the public realm a commuted sum per tree will be levied to cover the first 25 years establishment and maintenance. The commuted sum is usually calculated once the scheme has been approved. For further information refer to Chapter 9 Implementation. Refer also to Section 2c of the Codes: approaches to planting

Proposals must include:

- a Full Tree Survey,
- a planting scheme which incorporates existing trees as appropriate and
- a maintenance and management programme for trees and planting

f the River Frome

The river running through the north of Saxonvale is a unique habitat and visual landscape element within the site to be enhanced. The river corridor is expected to form an important feature of development at Saxonvale and the relationship between the natural and built environment must be given careful consideration. It is an opportunity to create clear links with other parts of the town and to link the site directly to the open countryside beyond. The Strategic Plan shows that the main vehicular access into the Saxonvale car park will pass the open space fronting the river, and this will impact on visitors 'first impressions' of the development.

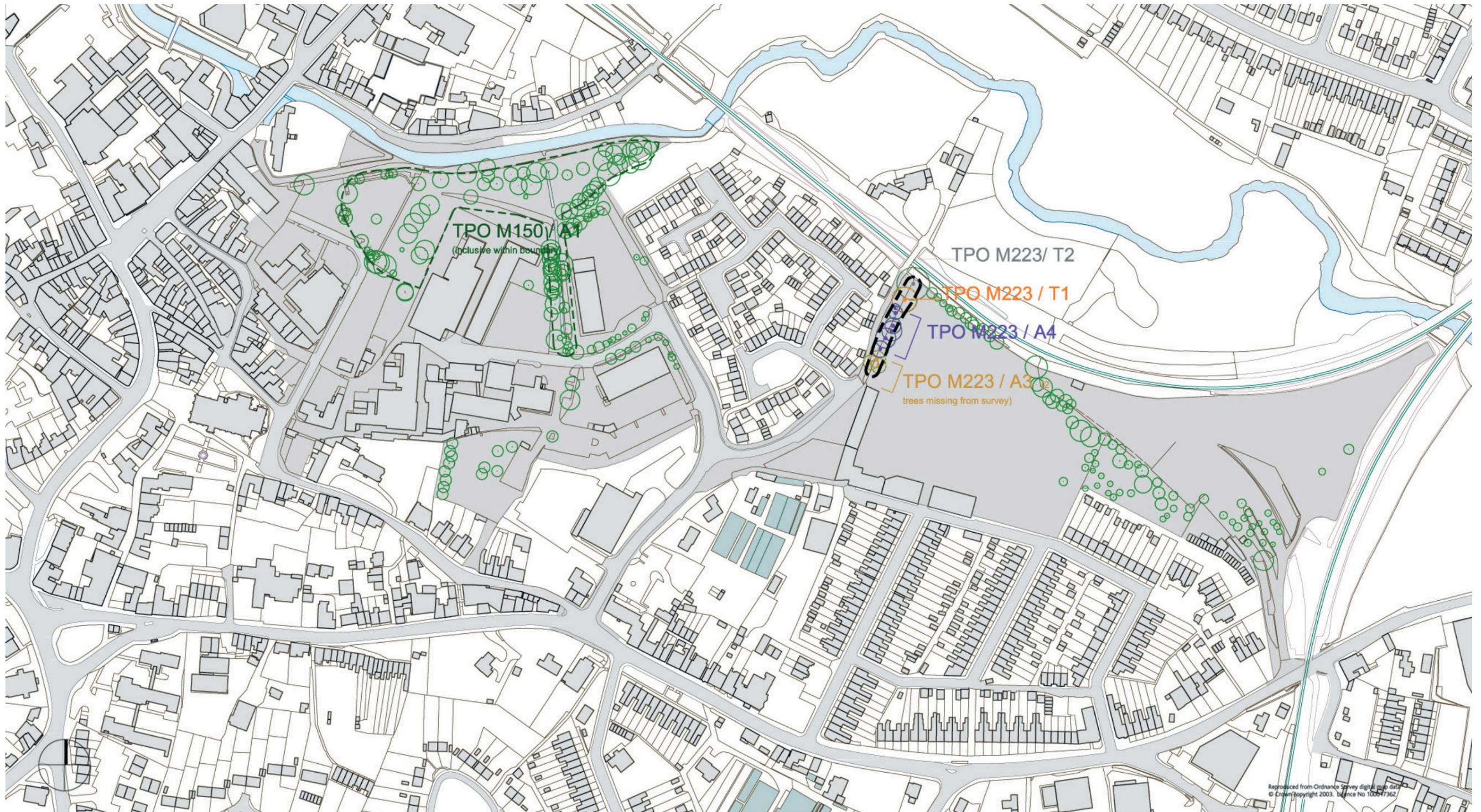
The chance to create public open space adjacent to water potentially brings added opportunities for leisure and recreational pursuits. The sounds of water, wildlife, trees and plants associated with the river corridor are able to contribute to a public space of a specific character that contrasts directly with the urban nature of the adjacent town centre.

The river corridor landscape area will be expected to provide a recreation function and access should be provided for the wider community. The area must be easily accessible from the Land off Garston Road and existing residential areas to the east. It will also serve visitors to the town centre. The Strategic Plan shows that direct access from the Market Place to the Riverside Park (POS 4) is proposed via a new pedestrian link associated with the redevelopment of block A (the current site of Woolworths). Should this element of the Plan not come forward in the short term, developers are encouraged to explore with the relevant authorities / agencies whether it may be feasible to provide a creative link alongside the Blue Boar Public House, over the flood channel.

In response to local wishes the District Council is keen to explore the possibility of the provision of a pedestrian / cycle bridge over the River by means of negotiation with developers at Saxonvale. To progress this, the Council are to engage consultants to: investigate and identify potential suitable crossing points of the River (and subsidiary channel as appropriate); produce a draft design in line with Environment Agency requirements (refer to Chapter 5c) and cost up such a scheme. The cost of this investigative work will be recouped from developers at Saxonvale by means of a commuted sum (refer to Chapter 9).

Developers will be expected to have regard to the outcome of the bridge viability study. It is intended that the Council will consider the protection of land along the river corridor to facilitate the provision of a bridge once the outcome of the study is available.

- The River Frome must form an important feature of any proposals for Saxonvale and the associated open space must be accessible to the wider community.



 TPO's identified by number / grouping

 other trees not covered by TPO

TPO trees location

the man-made environment

g archaeology

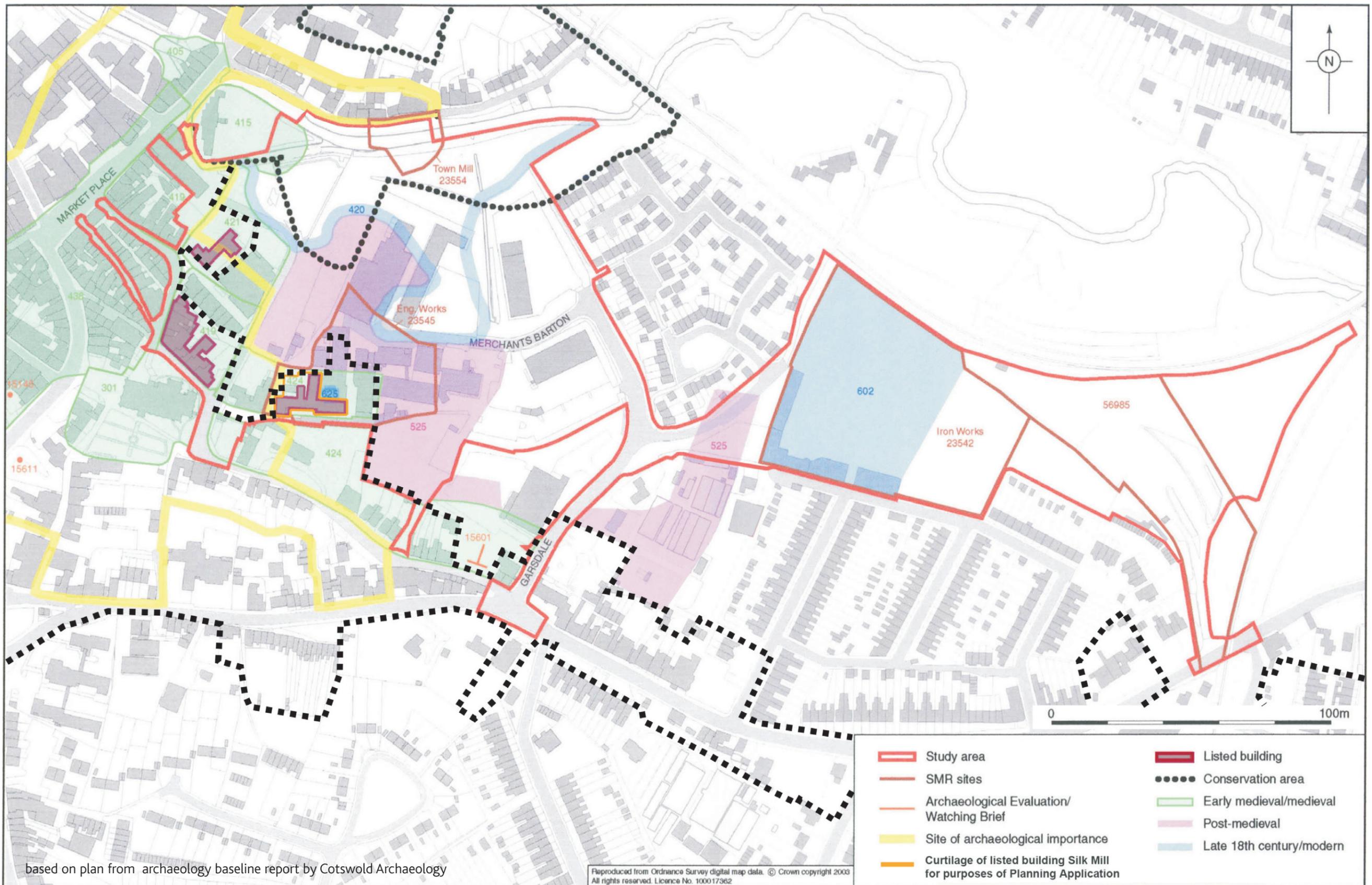
Proposals will be required to comply with English Heritage/ Somerset County Council and Local Plan requirements for archaeology. Somerset County Council (SCC) is the relevant authority regulating archaeology issues on the site. Initial discussions with SCC have taken place as part of the preparation of this Brief.

There is no over-riding archaeological constraint to development on current evidence. The western margin of the Saxonvale site coincides with part of the area defined as a Site of Archaeological Importance in the Somerset County Council/English Heritage survey of Frome (1997) and subsequently forms part of the area defined in the Local Plan under Policy EN13 – area of High Archaeological Potential. This area corresponds to the Saxon and Medieval core of Frome. Somerset County Council will therefore require archaeological survey work for new development within this area, unless it can be demonstrated that all archaeological deposits have already been destroyed. The remainder of the brief area may contain archaeological deposits that are not currently recorded. The main potential relates to the former course of the River Frome branch that used to run through the Saxonvale site. Somerset County Council may require archaeological surveys in this area in advance of the granting of planning permission, or may require a condition to the granting of planning permission, which requires an archaeological watching brief during development.

Proposals for the site should be accompanied by a staged evaluation approach to archaeology as outlined in PPG16 and following Local Plan policy EN17. The initial stage should involve the production of a desktop assessment that aims to outline the possible archaeological constraints and potential. Recommendations for further evaluation techniques and locations should be included in this report and these, in conjunction with SCC guidance will form the basis for the second stage of the evaluation that is likely to involve intrusive methods. The results of the second stage will be used to produce a mitigation strategy that will form part of the supporting data for a planning application. Therefore, these two stages will need to be carried out prior to the determination of a planning application.

- **Proposals must include a staged evaluation of archaeology on the site in accordance with Local Plan policy**

refer figure archaeology



archaeology plan

h retaining walls

There are a number of existing buildings and retaining walls within and bounding the planning brief area. Most of the walls surveyed are assessed as being 'poor to fair or good condition' and considered to be easily repairable where they are to be retained. The wall immediately below Lidl has been identified as being in need of repair. The wall bounding property at Vicarage Street and the proposed non-vehicular access between the site and Vicarage Street is understood to form an extension to that retaining structure. Many retaining structures are required to be removed however in order to facilitate viable perimeter blocks.

- Early investigations are recommended to establish the current condition of the retaining structures to be retained and to establish the extent of work required to make good.

i listed buildings

There are a number of Listed Buildings within the planning brief area and early consultation with English Heritage is required. A group of 3 former Silk Mill buildings (Grade II), the Old Court House building (Grade II*) and the Iron Gates building (Grade II*) are Listed and the setting of these will be expected to be enhanced by new development in accordance with Local Plan Policy EN26. In addition, other historic buildings on the site are considered worthy of retention, and preference will be given to proposals incorporating and re-using these buildings. In particular, two parallel Victorian factory buildings / warehouses close to the Silk Mill contribute significantly to the character of the area around the Listed Building and are within the Conservation Area. The Strategic Plan illustrates how the unlisted warehouse buildings (blocks F and T) can be successfully incorporated into the new development. In addition to the Listed Buildings within the site, there are several Listed Buildings around the perimeter of the site.

- New development will be required to enhance the Listed Buildings and their setting, as set out in Policy EN26 of the Mendip District Local Plan

j conservation area and historic town context

Part of the site is within the Frome Conservation Area, and part is adjacent to it. An area incorporating the Listed Silk Mill and nearby factory buildings / warehouses within the Merchants Barton Industrial Estate was included in the Conservation Area in 2004. Any development within or adjacent to a Conservation Area needs to preserve or enhance the character and appearance of the Conservation Area, as set out in policies EN19 – 22 of the Mendip Local Plan. A report prepared by the Council's Conservation Team, providing justification for 'The Inclusion of the Merchants Barton Area in the Frome Conservation Area', identifies buildings within the area that might be removed or improved to provide a more positive contribution. It is considered for instance that the unlisted factory building / warehouse adjacent to the Silk Mill (block F) would be enhanced by the removal of its render. (The Council's Conservation Team can be contacted for further information)

Frome's historic built environment contributes greatly to the distinctive quality of the town. As such, an assessment of the existing character and hierarchy of spaces, the appearance, form, and quality of existing buildings, streetscape, trees and green spaces and the prevalent building and paving materials used in the town will form a critical part of any development proposals. Further information is included in the Codes section of this document.

