

**Additional Criteria for the Development of Allocated Housing Sites to be Addressed as part of Supplementary Planning Guidance (to be read in conjunction with general Proposals for development).**

**Summary of Sites**

**a) Allocated Brownfield Sites**

**Proposal**

- H4** 44-50 Friarn Street, Bridgwater (about 12 dwellings)
- H5** The Cornmill, Bridgwater Docks (about 80 dwellings)
- H6** 42-44 St John's Street and land adjoining, Bridgwater (about 10 dwellings)
- H7** Land on east side of Taunton Road, Bridgwater (about 45 dwellings)
- H8** Mount Street (SWEB Depot), Bridgwater (about 20 dwellings)
- H9** Land at Horsepond, Bridgwater (about 20 dwellings)
- H11** Monmouth Trading Estate, Bridgwater (about 40 dwellings)
- H12** Land east of Colley Lane, Bridgwater (about 35 dwellings)
- H14** Land to the rear of 87-97 Bath Road, Bridgwater (about 18 dwellings)
- H15** Land east of Bristol Road, Bridgwater (about 50 dwellings)
- H47** Land at Old Taunton Road Industrial Estate, Bridgwater (about 65 dwellings)
- H49** MOT Garage, All Saints Terrace, Bridgwater (about 14 dwellings)
- H50** The Old Armoury, Blake Street, Bridgwater (about 10 dwellings)
- H51** Wesleyan Chapel, King Street, Bridgwater (about 13 dwellings)
- H52** Land at Wembdon Road, Bridgwater (about 200 dwellings)

- H16** Radio Station, Highbridge (about 120 dwellings)
- H17** Land west of Newtown Road and adjoining Boat Yard, Highbridge (about 120 dwellings)
- H46** Land north and south of Springfield Road, Highbridge (about 180 dwellings)
- H60** Land at Highbridge Market, Highbridge (about 50 dwellings)

**b) Allocated Greenfield Sites**

**Proposal**

- H55** Land at South Bridgwater, Bridgwater (about 1450 dwellings)
- H59** Land at Trivetts Farm, Cossington (about 16 dwellings)

**BROWNFIELD HOUSING ALLOCATIONS**

**Proposal H4 44-50 Friarn Street, Bridgwater**

Development Concept:

to provide an attractive enclosure to Friarn Street and Silver Street with terraced housing developed sympathetic to the immediate local context.

Design Brief:

- a) agreed financial contribution towards bus and cycle provision in Bridgwater;
- b) two-storey frontage to Silver Street (west side) to provide strong enclosure to street.

**Proposal H5 The Cornmill, Bridgwater Docks**

Development Concept:

- i) to provide a high density development with exciting elevational treatments which has a strong link to the industrial heritage of the Dock, river and canal; and
- ii) provides for a substantial portion of adaptation of existing buildings facing the Canal and Dock.

Design Brief:

- a) development to incorporate adaptation of main building on eastern side of site for residential use;

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- b) retention and integration of existing chimney on front elevation;
- c) attractive floorscape scheme to site frontage to relate to remainder of Dock;
- d) archaeological evaluation to be agreed;
- e) facing materials for all development to be predominantly brick; and
- f) because of existing sub-standard approach roads to this site (Victoria Road, Lyndale Avenue, Chatham Avenue and Kendale Road) a housing development that seeks to minimise car use would be appropriate, given also that the site has good pedestrian accessibility to the Town Centre.

#### **Proposal H6 42-44 St John Street and land adjoining, Bridgwater**

##### Development Concept:

- i) to reinforce the residential function with small scale terraced housing which defines a strong street frontage to Gordon Terrace and Cranleigh Gardens; and
- ii) encourage a ground floor retail frontage to St John Street.

##### Design Brief:

##### Note

- a) to provide for a more complimentary development to Gordon Terrace, it would be preferable for the identified site area to be increased to provide for greater site depth for land to the rear of St John Street to provide for a terraced frontage; and
- b) it is understood that a cemetery exists on the western part of the site which may influence detailed layout.
- c) new development to be two storey with strong vertical rhythm for elevations, brick for outer facing with tiled roofs;
- d) frontage to Cranleigh Gardens to be back edge of pavement with direct pedestrian access;
- e) corner building treatment to St John Street /Cranleigh Gardens;

- f) gable end treatment for north side entrance to Gordon Terrace;
- g) development on north side of Gordon Terrace to be terracing with solid front boundaries (using salvaged red sandstone from former chapel);
- h) new terrace on immediate east side of No. 4 Gordon Terrace to provide a “focus” view from Cranleigh Gardens;
- j) terrace at east end of Gordon Terrace to provide focus view along main axis (i.e. south west to north east); and
- k) provision for some rear access.