Developers are required with any application for development within the planning brief area to provide an assessment of the existing qualities of the local area, and have a proposed strategy for responding to the Frome Conservation Area and wider context of Frome. Care must be taken to ensure that elements and references to local character, styles and materials are integral to the design in order to ensure a development that complements and enhances the distinctiveness of Frome, whilst avoiding pastiche.

For all proposals within the planning brief area, discussion with Mendip District Council's Conservation Team and in certain instances English Heritage will be required and should take place at the earliest opportunity to avoid abortive work.

- Proposals are required to demonstrate that they have been informed by and complement the character of Frome (and where appropriate the Frome Conservation Area)

refer figure listed buildings and conservation area

k public art

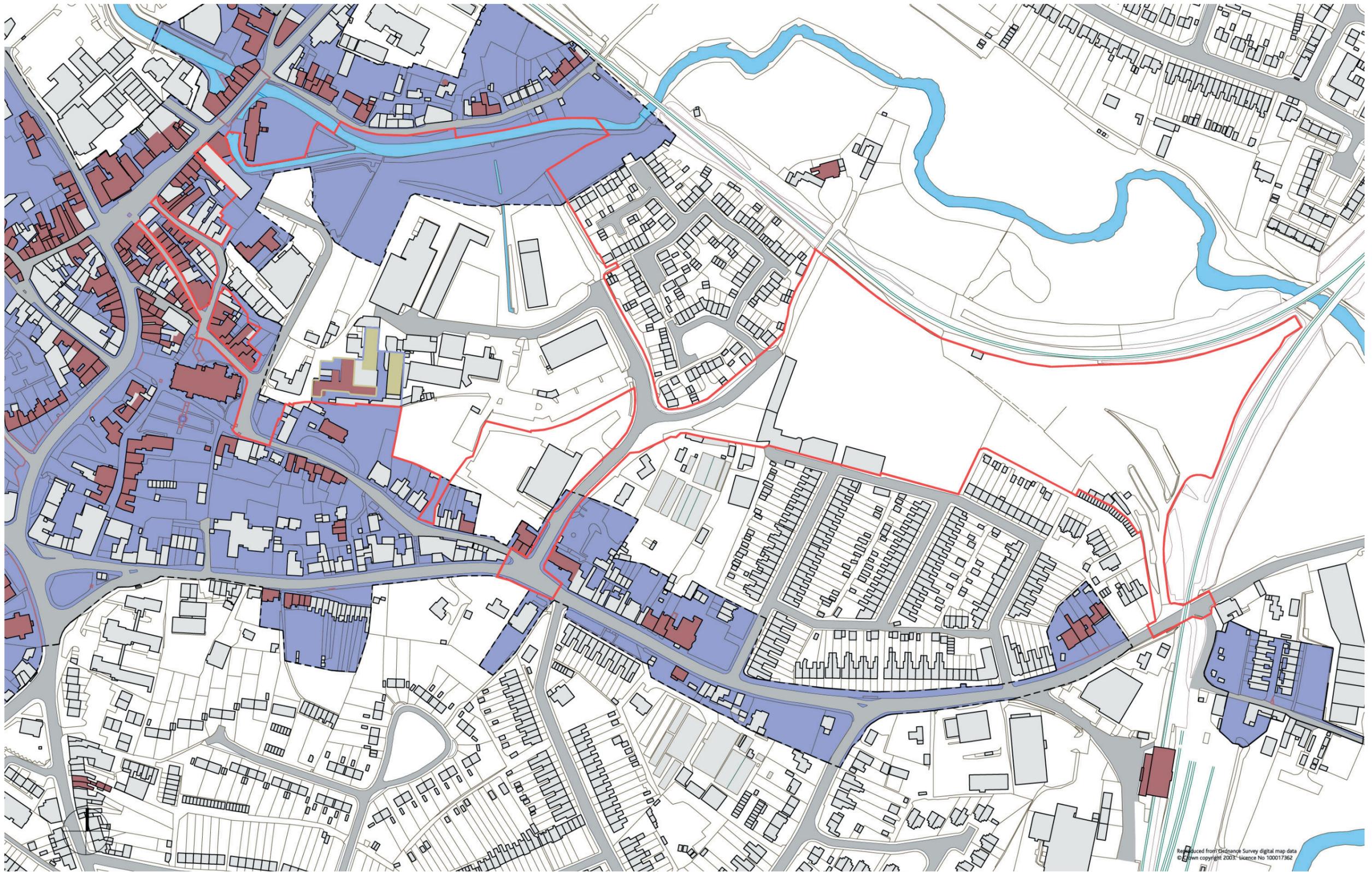
It is expected that development proposals will include integral design features and public art, as set out in Policy Q7 of the Local Plan. A professional public artist /public art consultancy should be included from the outset in the design of the public spaces and the buildings which define and edge them. Developers will be required to demonstrate to the Council that they have worked with a professional public artist /public art consultancy from the start of their design process. Public art should not be an add-on. Public art features should be appropriate to the local area and add to the local distinctiveness and contemporary identity of the development. Functional features will be encouraged where these are incorporated within public areas or amenity facilities (for example within paving treatments or street furniture). Where it is intended that they be adopted by a Local Authority, early discussion with the appropriate Authority is required. More information on approaches to public art is contained within the Codes at Section 2 c.

- Developers will be expected to produce (in consultation with the appropriate authorities) a strategy for art within the development and include public art / design features within proposals

l public toilets

The current, though now disused, public toilets on the Saxonvale site have to be replaced to an appropriate standard. This could be achieved either by provision of a stand alone toilet block or incorporated within a retail use, as long as it is publicly accessible during opening hours and adequately signed. The maintenance of this facility will be negotiated. However, the Local Authority will not expect to bear these costs.

- Proposals for Saxonvale must include replacement public toilet facilities



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- extent of Conservation Area as at July 2004
- listed buildings
- historic buildings in Conservation Area
- curtilage of listed Silk Mill for purposes of planning application

listed buildings and conservation area plan

m utilities

Comprehensive Demand Estimate

A Comprehensive Demand Estimate needs to be carried out in advance of the first phase of development. Cost to be shared by all developers.

Consultation shall be spread widely to all potentially concerned in the provision of services to the area.

Off site reinforcement required as a result of the survey shall be negotiated with the relevant service providers to bring this on-stream in time for the development of the site.

Foul Drainage

A Strategic Foul Drainage Plan is to be established. This may be subdivided within the site to suit topography and/or connections to the off site system(s). Costs are to be shared amongst the relevant developers within each internal system.

The foul drainage systems devised may include rising main(s) or pumping station(s), however these are to be minimized and avoided if possible. Should pumping station(s) be proposed it shall be demonstrated that a gravity system is not reasonably practical. All pumping stations shall be constructed by or to the standards laid down by Wessex Water or their successors, and then be adopted by them for the purposes of future maintenance.

The foul drainage system shall be designed to minimize the use of private drainage pipes. The system shall be designed and constructed to maximize the length of sewer that can be adopted by Wessex Water or its successors. The developers shall obtain adoption of all adoptable sewer systems. This will ensure long term viability of the foul drainage system(s).

Surface Water Drainage Impact Study

A Strategic Surface Water Drainage Plan is to be established. This shall arise from a Surface Water Impact Study. This study shall examine all the routes to achieving minimisation of surface water run-off from the site. All shall embody the requirements of PPG25 and current best practices of Sustainable Drainage Systems (SuDS). The study shall be prepared in consultation with all relevant parties including and not limited to the Environment Agency. The study shall conform to all current statutes, guidance and best practice on the minimisation of surface water run-off.

The volume run-off permitted to the river Frome shall be agreed with the Environment Agency who monitors the flood risk from the river Frome as part of the Main Rivers of Somerset.

The surface water may be subdivided within the site to suit topography, geology and/or connections to the off site system(s). Costs are to be shared amongst the relevant developers within each internal system.

The use of ponds and swales is encouraged where soakage is not possible. The long term maintenance of such features shall be provided for by the developers or by agreement with an external agency. Any such agreement shall be approved by the District Council to ensure the long term viability is assured. Landscaping of the features shall be agreed with the maintenance agency prior to the agreement being signed. Refer also to Chapter 5 section c: flood prevention and storm water and Chapter 6 section d: sustainable drainage systems.

Surface Water Drainage

The surface water drainage system shall be designed to minimize the use of private drainage pipes. The system shall be designed and constructed to maximize the length of sewer that can be adopted by Wessex Water or its successors. The developers shall obtain adoption of all adoptable sewer systems. This will ensure long term viability of the of the foul drainage system(s).

Surface water detention systems shall be located to allow easy maintenance of them. The developers shall include for the provision of all accesses required. The provisions of the drainage act 2001 shall be incorporated in the design including negotiation with other agencies with a view to minimisation of the total number of pipes required by integration with for example highway drains where possible.

Main Services

Following on from the Comprehensive Demand Estimate will be feeder points for the development. A comprehensive network minimizing potential duplication of service runs shall be designed in line with phasing of the development and the requirement to provide a system with alternative feed supplies in order to maintain service.

The provision of the various services shall be coordinated to ensure the above principles are adopted. The use of shared infrastructure is encouraged to minimize total numbers of installations. All water supplies shall be individually metered.

Information Services

As part of the Plan for Main Services provision ducts shall be installed to allow the future installation of information services to include but not be limited to broadband, cable, digital television and two additional unspecified ducts. Following on from the Comprehensive Demand Estimate other interested service providers may be identified. If individual provision for these may be required in the future additional ductwork shall be incorporated at the developer's expense. The use of shared infrastructure is encouraged to minimize total numbers of installations.

Proposals must include:

- **A Comprehensive Demand Estimate in advance of the first phase of development**
- **A Strategic Foul Drainage Plan (potentially subdivided across the site)**
- **A Surface Water Impact Study and strategic surface water drainage plan (potentially subdivided across the site)**
- **A Plan for Main Services (including for information services)**

n air quality

Policy Q6 of the Local Plan states that development will not be permitted if it results in significant adverse impacts due to air pollution. Mendip DC has formally acknowledged in its Third Stage Air Quality Review and Assessment that the air quality in Frome Town Centre should be kept under review with particular regard to elevated levels of oxides of nitrogen (and to a lesser extent particulates) from traffic sources. Any major development proposed in the vicinity should be appraised for its likely effects on air quality. This requirement has been endorsed by DEFRA.

A study has been commissioned to consider air quality for the purposes of the Brief. This draws information from the commissioned Transport Assessment and concludes that the effects of additional traffic movements due to the proposal and other committed development are unlikely to exceed the EC Air Quality Limit Values either in the Town Centre or main routes serving the area within the Development Brief.

Developers shall give full regard to the findings of the study in considering development proposals together with the Councils Air Quality Review and Assessments required by virtue of The Environment Act 1995. However it is recognised that the modelling in the study that has been carried out for the purposes of the Brief is a screening tool and as such is not able to take proper account of 'canyon effects' and gradients due to topography. These facts, coupled with the transport assessment predictions for stationary traffic queues (resulting from over capacity) mean that there is a degree of uncertainty as to whether air quality objectives might be exceeded, sufficient that developers will be required to carry out more detailed Air Quality Assessments (including monitoring) to determine likely effects on levels of Oxides of Nitrogen and particulates.

Following adoption of the Brief it must be recognised that new technical information may come to light or directions may come from Central Government resulting in the tightening of air quality objectives. This may occur either before or following the expiry of the current objectives in 2010, this year being a year which may arrive prior to the final implementation. Developers will be required to consider this issue together with any significant deviations to transport infrastructure or introduction of specific pollutant sources.

Since there can be no guarantees that air quality objectives will not be exceeded developers will be required to formally assess air quality and consider mitigation measures in the event that air quality objectives might be exceeded. Given the likely restrictions on the ability to make significant changes to the road infrastructure it is recognised that mitigation measures to alleviate any future air quality problems may be limited.

- **Developers will be required to carry out detailed Air Quality Assessments (including monitoring).**

- Developers will also be required to enter into an obligation to contribute to a sum of money through Section 106 agreements. The money shall be used in the event that it is deemed necessary (or likely be necessary) to declare an Air Quality Management Area through the Air Quality review process, for meeting the cost associated with action planning, monitoring air quality and undertaking any mitigation measures deemed practical

(Refer also to Chapter 9: Implementation)

(The mitigation measures referred to here would be measures that would not be possible for developers to undertake but it is possible and practical for the Council to implement.)

o noise

Developers will be required to demonstrate that harm or detriment to amenity is unlikely to arise as a consequence of implementation of development proposals, as set out in Policy Q12 and Q13 of the Local Plan. Consideration will need to be given to creating compatible relationships for existing and proposed uses, both within and outside the development brief area. The scenarios which will require consideration are as follows:

- ▶ Proposed housing* in proximity to EXISTING and/or PROPOSED sources of commercial, industrial, leisure, car park or transport uses
- ▶ Proposed commercial, industrial, leisure, car park or transport uses in proximity to EXISTING and/or PROPOSED housing*

(*housing or other noise sensitive use)

When determining a package of noise mitigation measures for any proposal, the following principles as set out in PPG24 should be considered as appropriate, the reduction of noise at point of operation through engineering, the reduction of noise by layout, through adequate distance or screening, and the management of noise sources by restricting operating times etc.

The Council considers that due to noise issues associated with the presence of Nott's Industries, it will not be possible to develop any part of the Saxovale area for housing until such time as either:

- ▶ the company has relocated or:
- ▶ the Council's Environmental Protection Team is satisfied that any new development will be protected from noise and vibration by means of an appropriate package of noise mitigation measures and it can be demonstrated to the satisfaction of the Council that any new development will not be unduly affected by the foreseeable 'worst case' noise made by the company.

The Council consider that noise mitigation measures are most likely to provide an acceptable solution where investment in noise containment or noise reduction at Nott's Industries can be achieved as part of the package.

In the north eastern corner of the Land off Garston Road, where the rail lines converge, residential or other noise sensitive uses are unlikely to be acceptable due to noise from the railway.

Any detailed proposal will have to be discussed with Mendip District Council's Environmental Protection Team with regard to noise levels and mitigation measures. More detailed information concerning mitigation measures may be found in appendix 3.

It should be noted that any noise mitigation measures should not prejudice other requirements of the Brief and Codes.

Noise from construction and demolition is referred to in section p below.

- Proposals must demonstrate that the development will not cause harm or detriment to amenity. Compatible relationships between uses are required.

p demolition and construction activities

The generation of noise, dust and other effluvia during the redevelopment of land will be required to be mitigated as far as possible to minimise impacts on neighbouring uses both within the development brief area and outside of it. Redevelopment proposals involving demolition should be given particular attention. Developers will be required to adopt best practice principles to prevent significant effects in terms of detriment to amenity or nuisance from demolition and construction activities. In order to demonstrate this, developers will be required to prepare Amenity Impact Management Plans as part of any development proposals. Whilst not necessarily exhaustive, the factors listed below are recognised by Mendip DC as indicators of good / best practice:

- ▶ Contractors membership of the Considerate Constructors Scheme and implementation of measures recommended by the scheme.
- ▶ Having proper regard to the series of guidance documents provided by The Building Research Establishment on controlling pollution and noise from construction and demolition activities.
- ▶ Having proper regard to British Standard BS5228:84 as amended, dealing with construction noise.
- ▶ Having proper regard to guidance on the minimisation of vibration noise
- ▶ Having regard to Mendip DC advice sheet "Health and Amenity Impact Management Plan" dated 18.10.02 (as amended).

- Development proposals must include an Amenity Impact Management Plan

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06

achieving sustainable development : *design and construction*

- a reducing energy use
- b reducing water use
- c reducing resource use
- d sustainable urban drainage systems (SuDS)
- e small scale renewable energy

climate change

It is becoming increasingly accepted that our use of energy and resources are causing large-scale change in the climate. National and local planning policies point to the need to both minimise the use of energy and resources in the construction and operation of new buildings, and design with the effects of climate change in mind. Currently it is predicted that hotter drier summers can be expected, with greater winter rainfall. However, theories that point to a much colder climate (caused by the loss of the Gulf Stream) are also gaining credence. Schemes which incorporate passive solar design, greater insulation and more sustainable ways of managing storm water would be indicated in both cases. These measures usually entail little extra cost and can provide a marketing advantage.

In this chapter a range of measures that would assist in the achievement of sustainable development are set out. Refer also to section 3 a of the Codes.

- Development proposals are required to demonstrate that consideration has been given to the proposed measures (including design, construction and use of materials) to achieve sustainable development and where they have not been incorporated, to indicate why the measures are not considered feasible.

a reducing energy use

All buildings in the proposal should achieve at least a rating of "very good" and should aspire to "excellent" in the Ecohomes and BREEAM (British Research Establishment Assessment Method) standards. The development should be designed to make maximum use of passive solar design techniques. This will include measures such as ensuring where possible that buildings are orientated to catch the sun on one of their main elevations, with large windows, sunspaces and conservatories (which can be closed off in cold weather) on that elevation. The requirement for perimeter block development, as set out on the Strategic Plan, however, should not be compromised by this approach. Buildings should be designed to minimise heat loss on the shaded elevation, with small windows and less occupied rooms on this side.

Sheltering and the effects of wind chill should be considered in the layout and design of the buildings and landscaping scheme, as this can have a major impact on energy use in the buildings once occupied.

Shading should be considered as an integral part of the design process for buildings and landscaping. The layout should aim to provide maximum daylight, particularly during the winter, but provide shelter from summer heat. Buildings should allow for good levels of natural daylight and ventilation in all cases.

- All practical measures should be used to reduce energy use both during construction and occupation of all the buildings on the site. Building design should take full account of the context and surroundings of the buildings, including micro-climates on the site

b reducing water use

All buildings should provide for rainwater collection and use for flushing and irrigation purposes.

All buildings should use water-efficient appliances and technologies and designers should investigate the opportunities for grey water collection and re-use.

All buildings should be fitted with water meters.

- All practical measures should be used to reduce water use both during construction and occupation of all the buildings on the site, without compromising the ability for dust suppression measures during construction to be fully effective

c reducing resource use

Recycling and waste management facilities should be included in all buildings.

Existing structures should be retained on site where they fit with the proposed development, as these represent a considerable existing investment in embodied energy (energy used to produce materials and build the structures).

Building materials should be re-used or recycled for other uses on site.

The use of low mass construction and low embodied energy materials should be considered, including the use of local materials where ever possible, so as to reduce the energy used in transport.

In addition to seeking high BREEAM standards, building elements should be selected where practical to achieve an 'A' rating in accordance with the Green Guide to Specification, third edition, published by Blackwell Science

- All practical measures should be used to reduce the use of mineral and other resources during construction and occupation of all the buildings on the site.

d sustainable drainage systems (SuDS)

SuDS work by using a system of permeable surfaces, grass swales and retention ponds to manage the flow of surface water, and encourage pollutants to settle out before water enters the natural drainage system. The ponds and watercourses created can also add to the overall appearance and amenity value of the green spaces within the scheme. The riverside park as proposed on the Strategic Plan would be an ideal location for this.

Refer also to Chapter 5 m: utilities

- SuDS should be used where possible to dispose sustainably of storm water from the site and protect the amenity and water quality of the river Frome

e small scale renewable energy

Solar water heating systems and ground source heat pumps should both be investigated. Developers are encouraged to design buildings to allow for solar panels to be retrofitted if their provision is not viable at the outset.

- Developers should consider the market advantage and viability of including renewable energy technologies in a proportion of buildings on the site

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providing sustainable and integrated transport choices

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- c public transport
- d highway requirements
- e off-site highway infrastructure requirements
- f on-site highway infrastructure requirements
- g car parking

This section deals with the transport measures to enable the development to function effectively. More specific design requirements for roads, parking, cycle lanes etc. are dealt with in the Codes in the second part of this document.

a sustainable transport

The site lies within walking distance of Frome Town centre and existing bus services. Thus, the site is exceptionally well located for high density, low car usage development encouraging the use of other modes of transport than the private car. Development proposals must ensure that the site has a network of pedestrian and cycle routes throughout which connect with the town centre and adjoining uses. The Strategic Plan shows how these can be provided and satisfy the key principles of the Brief and Codes. Any proposal will need to demonstrate that it meets the requirements for access set out in policy Q3.

Developers will be required to undertake a comprehensive Transport Assessment with a Travel Plan to accompany any application. This Transport Assessment must consider the following junctions: the three part junction at Butts Hill / Wesley Slope / Gorehedge; Garsdale / Christchurch Street East / Portway; Locks Hill / Portway and Wallbridge / new access to Land off Garston Road, together with the local highway network that links these and provides access to the development area. The Assessment will identify any traffic impact generated by the proposed development and demonstrate which elements of infrastructure must be addressed to facilitate the proposed development. The scope of any Transport Assessment should be agreed in advance with the Highway Authority and hence early discussion with Somerset County Council will be required.

- A comprehensive Transport Assessment must accompany any planning application.

b pedestrian and cycle links

Developers will be required to have regard to the following pedestrian and cycle network design criteria:

- ▶ New routes should provide direct and well-overlooked links to all significant existing desire lines and activity nodes including the town centre, schools and railway station, as well as future nodes such as Asda at Wallbridge. The main pedestrian and cycle route from the town centre through Saxonvale and Land off Garston Road should be easy to follow, distinctive and clearly signposted with landmark features and public spaces.
- ▶ Good permeability with a choice of routes is encouraged. Where appropriate, routes may utilise exiting streets and paths outside the brief boundary to provide effective and direct access.
- ▶ New routes should link directly with adjacent pedestrian and cycle networks.
- ▶ Green spaces should be linked into the network where possible.
- ▶ Routes should be as direct as possible, follow contours and where feasible avoid steep gradients and unnecessary barriers that might inhibit the less agile and those with pushchairs and wheelchairs.

- ▶ Routes should be overlooked by nearby properties, well lit and feel safe, without dark corners or featureless unconnected sections that can be intimidating. The main cycle routes should be as continuous as possible, with few stops as fragmented stretches of bicycle path can be dangerous.
- ▶ Separate lanes or paths should be provided if conflict with heavy or fast moving traffic is unavoidable. Measures to give cyclists priority at primary route junctions will be encouraged.
- ▶ Some of the pedestrian and cycle links should be provided in the character of non-vehicle 'Bartons', found elsewhere in Frome.
- Development proposals must include a comprehensive and appropriately designed pedestrian and cycle network that links with adjacent networks, key services and destinations and enables cohesive access across the area.

c public transport

Public transport accessibility should be a primary consideration of any proposal put forward for Saxonvale and Land off Garston Road. A common criterion for bus access is 400m. Beyond this distance there is a progressive decline in the proportion of people willing to walk and an increase in car dependence. The central location and linear shape of the brief area allows much of it to be within easy walking distance of the existing bus stops that run parallel to the site along Christchurch Street East, Portway and at Market Place.

Market Place is the principal node for town wide bus routes and services to the neighbouring urban centres. The following main bus services are all within easy access of the site:

- ▶ 30 Frome Town Service (1/2 hourly service). – Market Place / Christchurch Street East
- ▶ 234 Frome-Chippenham (hourly service) – Market Place
- ▶ 184 Frome – Radstock - Bath (hourly services). Market Place / Christchurch Street East
- ▶ 267 Frome-Bath direct (hourly service) - Market Place
- ▶ 161 & 162 Frome – Wells (hourly service) – Market Place
- ▶ 53 Frome-Warminster (hourly service) – Market Place and Christchurch Street East

Developers will be expected to provide direct pedestrian linkages to the bus stops along Christchurch Street East & Portway and in the Market Place. Where possible these links should be at grade, safe and securely overlooked, avoiding physical or physiological barriers.

Frome Railway Station is also within 400m walking distance of the eastern part of the brief area. Although services are not frequent, travel to Trowbridge, Bath and Bristol is possible. As part of the wider aspirations for improved access to the railway station, developers should seek to maximise pedestrian and cycle links from the town centre through the site.

Taxis also play an important part in public transport provision in Frome. The site should thus aim to provide some suitable provision for this type of public transport. This provision would be appropriate within the Saxonvale area, where people will be accessing town centre facilities.

- **Development proposals must include good pedestrian (and where appropriate cycle) links to existing bus stops located on Christchurch Street East, Portway / Wallbridge and Market Place and Frome Station.**
- **Proposals should also include provision for taxis as appropriate.**

d highway requirements

The highway proposals outlined in the Brief (refer also to the Guiding Principles at Chapter 3) and Codes are endorsed in principle by the County Highway Authority. The details of design and precise layout are to be subject to further discussion with the Highway Authority prior to submission of any application (and pre-application discussions are encouraged). Should proposals for solutions to highway issues, alternative to those considered by the preliminary Transport Assessment, come forward, the Highway Authority will give due consideration to these (with highway safety and suitability being key tests).

Planning conditions and/or Section 106 agreements will be used to ensure satisfactory highway solutions to an adoptable standard that do not prejudice the comprehensive development of the area in accordance with the Brief.

e off-site highway infrastructure requirements

Preliminary Transport Assessment based on the mix and scale of uses proposed in the Brief and Strategic Plan shows that the additional traffic these generate will necessitate the provision and upgrade of the junctions at Wallbridge and Garsdale. The Assessment undertaken suggests that traffic signal controls (with provision for pedestrian crossing) are appropriate at these junctions in order to facilitate movement of construction traffic and provide for the future needs of the development.

It should be noted that representatives of residents living south of the Garsdale site express concern about the suggested methods of traffic control considered in the preliminary transport assessment work (conducted in association with the preparation of the Brief and earlier development initiatives). In light of this, the District Council expects developers to have careful regard to minimise the impact on surrounding communities of any traffic generated and to seek to maximise the benefits for existing residents and businesses. The Council requires developers (in the context of comprehensive Transport Assessment) to explore, in consultation with the Highway Authority, whether there are other highway improvements (alternative to those highlighted in the Brief – refer to Chapter 9) that could provide for appropriate, safe management of traffic and minimise the impact of traffic generation on existing communities, whilst maintaining the function of the A362 through Frome.

The residents of Christchurch Street East are keen that the viability of a 'shared-surface' street approach is explored for that route. It should be noted however that the Local Highway Authority does not consider such an approach suitable on a main vehicular through-route.

The Highway Authority will need to be satisfied that any proposals affecting the highway network are appropriate and safe. The Council will expect that developers have the agreement in principle of the Highway Authority for any highway proposals before they come forward for planning consideration. Any improvement work will be funded by the development.

The Wallbridge junction will be required and financed by the development of the land off Garston Road. The design of the junction will protect access to The Retreat.

Improvement to the Garsdale junction will be required to enable the development of either Saxonvale or Land off Garston Road to proceed. Should one of these areas come forward for development in advance of the other, it must implement and finance the work necessary to facilitate that development. In the event that the Garsdale junction is improved in association with the development of Land off Garston Road, it may be that it requires additional treatment when development at Saxonvale comes forward, in particular to cater for any changes to the traffic management of Vicarage Street.

Any development proposals will furthermore require that careful consideration is given to the potential impact on the junction of Portway East/Lockshill and the three part junction at Butts Hill/Wesley Slope and Gorehedge. Consideration of the local road / street network is required also and should take into account the interests of all users.

These details are also included and expanded upon at Chapter 9 Implementation

- **Development proposals must include details of off-site infrastructure works shown to be required as a result of Transport Assessment.**
- **Developers are required to demonstrate that in the process of Transport Assessment, in addition to further consideration of the traffic management measures referred to in this Brief (as included in the preliminary assessment of transport undertaken by Arup), the suitability of at least one differing approach to off-site highway management has been assessed.**

refer plan of junctions overleaf

f on-site highway infrastructure requirements

For Saxonvale

The scale and nature of new retail development proposed at Saxonvale is expected to generate moderate levels of heavy goods vehicle movement. The Highway Authority considers an improved Garsdale junction to be adequate to cater for this type and level of traffic.

A consequence of requiring access to the site via Garsdale is that traffic in Vicarage Street will be reduced. The options for the alternative treatments of Vicarage Street are:

- ▶ The road can remain as a two way route for access only; or
- ▶ can be closed at its east end by Garsdale (where a suitable turning facility can be achieved) or
- ▶ closed at its west end by Saxonvale or
- ▶ be made one way up or down

The preferred option may be determined by required amendments to the Garsdale junction with Christchurch Street East.