#### **Proposal H7 Land at east side of Taunton Road, Bridgwater**

##### Development Concept:

to provide a variety of housing accommodation with strong frontage to Taunton Road and attractive relationship to the canal.

##### Design Brief:

##### Note

- a) it is understood that the site may involve contamination which may affect detailed layout considerations.
- b) access from Taunton Road – detailed design of junction will need to bring forward proposals for road widening (as part of bus lane provision for Taunton Road as contained in Bridgwater Transport Study);
- c) outward facing frontages to Taunton Road to reinforce approach to Town Centre;
- d) provision of cycle track from Rhyne Bridge (Taunton Road) to Bridgwater and Taunton Canal and into housing site;
- e) outward looking frontages to face the canal and adjoining cycle route;
- f) strong landscaped belt along south and eastern boundary of site;
- g) density for Taunton Road frontage to be in sympathy with established development and “grain” in immediate locality;

- h) densities throughout site to increase from west to east; and
- j) the site abuts or straddles an open or culverted water course and the development will be required to accommodate the requirements of the appropriate internal drainage board.

### **Proposal H8 Mount Street, (SWEB Depot) Bridgwater**

#### Development Concept:

to provide a high density housing development in the Town Centre which adds to the varied character of Mount Street.

#### Design Brief:

#### Note

- a) the site identified excludes the existing frontage building currently in retail use (former Bridgwater Electric Co.);
- b) vehicular access from Mount Street;
- c) parts of the site may be appropriate for three-storey development;
- d) possible provision of internal landscaped courtyard; and
- e) parking provision/standards will be reduced appropriately given the proximity to services, facilities and public transport.

### **Proposal H9 Land at Horsepond, Bridgwater**

#### Development Concept:

to provide for a high density street development in close proximity to the Town Centre and which reinforces the residential character of Friarn Street.

#### Design Brief:

- a) early contact should be made with the County Field Archaeologist to assess local importance and potential influences on layout;
- b) site boundary could be extended eastwards to provide a more regular shaped site;
- c) creation of a north-south street structure along Horsepond – predominantly two-

storey housing or linked forms;

- d) possible courtyard/arrangement for southern portion of site (two storeys), forming an appropriate edge treatment to Broadway; and
- e) Durleigh Brook (which flows west-east through the site) is not to be culverted and to provide an internal feature of the development.
- f) the site abuts or straddles an open or culverted water course and the development will be required to accommodate the requirements of the appropriate internal drainage board.

### **Proposal H11 Monmouth Trading Estate, Bridgwater**

#### Development Concept:

provision of a variety of residential accommodation with easy access to Town Centre and local facilities.

#### Design Brief:

- a) vehicular access from Monmouth Street with appropriate visibility splays;
- b) the visual and physical impact of road access into the site should be kept to the minimum;
- c) a pedestrian link through the development site to be created;
- d) the irregularity of the site should provide for an interesting variety of accommodation incorporating some conversion of existing buildings;
- e) part of the site may be appropriate for three-storey development (northern portion);
- f) access for pedestrians and cyclists and connections to the wider cycle and pedestrian network; and
- g) appropriate improvement in bus facility provision.

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#### **Proposal H12 Land east of Colley Lane, Bridgwater**

Development Concept:

- i) the surplus car park to the industrial operation can provide an opportunity for an innovative housing development in an area of diverse existing development; and
- ii) development to provide for a “focus area” within the development (such as a landscaped open space) and to resist any standardised treatment of internal road layout.

Design Brief:

- a) appropriate bunding or measures to address noise reduction;
- b) some three-storey development would be appropriate;
- c) access for pedestrians and cyclists and connections to the wider cycle and pedestrian network; and
- d) agreed contributions to improvements in bus facility provision.