Any proposal for Saxonvale is required to:

- **Retain the 6.5m carriageway width and alignment of the existing Garsdale road to allow for maneuverability at the junction;**
- **Provide a primary street to serve as the main vehicular access to the development, routing traffic via Garsdale. Where this is to be a two-way carriageway it must be at least 6m wide (as on the Strategic Plan and detailed in the Codes: along the riverside). Where it is to include single lane circulation, the carriageway must be a minimum of 3m (refer to the Strategic Plan and detailed in the Codes: around the willows green corridor);**
- **Design tertiary streets as shared surface spaces, with pedestrian priority, capable of accommodating on-street parking as shown on the Strategic Plan and detailed in the Codes. Where frontage servicing of mixed use blocks is proposed however, (for example potentially on the street running east – west to the north of block GTVL – as shown on the Strategic Plan and detailed in the Codes) clear pedestrian footways may be required to provide effective pedestrian priority and safety.**
- **Provide pedestrian/cycle links across the site utilising and adding to the value of open spaces (refer to the Strategic Plan), linking to adjacent networks and providing pedestrian/ cycle ONLY links between the develop-**

ment and Church Street, King Street, Market Place and Vicarage Street. An appropriate network of pedestrian / cycle links is shown on the Strategic Plan (refer also to appendix e of the Brief);

- Ensure that where new routes abut existing properties that relevant owners / occupiers are consulted on the detailed design and that where appropriate that measures are included in proposals to ensure the security and amenity of properties and their occupants.
- Demonstrate that the development will not have any adverse impact on existing businesses in terms of ease of delivery / servicing;
- Pay particular attention to the design of some north - south routes due to the steep gradient of the site. The schematic access arrangement for blocks GTVL, N, O and P as shown on the Strategic Plan traverses a gradient of 1 in 8. Provision of a street and / or cycleway at this gradient is unacceptable in highways terms. Appendix e shows an access arrangement for development in that area which is acceptable in principle to the Highway Authority.
- Put forward and implement appropriate access arrangements for Vicarage Street

For additional criteria relating to the design of highways refer to Section 2 a of the Codes.

Land off Garston Road

A new street is required to provide all vehicular access to Land off Garston Road. This street will link with Fishers Way and Wallbridge. It will pass through and serve the new predominantly residential area and run alongside the associated public open space with children's play facilities. Thus it is not appropriate that the street will cater for HGV traffic, other than that requiring access to that area. The detailed alignment of the street will be influenced by the nature of development proposals that come forward.

Any proposal for the land off Garston Road is required to:

- Provide in full a secondary street (with a carriageway width of 5.5m) with primary street connections (minimum width 6.5m) to Wallbridge and Fishers Way. These primary connections must be of a length as shown on the Strategic Plan to reach block E6 and blocks E1/2 and allow for maximum maneuverability with on-street car parking prohibited.

- Provide pedestrian crossing facilities across the secondary street, in particular to provide access to the proposed open space/play facilities and the Garston Road area.
- Ensure that the detailed alignment of the road and junction with Fishers Way does not prejudice the provision of perimeter block development.
- Provide pedestrian / cycle only access between Garston Road and the new streets adjoining the proposed open space as shown on the Strategic Plan.
- Provide and /or sign as appropriate a pedestrian / cycle route through the site from Wallbridge to access the town centre.
- Design tertiary streets as shared surface spaces, with pedestrian priority, capable of accommodating on-street parking as shown in the Design Codes
- Provide vehicular service access to the rail facility in the northern part of the site as shown on the Strategic Plan
- The detailed layout of new streets and traffic direction/ circulation changes in particular will require discussion with the Highway Authority.

For additional criteria relating to highway provision, refer to Section 2 a of the Codes

g car parking

Private Car Parking

Car parking will be provided in accordance with Local Plan Policy SN 25 as shown at Appendix d. One bedroom dwellings may be provided up to one space and other standard dwellings up to 1.5 spaces.

The Design Codes envisage on-street parking as part of the overall design concept (Refer to Section 2 a of the Codes). Resident's car parking provision within tertiary shared surface streets is acceptable in principle. On-street car parking provision on primary and secondary streets will be non-designated. In some instances it may be appropriate subsequent to development that residents parking zones are investigated /implemented to avoid parking conflict between commuters / shoppers and residents and where this is the case a commuted sum to cover the necessary consultation / administration will be expected. Under current legislation residents parking zones may only be implemented with the agreement of the majority of residents concerned and thus, proposals should not rely on this mechanism to control car parking practice.

It is proposed that the process of resident consultation could take place once more than 50% of the residential units have been occupied but in any event within five years of first occupation. It can not be progressed in advance of occupation of the dwellings.

- Private car parking provision will be in accordance with Local Plan Policy SN25.
- Developers will be required to fund any residents car parking scheme (& / or associated consultation)

Public Car Parking

Existing car parking provision within the site is as follows:

170 spaces at Safeway / Somerfield
68 spaces at Saxonvale/Merchant's Barton MDC car park
18 spaces at Vicarage Street

256 spaces in total

Any proposal should provide at least an additional 40 spaces to the existing total car parking number as shown above and identified on the Strategic Plan. The Strategic Plan shows an extended car park close to the town centre, to the east of and including the existing Safeway / Somerfield car park.

The development of Block CDFH and the Town Square as illustrated on the Plan would involve the loss of existing car parking spaces at Saxonvale/Merchant's Barton. It will be necessary to ensure that alternative provision is made at all times for spaces lost during the course of development until such time as the new car park has been completed.

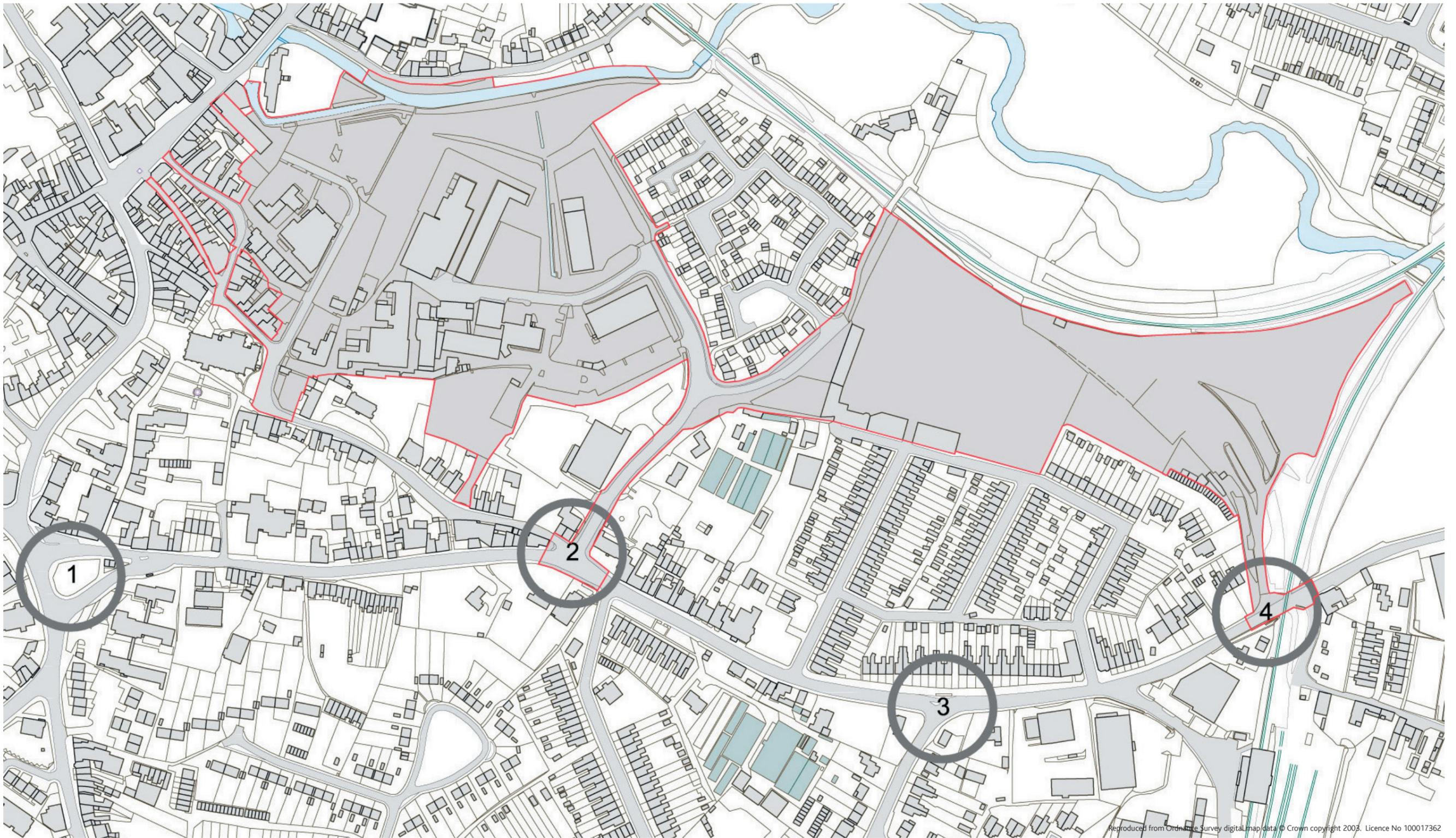
Public car parks are an important element of the public realm, as they often give the first impression of the town centre upon arrival. Thus the expanded car park should form an integral part of the wider public realm and the adjoining proposed Town Square. The design approach, quality of finishes and surface treatment should reflect this. The existing car park incorporates a number of protected trees. It is well suited for rationalisation, and further landscaping (without compromising the retention of protected trees).

The boundary and entrance / exit arrangements for the car park should be designed to minimise inappropriate vehicular access. The design of the car park should be integrated with the adjacent Riverside Park and hard open space. The TPO trees within the car park are to be retained and protected. Pedestrian routes through the parking area should be clearly defined, open and well lit to minimise opportunities for crime and reduce fear of crime. Lighting should be to a minimum standard of BS5489 part 9. This standard recommends a minimum of 50Lux. The visual effect of the lighting fixtures and light effects are required to comply with the lighting design criteria set out in the Codes.

The car park will need to serve the centre as a whole, rather than providing dedicated parking for individual developments. It is to be managed as part of the town centre car parking strategy and within the same charging regime. This can best be achieved through a public-private partnership.

- At least 296 public car parking spaces are required with the development of Saxonvale. These are to be managed as part of the town centre car parking strategy. Early discussions with the Council are required to establish appropriate management arrangements and the detailed design of the area.

Refer also to Section 3 b of the Codes: public car parks.



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- 1. Wesley Slope
- 2. Garsdale
- 3. Locks Hill
- 4. Wallbridge

junctions plan

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achieving quality, excellence and innovation in urban design

- a town making principles
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- c development blocks
- d legibility
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- g mixed use and density

a town making principles

The principles set out below are widely accepted principles of good urban and town design, documented in government guidance, national policy, companion guides and other guidance from CABI and ODPM ¹. They have been proven historically to create integrated, vital, vibrant and sustainable ways of urban living. The essence of the approach is to create a linked network of public spaces and streets that are carefully defined by buildings. These are the urban design criteria against which all applications within the planning brief area will be assessed. More specific information about how these are expected to be applied to the site is contained in the Codes.

- Proposals must accord with recognized good town making principles.

b connectivity

The essence of the traditional urban environment is the integration of buildings, transport nodes and public spaces, thus enabling interaction between people finding themselves in the same place for different reasons. It presents the opportunity for face-to-face exchange of products, information, knowledge and money: the essence of town and city living. Maximising linkages is a major objective in creating integrated, vital and viable town centres.

An integrated grid of streets is the most effective pattern for urban growth. The grid may be regular or distorted to respond to local features or design, but a grid-based pattern of routes is proven to be the best foundation on which successful towns can grow. There are a number of different types of routes that make up the grid, arranged in a logical and understandable hierarchy.

Proposals must include strong linkages within the development and with the surrounding area. All proposals will need to deliver:

- a network of routes which link directly to, and create extensions of existing routes around the edges of the site (particularly those accessing the town centre) (refer to the Strategic Plan)
- a coherent and linked network of routes through the new development (refer to the Strategic Plan)

Proposals should be based around a four tier hierarchy of routes

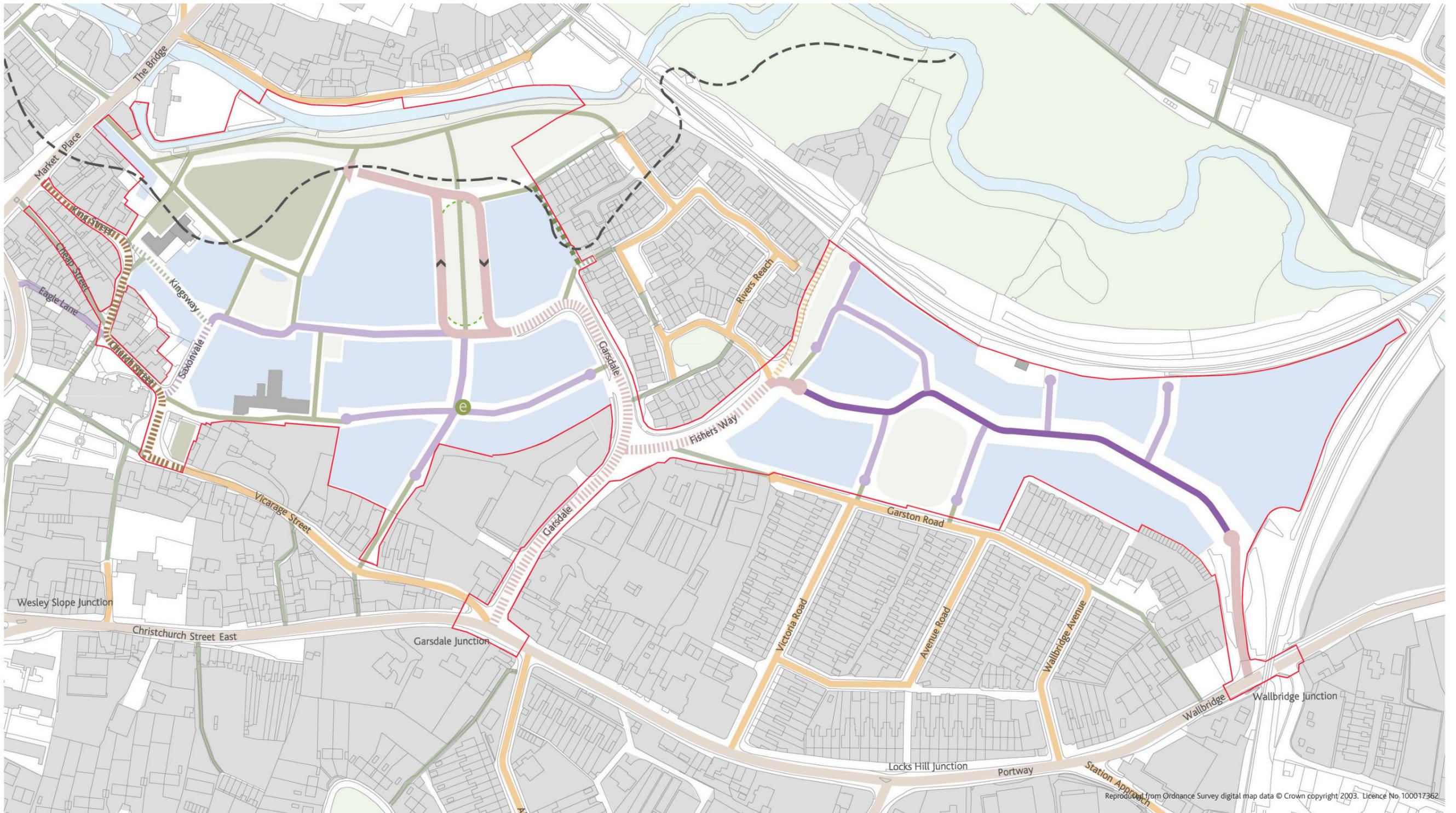
(all of which feature in the existing pattern of streets in Frome) – refer to the Strategic Plan:

- primary streets designed for vehicle speed of 20 mph
- secondary streets designed for vehicle speed of 20 mph
- shared surface/access only roads designed for vehicle speed as low as possible and a maximum 15mph (maximum 10mph in homezones)
- passages (the Bartons) and footpaths/cycle links

These principles are demonstrated on the Strategic Plan.

More detailed information on required street widths, character and other requirements are set out in the Codes.

¹Our Towns and Cities: The future: Delivering an Urban Renaissance 2000 (the Urban White Paper)
 The Public Space Unit
 Towards an Urban Renaissance 1999
 By Design DETR / CABI 2000
 Better Places to Live by design: a companion guide to PPG3 September 2001
 The Use of Urban Design Codes CABI 2003
 Protecting Design Quality in Planning CABI 2003
 Building in Context CABI / English Heritage 2002
 The Urban Design Compendium English Partnerships and the Housing Corporation 2000



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required connections (within planning brief area)

- required primary street connection
- required secondary street connection
- required access-only shared surface street connection (pedestrian priority)
- required footpath / cycleway connection

existing connections alignment retained (within planning brief area)

- - - - - existing primary/vehicular street alignment retained
- - - - - existing secondary/vehicular street alignment retained
- - - - - existing access-only street (pedestrian priority) alignment retained
- - - - - existing footpath / cycleway alignment retained
- - - - - existing footpath to be given particular consideration

existing connections (outside planning brief area)

- existing primary street
- existing secondary street
- existing footpath / cycleway
- e refer to proposed layout of streets at appendix e

- proposed development area
- proposed car parking area
- proposed public open space
- - - - - potential flood risk area

street hierarchy plan

c development blocks

The block is the collection of land parcels that sit in between the network of streets and paths. There is a clear relationship between the size of the block and the grain of the network at the larger scale, and the design of buildings and spaces at a more detailed level.

Linked to the principle of connectivity, a town characterised by a fine-grained block structure offers a far greater choice of routes than an environment made up of large blocks. Small blocks also support the visual perception of connectivity. The existing street patterns of Frome town centre define a fine to medium grain of development blocks that will be appropriate for development on this site.

The quality of the streetscape and the sense of security for those who use it is enhanced by positioning buildings close to the edge of the pavement to form perimeter block development. This type of block provides a clear definition between public and private space. The core of the block can be utilised to serve the surrounding development, for example through gardens, parking or service areas, with the front of the block providing a more public edge to the street.

- **Proposals are required to utilise the concept of perimeter block development. Development blocks should be appropriate to the grain of the town and provide a clear distinction between public fronts and private backs.**
- **Proposals should:**
 - in general avoid development blocks which are larger than 70m or smaller than 40m in either dimension unless local influences dictate otherwise
 - ensure all streets are faced by the fronts of buildings and all backs of properties are contained within the inside of the block
 - avoid ground level blank walls or edges (i.e. those without front doors or windows which are likely to be actively used) on frontages (as shown on the Strategic Plan)
 - consider garage doors as blank façades, which are not encouraged.

Refer also to the Codes Section 3 b: fronts of buildings onto all fronts

d legibility

A townscape not only needs a high level of connectivity, it also needs to be legible. Our ability to understand the layout of an urban environment is based on:

- ▶ the extent to which the town as a whole can be organised in the minds of users into a coherent pattern
- ▶ the extent to which the detailed design of the buildings, streets and spaces of the town enhances an understanding of the place

In terms of overall legibility, the scale and massing of buildings, and the width and character of streets, tends to reflect their importance. Public buildings, churches, town halls, libraries etc. traditionally tend to be the largest buildings in a town. They are often the termination point of important vistas, located adjacent to principal routes, visible from distant vantage points and are the buildings on which the greatest expense and effort is spent. Similarly, the largest areas of public open space are the setting for the most important buildings and where the expenditure is focused. Landmark or distinctive buildings should be used for orientation at key junctions. They also offer the opportunity to enhance visual variety and interest, characteristics that assist legibility if employed appropriately. Care must be taken to avoid homogeneous and repetitive style across the development. Landmark buildings should be subtle rather than literal and guidance on the type of elements which make a successful landmark building is given in the Codes.

- **Proposals must be designed to ensure that the development is legible. Proposals should therefore:**
 - **Locate landmark buildings around key public spaces**
 - **Make these buildings distinct from other buildings in terms of scale, detail, materials and alignment**
 - **Locate these buildings so that they terminate key vistas on approach to the brief area (as shown on the Built Form Components Plan in the Codes)**

Refer to the Codes Section 3c: Gateway Treatments, Landmark Buildings, Marker Buildings and Vistas for more information.

e public realm

The public realm is made up of a variety of different spaces and places that perform different functions for different people, but work overall in an integrated and complementary way. These can include hard landscaped civic spaces and soft landscaped parks/open spaces. In addition, the network of routes and streets provide an important part of the public realm. A co-ordinated approach to the style and form of street furniture, bollards, lighting, signage etc within the public realm will be necessary within the development of Saxonvale and Land off Garston Road to ensure a cohesive feel within these parts.

Proposals should provide a network of public spaces of varying size and character that are directly linked by streets and paths and never closed off (for example at night). This will ensure a lively evening character, which relies on free and unrestricted access after closing hours of offices and most shops. All public spaces must be defined and enclosed by the fronts of buildings on all

sides to improve perceived security and discourage antisocial behaviour. The exception to this will be the riverside park that fronts the water.

It has been demonstrated that community involvement (particularly involving young people) in the detailed design and implementation of elements within the public realm can engender local 'ownership' and reduce incidences of vandalism and misuse of facilities. Developers are encouraged to consider engaging the local public in appropriate initiatives.

The open space provision within the development should have an area at least equivalent to that shown on the Strategic Plan for the eastern and western areas. The spaces shown on the Strategic Plan are considered individually to be appropriate in terms of size and location. (Refer to Chapter 4h: open spaces, for details of the open spaces proposed).

It is essential that the public realm and open spaces are well connected and easily accessible at all times.

The hard landscaped areas should be:

- ▶ located at the junction of 3 or more paths or streets which connect directly to mixed – use areas and be designed in conjunction with surrounding buildings to provide a maximum height to width ratio of 1:2
- ▶ pedestrian - only or pedestrian - priority access (with for example disabled parking and limited and controlled service access)

The Riverside Park must include a path along its length which links directly to the existing and proposed street and path network.

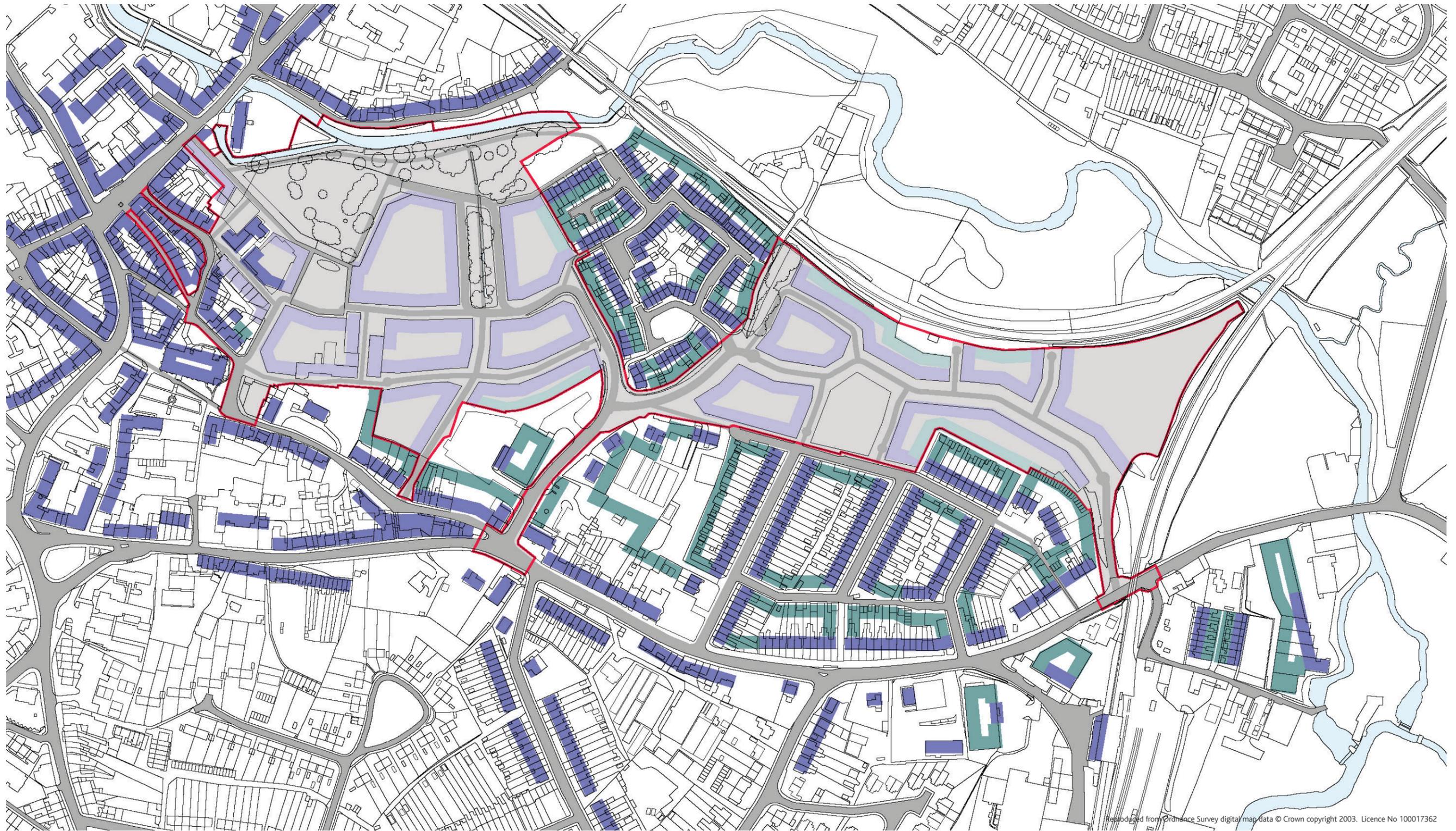
The Garston Road Park must be accessible for pedestrians / cycles from the north and south.

- **Open space and the wider public realm is required to be of a high quality and have high amenity value. It is to be defined by the fronts of buildings, well overlooked, well connected and accessible at all times. The involvement of the community in detailed design is encouraged.**

(Refer also to Chapter 4h: open spaces)

- **A Brief setting out the approach to lighting within the public realm and providing a framework by which the style / colour / material of functional items (including street furniture, bollards, signage etc) within the public realm can be co-ordinated for Saxonvale and Land off Garston Road, is required to be agreed in advance of the first phase of development at the respective part of the brief area.**

(Refer to Section 2 c of the Codes for more guidance)



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- existing fronts
- proposed fronts
- existing backs\blank
- proposed backs
- site boundary

fronts and backs location

f heights and massing

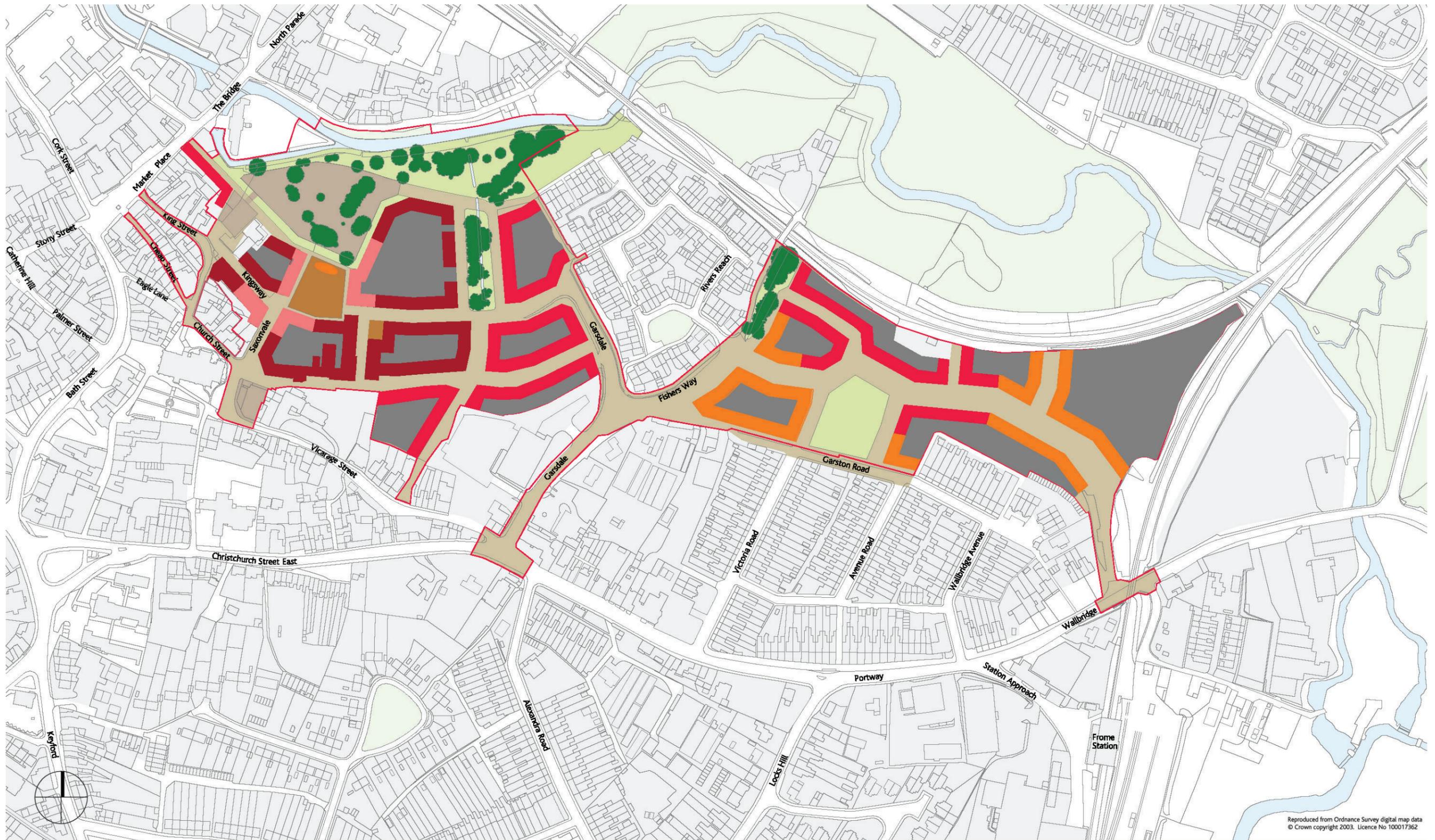
The Saxonvale area is capable of achieving a high density development whilst achieving a high quality environment for people who live, work and visit the town centre. The redevelopment of a brownfield town centre site demands a response that optimises the potential for a sustainable, urban development that both makes better use of, and breathes life into, the existing town.