#### **Proposal H14 Land to rear of 87-97 Bath Road, Bridgwater**

Design Brief:

- a) access into site may require acquisition of adjoining properties;
- b) two-storey development predominantly of brick and tile to simple proportions and layout;
- c) possible courtyard arrangement focussed on a central public space;
- d) access for pedestrians and cyclists and connections to the wider cycle and pedestrian network;
- e) agreed contribution to improvement in bus facility provision;
- f) satisfactory vehicular access to Bath Road; and
- g) open space provision.

#### **Proposal H15 Land east of Bristol Road, Bridgwater**

Design Brief:

- a) access for pedestrians and cyclists and connections to the wider cycle and pedestrian network;
- b) agreed contributions to bus facility provision;
- c) satisfactory vehicular access;
- d) appropriate open space provision;
- e) safeguarding important natural and built features and buffers as appropriate; and
- f) an appropriate archaeological evaluation and ecological survey.

#### **Proposal H47 Land at Old Taunton Road Industrial Estate, Bridgwater**

Development Concept:

to provide for medium to high density development with a strong relationship to the River Parrett.

Design Brief:

- a) a contaminated land assessment is likely to be required;
- b) access for maintenance to Hamp Brook will need to be safeguarded;
- c) any buildings should be set back a minimum of 8.0 metres from the flood defences to the east of the site;
- d) access will be from Old Taunton Road and traffic management measures may be required to reduce the volume and speed of through traffic using this route; and
- e) opportunity to enhance Hamp Brook and reduce existing culverting.

#### **Proposal H49 MOT Garage, All Saints Terrace, Bridgwater**

Design Brief:

- a) agreed contributions to the completion of the Colley Lane northern access route (Proposal TM2c) and other modes of transport;

- b) access for pedestrians and cyclists and connection to the wider cycle and pedestrian network;
- c) appropriate bunding or measures to address noise reduction;
- d) some three storey development may be appropriate; and
- e) consideration to development in conjunction with adjoining Proposal H12.

### **Proposal H50 The Old Armoury, Blake Street, Bridgwater**

#### Development Concept:

to secure the re-use of this vacant property targeted for enhancement in the Townscape Heritage Initiative.

#### Design Brief:

- a) conversion of existing building with suitability for mixed uses;
- b) development without on-street parking provision is appropriate at this Town Centre location;
- c) opportunity to enhance Durleigh Brook in close proximity to Town Mill and the Blake Museum; and
- d) access for pedestrians and cyclists and connection to the wider cycle and pedestrian network, in particular to St Mary Street.

### **Proposal H51 Wesleyan Chapel, King Street, Bridgwater**

#### Development Concept:

to secure mixed-use conversion of the Wesleyan Chapel and adjoining school rooms in line with the objectives set out in the Townscape Heritage Initiative.

#### Design Brief:

- a) retention of public access to the chapel with residential development in the adjoining building;
- b) development without on-street parking provision is appropriate at this Town Centre location; and

- c) access for pedestrians and cyclists and connection to the wider cycle and pedestrian network.

### **Proposal H52 Land at Wembdon Road, Bridgwater**

#### Design Brief:

- a) suitable for a range of housing densities;
- b) all industrial buildings to be removed and uses to cease to permit a comprehensive residential redevelopment;
- c) vehicular access will be via the Northern Distributor Road;
- d) access for pedestrians and cyclists and connection to the wider cycle and pedestrian network;
- e) open space shall be provided at a rate equivalent to 2.4ha per 1000 people and include associated equipment; and
- f) a proportion of affordable housing at a level indicated in the Sedgemoor Housing Needs Survey.

### **Proposal H16 Radio Station, Highbridge**

#### Design Brief:

- a) the development should comprise a range of densities and mix of housing types and sizes;
- b) the site shall preferably be developed comprehensively with the land to the north of the site (Proposal H22). If development proceeds in advance of a comprehensive scheme, then a significant landscaped buffer and edge treatment to the north western and north eastern boundaries will be required;
- c) vehicular access to the site shall only be from Worston Road (adjacent to 148 Worston Road) or from the north in conjunction with the comprehensive development of adjoining land (Proposal H22);
- d) the development shall include a comprehensive framework of cycleway and pedestrian routes through and across the site to link with the existing cycleway network of Rosewood Farm and to the King Alfred Community School;

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- e) public open space shall be provided at a rate of 2.4 hectares per thousand people, Local Equipped Area for Play (LEAP) shall be provided in the south-east corner of the site;
- f) amenity of new dwellings shall be protected from the eastern distributor relief road by the construction of a wall or suitable landscaped features;
- g) the development to safeguard important natural features with buffers as appropriate including trees and hedgerows, to include a comprehensive landscaping scheme based on a tree and hedgerow survey; and
- h) a comprehensive surface water drainage study of existing conditions and proposed development.