At Saxonvale a mix of maximum storey heights of between 3 and 5 is considered acceptable in principle. The higher storey heights are considered most appropriate in the western part of the site, where buildings front key junctions and surround the principal urban space. At Land off Garston Road 2 and 3 storey development is considered appropriate. Here lower storey heights and density of the site are necessary, governed by the need to respect the scale and density of neighbouring areas. However a density of 45 dwellings per hectare should be considered a minimum, to make optimum use of the proximity of the site to the town centre, railway station and bus routes. The Strategic Plan shows how varying storey heights may be utilized across the site – refer to storey heights plan and for more detail the block descriptions at Section 3d of the Codes.

Developers are expected to ensure that the amenity and privacy of existing adjacent residents is not unduly compromised by the new development.

In keeping with local character, the creative use of varied roofscape, related to the terrain is expected, since much of the development area is clearly visible from above and from across the valley.

- Proposals are required to provide housing densities of a minimum of 45 dwellings per hectare. Higher densities are expected however, particularly in the Saxonvale area. The arrangement of heights and massing must respect existing development.
- Proposals are required to provide a roofscape that is designed to integrate with adjoining buildings and will have interest and merit when viewed from above.



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- proposed storey heights
- two storeys
 - three storeys
 - four storeys
 - five storeys

proposed storey heights plan

g mixed use and density

The complexity of uses in the existing town centre is a key characteristic of a stimulating and sustainable urban place. A mix of land uses attracts a wide cross section of the community for different reasons. Uses that spill into the street such as cafes, restaurants, pubs, balconies and terraces, and shops with awnings and display areas are particularly valuable in creating animation and interest. They also add colour to the edges of larger urban spaces. The uses taking place within buildings also add to variety and interest, supporting legibility by making land use more apparent and increasing surveillance on the street - so adding to a safer place.

The Strategic Plan and Built Form Components Plan in the Codes show building frontages where a Continuous/Mixed Use would be appropriately located. Mixed uses that are to be accessed by the public and / or add visual interest to the town are best located at ground level in such a Continuous/Mixed Use Frontage (as defined in the Codes at Section 3c) where they can add to the vibrancy of the town and together create a draw to increase footfall and trade. The extent of mixed use in proposals coming forward will be influenced by the market; however the Council is keen to ensure that the development not only offers new opportunities to attract town centre businesses from the outset, but also embodies flexibility to respond to changing demand patterns over time if appropriate. Hence ground floor to ceiling heights that will accommodate mixed uses and built form suitable for non-residential use are sought along frontages identified for Continuous/Mixed Use to provide flexibility to accommodate these at a later date where they are not the initial use. The elements of the built form definition for these Continuous/Mixed Use Frontages include: natural local stone; minimum 4 metre floor to ceiling height; transparent ground floor elevations; continuous built form; windows /doors every 20m and maximum 1.5 metre set back from pavement (refer to Section 3 c of Codes for more details) In order to ensure that the scheme does provide an extension to the town centre from the outset, a minimum length of non-residential uses at ground floor is required around key spaces and access routes closest to the exiting town centre.

Mixed-use development can be created by design and encouraged by ensuring that the buildings are adaptable to changes of use over time. This mix should be considered at the town scale, within the neighbourhood, within the street and within individual buildings.

The most important influence upon the intensity of activity in any part of a town or city is the number, choice and quality of the routes that pass through it. Successful high streets, for example, are always the most connected thoroughfares.

The Strategic Plan shows how land-uses may be mixed across the site – refer to land use plan.

- **A mixed use development is required. Although housing is likely to form a significant proportion of this mix it is essential that other uses are provided for across the site.**

- Proposals for Saxonvale must include for the enhancement of the existing town centre area incorporated within the brief boundary and a high quality extension to the centre providing for a range of town centre uses including retail. Proposals for Land off Garston Road should include uses appropriate to a residential area. Employment opportunities are expected across the brief area.
- Proposals for Saxonvale should :
 - locate areas of mixed uses (that focus activity) around the intersections of the most directly connected streets, especially where the King Street, Kingsway route links into the development site and around focal urban open space (as shown on the Strategic Plan).
 - provide buildings that include cafes, restaurants and pubs (A3 uses) around the edges of public spaces
 - ensure that within the Continuous / Mixed Use Frontages (as shown on the Strategic Plan and Built Form Components Plan: at blocks A, B, R, IJK, CFH, GTL) development complies with the built form definition (refer to Section 3c of the Codes) in order to accommodate mixed uses at ground floor (even where these may not be the initial use – see comment below) and residential uses above.
 - deliver a mix of uses to increase opportunities for social connections and interaction with the town environment to foster a greater sense of civic pride
 - ensure that the uses along the riverside park provide natural surveillance
 - not include detached and semi-detached housing.

Where proposals come forward with less Continuous/Mixed Use Frontage than suggested by the Strategic Plan, the Council will expect applicants to make a substantive case for this. In this instance preference will be given to schemes that incorporate flexible accommodation and comply with the built form definition of Continuous / Mixed Use Frontage (as set out at section 3c of the Codes) at ground floor that could be converted with ease at a future date to extend the frontage. As a minimum, initial uses should not include residential units at ground floor around the periphery of the town square, warehouse square, along Kingsway / corner of Kingsway & Saxonvale or at any new development on the site of Woolworths (block A on the Strategic Plan).

- Proposals for Land off Garston Road should:
 - consider an element of non-residential use such as a pub, corner shop, dentist, children’s nursery etc. (Refer to Section 3c of the Codes for the definition of Continuous Mixed Use Frontage, applicable to appropriate locations within E4 and E6)
- In general proposals should:
 - ensure a mix of different types and tenures of residential accommodation across the site and within perimeter blocks
 - ensure a density of development which exceeds Planning Policy Guidance No.3 requirements and is similar to the adjoining areas
 - deliver a mix of uses on the site which do not compete with, but complement existing adjacent uses



- mixed uses (retail / residential)
- mixed use (employment / residential)
- residential
- mixed uses (residential/retail/employment)
- proposed car parking area
- proposed public open space, parkland character soft landscaping
- proposed public open space, urban character hard landscaping
- potential flood risk area

potential land-use plan

09

- 01 introduction
- 02 the development site
- 03 overarching development principles
- 04 achieving comprehensive mixed use redevelopment
- 05 achieving sustainable development : *safeguarding and improving the natural and man-made environment*
- 06 achieving sustainable development : *design and construction*
- 07 providing sustainable and integrated transport choices
- 08 achieving quality, excellence and innovation in urban design
- 09 implementation**
- 10 the strategic plan

09

implementation

- a land off Garston Road
- b Saxonvale

It is considered that Land off Garston Road and the Saxonvale areas of the Brief could be developed largely independently. There are a range of issues however which proposals for development of each area will need to address. The known requirements on developers and the anticipated manner in which key elements of infrastructure (as per the Strategic Plan) are to be provided, are set out below. These substantiate the preferred comprehensive or consortium approach for the two parts of the brief area, with single outline applications for each.

a land off Garston Road

Preliminary Transport Assessment indicates that a secondary street with primary connections to Fishers Way and Wallbridge is required. This is required to be provided in full in advance of development at Land off Garston Road to access that area. This necessitates a signal controlled junction with Wallbridge is provided and that improvements to the junction at Garsdale / Christchurch Street East are or have been implemented (preliminary assessment indicates that a signal controlled junction is required.) Should the development at Land off Garston Road come forward in advance of development at Saxonvale, as is considered likely, the former will be required to provide for the necessary junction improvements at Garsdale (together with any other works to the local highway network shown to be required as a result of Transport Assessment).

b Saxonvale

The Council considers that due to noise issues associated with the presence of Nott's Industries, it will not be possible to develop any part of the Saxonvale area for housing until such time as either:

- ▶ the company has relocated or:
- ▶ the Council's Environmental Protection Team is satisfied that any new development will be protected from noise and vibration by means of an appropriate package of noise mitigation measures and it can be demonstrated to the satisfaction of the Council that any new development will not be unduly affected by the foreseeable 'worst case' noise made by the company.

The Council consider that noise mitigation measures are most likely to provide an acceptable solution where investment in noise containment or noise reduction at Nott's Industries can be achieved as part of the package. (Ref to Chapter 5o – noise)

Section 106 Requirements

Phasing

Any development proposal will have to produce a detailed phasing plan

■ Highway Infrastructure / Car Parking

Any development proposal will have to produce a Transport Assessment (TA) to demonstrate which elements of infrastructure must be addressed to facilitate that development. Developers are required to consult with the Highway Authority to agree the scope of any TA. Any Assessment however will be required to consider the local highway network, including the highway link and all junctions with it, between the exiting junction at Butts Hill / Wesley Slope / Gorehedge (junction 1) and the proposed Wallbridge junction (4).

The section below sets out the highway works / improvements as suggested by the preliminary TA undertaken in association with the formulation of the Strategic Plan, Brief and Codes. Developers are required to explore these and other potential alternative traffic solutions further in their TA (refer to Chapter 7 Section e of the Brief). Where alternative proposals come forward that depart from more usual traffic measures, developers will need to demonstrate to the satisfaction of the Highway Authority that they are appropriate and safe. Any proposed works to the highway infrastructure must be designed taking into account the interests of all users. Proposals must endeavour to minimise the effect of traffic on the local network, whilst maximising benefits for the local community. For example schemes should seek to protect where practicable existing on-street car parking provision.

On & Off Site Highway Works

■ Junction 1 – Butts Hill / Wesley Slope / Gorehedge

Consideration is required to assess the capacity / potential to improve all 3 junctions within this grouping – modelling suggests that provision of signal control at junction of Wesley Slope / Gorehedge will be required to facilitate full site development – the trigger for provision will be identified as a result of transport assessment.

■ Junction 2 – Garsdale

TA indicates that a signal controlled junction is required to facilitate development at either Saxonvale or Land off Garston Road (with cost attributed to relevant developer(s)) to be provided prior to commencement of development.

NB junction improvement may have to be implemented in 2 phases if provided in advance of new primary access in full into Garsdale site / changed management of Vicarage Street.

■ Junction 3 – Locks Hill

Transport Assessment will be required to ascertain whether improvement is needed to the existing signal controlled Locks Hill junction – if required, the trigger for provision will be identified as a result of transport assessment.

■ Junction 4 - Wallbridge

Signal controlled junction required to facilitate development of land off Garston Road to be provided prior to commencement of development.

■ Highway Access including Christchurch Street East / Portway corridor and Vicarage Street

Assessment will be required to consider access routes to the development area and potential improvements to these. For all development proposals this will include the main Christchurch Street East / Portway road corridor (for a minimum length between junctions 1 & 4). Any proposals for development at Saxonvale must give consideration to the management / improvement of Vicarage Street and streets linking to it.

■ East And West Highway Related Requirements

A commuted sum will be expected of developers towards items including :

- ▶ *Provision and maintenance of street trees*
- ▶ *Possible introduction of a residents car parking scheme*
To carry out (where appropriate) consultation and potentially to implement a residents car parking scheme. No scheme can be initiated until development has been completed in substantial amount – refer to Chapter 7g car parking.
- ▶ *Traffic Regulation Orders*
- ▶ *Maintenance of Traffic Signals*
To cover maintenance for 10 years.

Utilities

■ Comprehensive Demand Estimate to establish the scale of any off site reinforcement to provide capacity for the whole

Needs to be carried out in advance of first phase of development – costs to be shared by all developers. Any off site reinforcement required to be negotiated with the relevant service providers.

■ Strategic Foul Drainage Plan and consequent system for the east and west

Needs to be determined in advance of first phase of east and west – costs to be shared by the relevant developers within each internal system

■ Drainage Impact Statement (Surface Water Impact Study) – comprehensive storm water drainage analysis for the east and west and consequent strategic surface water drainage plan / system

Needs to be determined in advance of first phase of development in the east and west – costs to be shared between the relevant developers within each internal system.

■ Provision of mains services infrastructure including any common infrastructure

Any common infrastructure to be shared by developers of east and west as relevant.

■ Information Services

Developers will be expected to provide ducts for information services (including broadband, cable and digital television + two other unspecified services) as part of the plan for main services.

■ Suitable bonding arrangements will be required for some or all off these works.

Public Open Space

■ Commuted sums will be expected of all developers in the west for the provision and 25 year maintenance of the following open spaces / public realm, associated furniture and planting:

■ POS 1 – Town Square

Provision considered likely to be required in parallel with development of IJK

■ POS 2 - Warehouse Square

Provision triggered when tertiary access to south of IKJ or footpath route to between T & F (adjoining warehouses) are implemented to ensure accessibility by public.

■ POS 3 – The Willows

Includes management and enhancement of existing TPO tree group and drainage channel (and provision of footpath / cycle route). To be provided in conjunction with provision of primary street loop.

■ POS 4 – Riverside

Includes management and enhancement of existing TPO tree group, provision of a children's play facility: LEAP and appropriate measures to minimise risk to the public posed by the river (together with footpath / cycle routes). The cost of landscape works and the provision of the footpath route are to be shared on a 50/50 basis between the west and east. To be provided preferably in full in conjunction with implementation of the full length of the primary access street and car park – to provide permeability between housing to the west and the town centre.

■ It is expected that the cost of all public open spaces in the west will be shared proportionally between developers in that area.

Should a proposal come forward for a part of the Saxonvale area, Mendip District Council will commission a detailed costing of the provision and maintenance of the open spaces (POS 1-4) in order to establish the costs which need to be apportioned proportionally.

The Council are to commission a location, design and cost viability study with regard to the potential provision of a pedestrian / cycle bridge over the River Frome (refer to Chapter 5f).

■ The cost of commissioning work to cost open spaces and access the feasibility/cost of a bridge will be recouped from developers at Saxonvale by means of a commuted sum.

■ Commuted sums will be expected of all developers in the east for the provision and 25 year maintenance of the following open spaces / public realm, associated furniture and planting:

■ POS 5 – Fishers Way Landscape feature

Enhancement of existing tree line – to be carried out in conjunction with provision of access from Fishers Way. (Where applicable any commuted sum will be expected to be held by the Local Authority for a period of 20 years).

■ POS 6 – Park off Garston Road

Includes provision of children's play facility: NEAP and tree planting – to be provided in full with development of any development at blocks E1, E2, E3, E4 or E5 – cost expected to be shared proportionally by all landowners in the east. The park will serve all residents within the new development at Land off Garston Road. Should development proposals include special needs housing this will be expected to contribute to the cost of the park and its maintenance as it will serve informal recreational needs in addition to formal play. (Where applicable any commuted sum will be expected to be held by the Local Authority for a period of 20 years).

■ POS 4 – Riverside

The development of the east will be expected to contribute 50% of the cost of landscape works and the provision of a pedestrian / cycle route through the open space linking the east (via the Rivers Reach development) with the town centre. At the current time this cost is likely to be in the region of £75,000 (plus an appropriate contribution to maintenance costs). This work will be undertaken as part of the comprehensive development of the west and therefore a commuted sum to cover this requirement will be expected.

Where applicable, commuted sums for the provision and maintenance of open spaces will be held for up to 20 years.

In appropriate circumstances MDC may manage the design and provision of green open spaces and associated children's play facilities. A commuted sum to enable MDC to employ appropriate consultants to take on this task would in this instance be a requirement therefore in addition to the cost of provision and maintenance.

Where public open space is not to be transferred to the relevant Local Authority for the purpose of management and maintenance, provision for a Management Company will be required. Any such Management Company will be funded by the owners and occupiers of the brief area as appropriate.

Other Social / Environmental Needs

■ Affordable housing

To be provided across the site in accordance with Policy SN2 of Local Plan and the Mendip Housing Needs Survey and Assessment (22% subsidised affordable housing and 18% low cost market housing). Developers will also be expected to contribute to the cost of any service charges associated with any affordable housing where applicable.

■ Education

Provisional SCC calculations suggest that a contribution of approximately £1,500 per dwelling with 2 or more beds will be required (based on estimated factors including dwelling numbers, school demand and assumption that affordable housing provision will be in accordance with policy – a change in any factor is likely to impact on the contribution required)

■ Air Quality Management

Contribution to implement an Air Quality Management Area (should this become necessary). The contribution for monitoring and mitigation measures will be held for ten years from completion of all development on the brief area. It is expected that the total pot required for the development area may be in the region of £1/2 million, divided on the basis of land area.

■ Public Art

Provision of integral art works

Infrastructure On Site Probably To Be Provided Through Section 38 Agreements

New Road / Access Network

- Any development proposal must include provision of infrastructure suitable to serve the development. New development must be fully accessible and appropriately integrated with the adjoining area and town centre. The schedule set out below is a guide based on the Strategic Plan. (refer to the definitions set out at the end of the chapter)

For the West / Saxonvale:

- Primary street to serve Saxonvale area -

Preferred that it be provided comprehensively.

NB No significant development can take place in the west without provision of this road at least in part – and hence all land parcels are considered to have a financial obligation to its provision.

If provided in phases:

Development of blocks P, O, N and GTLV (former Cooper Bussman site) would require minimum provision of short east / west extension to line of Garsdale

Development of Q (SWRDA site) would require minimum provision of section above + loop around 'the willows'

Development of IJK can be accessed from primary street as provided above, but will require additional provision of northern section to access car park to provide for shopper car parking (see comment below)

Development of R (northern side of Kingsway Centre / Safeway/Somerfield-site) requires full provision of new primary street. Redevelopment of Kingsway Centre (B&R) is considered a likely market prerequisite for commercial development at any of the relevant blocks further east. Hence completion of the primary street (and car park) is thought likely to be triggered by the redevelopment of the Kingsway Centre.

Development of CDFH & / or B (southern half of Kingsway Centre) – will be accessed off Saxonvale – however intensification of use would require that the new primary street has been provided to redirect much existing traffic from Vicarage Street.

NB if provided in phases close attention to ensure a cohesive approach to development of the primary street is required

- Tertiary access only shared surface streets

To serve NOP (former Cooper Bussman site) appropriate internal streets are to be provided to suitable highway standards. Additionally continuation of east / west spur from line of Garsdale is required to provide access to block GTVL.

The latter and its further westward extension are also required to serve pedestrian shopper access to southern frontage of IJK.

Most westerly section of main east / west tertiary route (continuation of above) is required to provide pedestrian access to northern mixed use frontage to CDFH

NB it is essential to ensure that there is a cohesive approach in particular to provision of main east / west access only street linking Kingsway / Saxonvale to Garsdale

- Footpath / cycleway connections

Northward from Vicarage Street required to be provided in parallel and join with tertiary access system for NOP

East / west route to south of CDFH from Saxonvale to eastern end of Silk Mill required to be provided in parallel with development of C & D- Silk Mill

Eastern extension to above (to link with Tertiary system serving NOP) to be provided in parallel with provision of north / south link between CDFH and GTVL - a shared requirement to access mixed use frontages / fronts to F & T (warehouses)

Routes around new / extended car park and linking the car park with King Street, the Kingsway – Garsdale tertiary access and open spaces required to be provided in parallel with provision of that car park

Route between Market Place and car park required to be provided with development of block A (site of Woolworths)

All routes passing through POS 3 and 4 (the Willows and Riverside) to be provided in association with those open spaces. (see above contribution in the form of a commuted sum to be made towards the cost of the route through POS 4 to be made by development in the east)

Link between new primary street and Rivers Reach footpath north of Q required to be provided in parallel with development of that block

Link between Garsdale and new tertiary access street to block P & O required in parallel with that access route

- Enlarged and enhanced public / shoppers car park

Required to facilitate development of block R (Safeway/Somerfield site) and IJK. Block A is also reliant on car park and users of CDFH are likely to utilise the car park. To be provided in parallel with completion of new primary street.

NB Preferably provision of the new car park will be completed in advance of any development at MDC Saxonvale car park (to be utilised in development of H and POS1) Where this is not the case provision of adequate temporary car parking provision will be required to ensure adequate spaces are available in the interim.

For the East / Land North of Garston Road:

- **Secondary street with primary street connections to junctions with Wallbridge and Fishers Way and pedestrian crossing points to provide access to new park**

Required to be provided in full in advance of any development in the east.

- **Tertiary access-only shared surface streets**

Provision of routes southwards from new secondary street required to access E2 and E4 to be provided in association with development of those blocks.

If E2 is unlikely to come forward in the short term a temporary pedestrian route along the line of the E2 tertiary access linking Garston Road and the secondary street should be provided in association with development of the park POS 6

Routes north from secondary street to be provided in association with development of the blocks that they serve.

Route to serve rail facility to be provided in association with development of block E3 and /or E5 (access to be retained at all times)

- **Footpath / cycleway connections**

Links between Garston Road and new tertiary access-only streets serving E2 and E4 to be provided in parallel with those tertiary routes (see above re E2)

See above at Riverside POS 4 – requirement for contribution from the development in the east towards the provision of route east – west through the open space, providing a link between and east and the town centre

General Highway Requirements

- Where sections of network are provided mechanisms must be in place to ensure that no ransom situations are created and that connections can be made subsequently as required.
- Suitable bonding arrangements will be required for all the highway works associated with development.
- A co-ordinated range of surfacing materials, street lighting, street furniture, bollards, cycle parking and signage & approach to lighting is required. Developers will be expected to provide these functional items as part of the street fabric. In advance of the first phase of development in the east and west respectively, agreement must be reached with regards:
 - ▶ the approach to the provision and the style of items &
 - ▶ a cohesive approach to lighting in the public realm.

Other Requirements Entailing Costs & Potential Outcomes That Might Be Shared Between Developers

- ▶ Transport Assessment
- ▶ Travel plan
- ▶ Public Toilets -provision and management of replacement 'public' toilets and associated signage
- ▶ Detailed air quality assessments including monitoring
- ▶ Flood Risk Assessment and modelling in advance of outline proposals (the HEC-RAC base model for the River Frome is available for £1000 from the Environment Agency)
- ▶ Amenity Impact Management Plan with regard to demolition and construction activities
- ▶ Detailed contamination surveys and analysis
- ▶ Decontamination method statements and works
- ▶ Demolition method statements and works
- ▶ Ecological survey and measures for protection of wildlife
- ▶ Full tree survey
- ▶ Plan for removal of Japanese Knotweed
- ▶ Staged evaluation of archaeology
- ▶ Approach to lighting in the public realm
- ▶ Approach to provide a co-ordinated range of street furniture / public realm materials
- ▶ Assessment and response to Conservation Area qualities
- ▶ Assessment of opportunities to utilise renewable energy sources and reduce energy / water / mineral and other resources use

The Local Planning Authority reserves the right to seek planning obligations from owners/developers in respect of matters not otherwise contained within this document in accordance with Section 106 of the Town and Country Planning Act 1990 (as amended) and the advice contained in Circular 1/97.

Definitions

Primary, secondary and tertiary access-only, shared surface streets referred to are defined in the Garsdale Code:

- ▶ Primary streets are the widest within the development and provide direct vehicular links with existing streets
- ▶ Secondary streets provide the core vehicular routes through the residential areas
- ▶ Tertiary access only, shared surface streets are the smallest scale streets and pedestrian priority areas

10

- 01 introduction
- 02 the development site
- 03 overarching development principles
- 04 achieving comprehensive mixed use redevelopment
- 05 achieving sustainable development : *safeguarding and improving the natural and man-made environment*
- 06 achieving sustainable development : *design and construction*
- 07 providing sustainable and integrated transport choices
- 08 achieving quality, excellence and innovation in urban design
- 09 implementation
- 10 the strategic plan**

10

the strategic plan

The Strategic Plan is a schematic interpretation of the principles of the Planning Brief. The Plan has been developed by means of an iterative process informed by extensive background studies including financial and transport assessments and itself informs key requirements of the brief. The Plan is considered therefore to represent a format for development in the brief area in keeping with current best practice and offers a guiding framework for development proposals.

The Strategic Plan ensures an integrated and safe network of streets around which all development is structured. It sets out key elements for the site including the required connections with existing streets and spaces. It is designed from first principles as a spatial network of streets punctuated by public spaces to create the optimum extension to Frome town centre. The strategic nature of the Plan is designed to ensure that the value and contribution of individual development sites are maximised by provision of a coherent and connected public realm which fits seamlessly with the surrounding structure of the town.

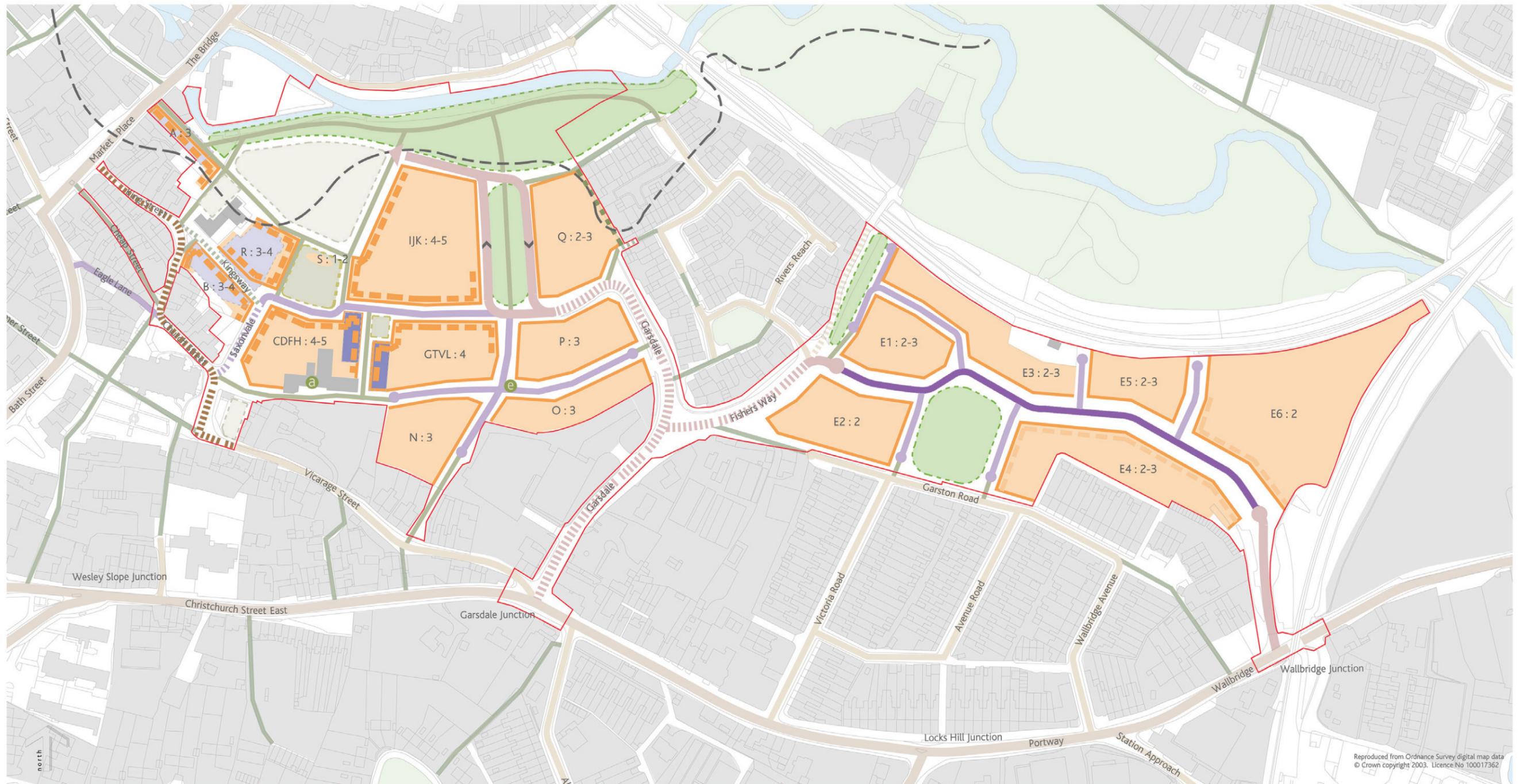
It is accepted that as detailed development proposals are explored, practical considerations may necessitate that there be some deviation from the layout of the Strategic Plan. The extent to which development proposals accord with the guiding principles of the Brief will be the key mechanism by which any proposal will be assessed.

Proposals being progressed in respect of development blocks GTVL, N, O and P have shown that some adjustment to the schematic layout of north-south tertiary access-only streets to serve these is required to satisfy practical highway matters. Appendix e to the Brief demonstrates how, whilst respecting the principles of the Brief, the Plan can be adapted to ensure that acceptable street and cycleway gradients may be achieved.

There is a great deal of in-built flexibility in the Strategic Plan in particular with regard to uses that can be accommodated within it. To make optimum use of the site and ensure development also contributes to the regeneration of the existing town centre, certain land use principles have been applied in determining the proposed land use mix. This applies particularly in the western part of the site.

For the same reasons, a mix of uses is important in the eastern part of the site. However, due to the proximity of the railway, a broader grain of uses including a mix of non-retail commercial or institutional uses can be achieved here and partly used to mitigate the effects on neighbouring development.

refer to figure strategic plan



- | | | | | |
|--|---|---|--|--|
| <ul style="list-style-type: none"> — site boundary ■ proposed development area ■ proposed public open space; parkland character soft landscaping ■ proposed public open space; urban character hard landscaping ■ proposed car parking area | <ul style="list-style-type: none"> ■ existing listed building ■ refer to curtilage of listed building shown on Block CDFH Built Form Components Plan in Codes ■ historic building ■ building with potential for future redevelopment ■ frontage required | <p>required connections (within planning brief area)</p> <ul style="list-style-type: none"> — required primary street connection — required secondary street connection — required access-only shared surface street connection (pedestrian priority) — required footpath / cycleway connection ● refer to proposed layout of streets at appendix e | <p>existing connections alignment retained (within planning brief area)</p> <ul style="list-style-type: none"> — existing primary/vehicular street alignment retained — existing secondary/vehicular street alignment retained — existing access-only street alignment retained (pedestrian priority) — existing footpath / cycleway alignment retained — existing footpath to be given particular consideration | <ul style="list-style-type: none"> ■ mixed use / continuous frontage required --- potential flood risk area — potential mixed use frontage IJK : 4-5 proposed development block identification : indicative maximum storey heights |
|--|---|---|--|--|

strategic plan

appendices

a

National Planning Guidance

b

tree survey and location

c

noise mitigation measures

d

Mendip District Local Plan parking standards

e

proposed layout of streets at blocks gtv1, n, o and p to avoid unacceptably steep gradient.



relevant policies of the adopted Mendip District Local Plan

National Planning Policy
The Somerset & Exmoor National Park JRSP
Local Planning Guidance Mendip Local Plan
Policies of Public Organisations

National Planning Guidance

National Planning Policy is set out in Planning Policy Guidance notes (PPG's). Six National PPG's are of particular relevance to the study area, these being:

- PPG1 General Policy and Principles August 2001
- PPG3 Housing March 2000
- PPG6 Town Centres and Retail Development June 1996
- PPG13 Transport October 2002
- PPG15 Planning and the Historic Environment October 2002
- PPG16 Archaeology and Planning August 2001
- PPG25 Flooding July 2001

Government planning guidance set out in PPG3 has been supplemented by the DETR / CABE publication

By Design: Better Places to Live, A companion guide to PPG3 (2000). The principles of design set out in the publication are reflected in the town making principles guiding this Planning Brief.

The Somerset & Exmoor National Park Joint Structure Plan

The Somerset & Exmoor National Park Joint Structure Plan provides the strategic base for all land use planning in the combined area covered by Somerset and the Exmoor National Park for the period up to 2011.

POLICY STR1:	SUSTAINABLE DEVELOPMENT
POLICY STR2:	TOWNS
POLICY STR4:	DEVELOPMENT IN TOWNS
POLICY 8:	OUTSTANDING HERITAGE SETTLEMENTS
POLICY 17:	MIXED-USE DEVELOPMENTS
POLICY 21:	TOWN CENTRE USES
POLICY 39:	TRANSPORT AND DEVELOPMENT
POLICY 40:	TOWN STRATEGIES
POLICY 42:	WALKING
POLICY 43:	ACCESS FOR PEOPLE WITH DISABILITIES
POLICY 44:	CYCLING
POLICY 46:	RAIL OPERATION
POLICY 48:	ACCESS AND PARKING
POLICY 49:	TRANSPORT REQUIREMENTS OF NEW DEVELOPMENT

Policies of Other Public Organisations

SWRDA policies

All development will be expected to comply with the 'Future Foundations' Charter which SWRDA have signed up to and developed with other local partners including Sustainability South West, South West Water and the Somerset Trust for Sustainable Development. For further information please see: <http://www.futurefoundations.co.uk>.

Local Planning Guidance Mendip District Local Plan

Policy Q1	Design Quality and Protection of Amenity
Policy Q2	Protection of Spaces and Open Areas of Visual Significance
Policy Q3	Access
Policy Q4	Landscape Design
Policy Q5	Offsite Infrastructure
Policy Q6	Air Quality
Policy Q7	Public Art
Policy Q8	Requirement for Planning Briefs
Policy Q10	Development on or near Contaminated Land
Policy TC1	Town Centre Uses
Policy ER1	Energy Conservation
Policy SN1	Residential Development in Towns & Villages
Policy SN2	Affordable Housing on Larger Sites
Policy SN4	Making Effective Use of Land
Policy SN6	Education Provision Arising from Residential Development
Policy SN7	Recreation Space and Facilities for New Housing Developments
Policy SN8	Small Neighbourhood Shops for New Residential Development
Policy SN20	Safeguarding Proposed Cycle and Pedestrian Paths
Policy SN21	Protection of Former Railway Land & Corridors for Future Transport Use
Policy SN23	Accessibility of New Development - Major Travel Generators
Policy SN25	Vehicle Parking Provision Associated with Development
Policy SN28	New Car Parks
Policy EN3	Protected Species
Policy EN4	Nature Conservation outside designated sites
Policy EN5	Protection of trees, hedgerows and woodland
Policy EN13	Areas of High Archaeological Potential
Policy EN19	New Development in a Conservation Area
Policy EN20	Alterations to a Building in a Conservation Area
Policy EN21	Change of Use of a Building in a Conservation Area
Policy EN22	Demolition in a Conservation Area
Policy EN23	Alterations to a Listed Building
Policy EN24	Change of Use of a Listed Building
Policy EN26	Development Affecting the Setting of a Listed Building
Policy F5	Site for Mixed Use – the Garsdale Area
Policy F6	Site for Employment - Coalway Lane

The Planning Brief should be read in conjunction with the Saxonvale / Garsdale Baseline Study which contains a comprehensive review of all available information on site constraints, opportunities and policy background. All policies referred to from central, regional and local government guidance can be obtained from the relevant authority or viewed on-line (central government guidance from www.odpm.gov.uk, regional guidance from www.somerset.gov.uk and local planning guidance from www.mendip.gov.uk)

This Planning Brief supports and is based on all National Planning Guidance, Regional Planning Guidance, County Structure Plan and the Local Plan. The sole exception to this is Policy F5 of the Local Plan.

b

tree survey and location

tree survey and location

T1 Oak - Mature specimen with car parking around base - suggests historical root damage. There are past pruning wounds on the stem and about the crown from a previous crown reduction. There is extensive die back and major dead wood present. The tree appears to have low vigour and is not viable in the long term. Retention category D

T2 Oak - Mature specimen with car parking around base, suggesting root damage. This is reflected in "a number of basal wounds on the root buttresses. There is decay present in these wounds. There are further wounds and past pruning wounds on the stem and about the crown from a previous reduction. There is extensive dieback and major dead wood present. The extension growth in the upper canopy is poor. However, there is reasonably vigorous epicormic growth on the stem and in the lower canopy. This forms a secondary canopy that could be reduced back to in order to retain the tree. It would require sensitive work, but would allow a mature Oak to be retained on the development. I would suggest that an internal decay assesment is carried out, as it has been suggested that the tree is hollow". Retention category B-C

refer to MDC tree officer for requirements relating to these trees and their location



noise mitigation measures

noise mitigation measures

When determining a package of noise mitigation measures for any proposal, the following principles, should be considered as appropriate. They should not be considered as exhaustive and are in no particular order of importance.

Acoustic barrier screening with close boarded fence or masonry walls

Earth bund landscaping

(Neither of the above two options are considered appropriate on any areas which face public streets or spaces, for example at the fronts or sides of blocks)

Adequate separation distances between noise sources and noise receptors

Purpose and design of roads in terms of light traffic or HGV use

Car park surface materials and car park design/management to prevent antisocial behaviour.

Acoustic attenuation/choice of quieter technologies for plant machinery and equipment

Orientation and location of noise sources away from noise receptors

Design of dwellings with habitable rooms facing away from noise sources (where this would not be counter to the requirement for active fronts to the public realm and / or the design requirements of Continuous Mixed Use Frontages)

Acoustic upgrades to building elements of dwellings (but not acoustic fences to fronts of dwellings) and use of mechanical ventilation

Sound insulation schemes to protect dwellings from one another and from adjoining commercial uses

Designing out anti - social behaviour in common/ public areas



Mendip District Local Plan parking standards

Policy SN25 - Vehicle Parking Provision Associated with Development. Development will only be permitted where on-site vehicle parking is limited to the minimum necessary to enable the development to function. When assessing an appropriate level of parking provision, regard will be had to the: objectives of reducing growth in the use of private motor vehicles and promoting alternative means of travel; need for on-site provision to prevent problems of highway safety, congestion or visual intrusion in the vicinity of the site. The maximum amount of vehicle parking which will be permitted for each type of development will be as follows:

Residential:

One bedroom dwellings 1 space per dwelling unit

Sheltered Accommodation 1 space per 3 dwelling units

Other residential - up to 10 dwellings 2 spaces per dwelling unit. Other residential - more than 10 dwellings 1.5 spaces per dwelling unit

Retail:

Food retail 1 space per 14 sq m (gross floorspace)

Non-food retail 1 space per 20 sq m (gross floorspace)

Other:

Cinemas/conference facilities 1 space per 5 seats

Leisure and use class D2 1 space per 22 sq m (gross floorspace)

Business including offices (B1) 1 space per 30 sq m (gross floorspace)

General employment (B2) 1 space per 50 sq m (gross floorspace)

Warehousing 1 space per 200 sq m (gross floorspace)

Hospitals 1 space per 4 staff + 1 space per 3 visitors

Higher and Further Education 1 space per 2 staff + 1 space per 15 students

Stadia 1 space per 15 seats plus coach parking

Parking facilities specifically for disabled people may be provided in addition to the above maximum.

In Town Centres, parking facilities will be required to benefit the centre as a whole, rather than individual developments.

e

Proposed Layout of Streets at Blocks GTVL, N, O and P to Avoid Unacceptably Steep Gradient.

The layout of streets on the Strategic Plan in the vicinity of blocks GTVL, N, O and P to includes north- south streets with a gradient considered by the Highway Authority in practice unacceptably steep. Appendix E has been produced to provide an access solution that is acceptable in principle to the Highway Authority. Further consideration is required however to ensure that the principles of the Brief and Codes are upheld (particularly those relating to a perimeter block design / public fronts to the public realm) and to ensure that the proposed layout contributes to the sense of place, character and quality aspired to.

The appendix diagram shows a staggered tertiary, access-only street linking to the primary access into the Garsdale site. It is anticipated that cycles would utilise this vehicular route. A north - south stepped pedestrian route is proposed to link Vicarage Street and the new pedestrian route through the Willows Open Space to the riverside. Where the pedestrian route crosses the vehicular access a focal 'square' is proposed.

Developers must give consideration to and address the following issues:

The Highway Authority consider that the access connection with the primary street should be as far to the east as practicable in order to slacken the gradient into the blocks

Appropriate visibility (for vehicles, pedestrians and cyclists) is required along the route and at the corner of Garsdale

Whilst a 1:12 gradient for the access street is acceptable in principle full approval by the Highway Authority will be subject to the associated elements being acceptable in detail:

- ▶ The maximum 1: 12 gradient should relate to the channel line on the inside of any bend, rather than the carriageway centre line.
- ▶ Where the steeper gradient is used it will be necessary to consider the relationship of any adjoining junction / vehicular access (individual access to properties will not be acceptable off a 1:12 gradient)

Whilst the stepped pedestrian route is acceptable in principle full approval by the Highway Authority will be subject to associated elements being acceptable in detail:

- ▶ Steps must comply with Highway Authority specification
- ▶ The route must be overlooked (the block created between the access only street and the pedestrian route should be wrapped around to provide fronts to the pedestrian route and natural surveillance)

Appropriate lighting will be required on all links (pedestrian, cycle and vehicular) and public realm areas

Materials proposed to be used on the highway must be agreed with the Highway Authority

Garsdale, Frome

Appendix E - proposed layout of streets at Blocks G,T,V,L,N,O and P to avoid unacceptably steep gradient

Notes:

Scale 1:750 @ A3

Compiled by KD on 9 May 2005

MENDIP
DISTRICT COUNCIL
Cannards Grave Rd
Shepton Mallet
Somerset BA4 5PT
Tel: 01749 343399
Fax: 01749 344050



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-  proposed access to avoid steep gradient
-  stepped pedestrian route

-  cycle link
-  P1 and P2 – Block P divided by access