#### **Proposal H17 Land west of Newtown Road and adjoining Boat Yard, Highbridge**

##### Design Brief:

- a) suitable for a range and mix of housing styles, with higher densities to the east and lower densities towards Apex Park and the River Brue;
- b) the site shall be developed comprehensively with vehicular access from Newtown Road only as an extension of Tylers Way along the northern site frontage;
- c) the new estate road shall incorporate a revised access to the pumping station to the west of the site, vehicular connections to Clyce Road will be terminated;
- d) pedestrian and cycleway access to be provided from Clyce Road to connect into the wider network of public footpaths and into Apex Park through the site, linking Apex Park and Clyce Road;
- e) all industrial buildings to be removed and industrial open storage uses to cease to permit a form of comprehensive residential development;
- f) public open space shall be provided at the rate of 2.4 hectares per thousand people and shall be located in the south west corner of the site to form a riverside park;
- g) the development shall safeguard important

natural features such as trees and hedgerows and shall include the comprehensive landscaping of the site based on a tree and hedgerow survey;

- h) suitable measures to protect the adjacent SSSI and no buildings within 15 metres of top of bank;
- j) new housing should be orientated to maximise the outlook over the river and Apex Park;
- k) the visual impact of the development when viewed from Apex Park shall be minimised, exploiting and having regard to the areas landscape character;
- l) measures will be required to mitigate any effects of landfill gas (part of the site is tipped land);
- m) an appropriate archaeological evaluation and ecological survey shall be made of the entire site;
- n) a comprehensive survey shall be undertaken to establish the possibility of contaminated land at this site and shall include remedial measures to ameliorate the affects of any contaminants found;
- o) a comprehensive surface water drainage study of existing conditions and proposed development; and
- p) necessary flood protection works in consultation with the Environment Agency.

#### **Proposal H46 Land north and south of Springfield Road, Highbridge**

##### Design Brief:

- a) suitable for high or medium density housing;
- b) comprehensive redevelopment shall include the demolition of storage buildings and the removal of open storage uses;
- c) vehicular access to be via a new junction close to the existing junction of the A38 and Burnham Road;
- d) pedestrian and cycle links to the A38 and towards the Town Centre shall be provided from the site;

- e) a noise reduction barrier shall be provided along the eastern boundary of the site with the railway line;
- f) landscaping shall include the retention of existing trees where possible and safeguard the adjacent County Wildlife Site;
- g) development along the north side of the frontage facing the A38 shall be orientated to face the principal road;
- h) open space shall be provided at a rate equivalent to 2.4ha per 1000 people to include associated equipment;
- j) a suitable form of enclosure to the A38 shall include establishing a dense planting scheme for the embankment along the northern boundary; and
- k) a comprehensive surface water drainage study of existing conditions and proposed developments.

### H60 Highbridge Market

#### Development Concept

Prominent Town Centre site should respect and enhance the setting of the adjacent Highbridge Hotel (Listed Building) and contribute to enhancing the area as a gateway to Highbridge.

#### Design Brief:

- a) principal vehicular access via Tyler Way /Scott Road;
- b) site was formerly part of Highbridge wharf and there is still evidence of some structures (eg lock walls at rear of Jubilee Gardens) which should be retained and open to public access;
- c) suitable for medium-high density scheme of 2 and 2.5 storey buildings;
- d) views of the site approaching from the south (Brue Bridge) and from the east along Market Street should be carefully considered; and
- e) pedestrian movement through the site should be accommodated.

### GREENFIELD HOUSING ALLOCATIONS

#### Proposal H55 Land at South Bridgwater

##### Design Brief:

- a) development to be in accordance with approved supplementary planning guidance;
- b) principal access will be from Huntworth Roundabout and the Stockmoor link (TM2s) with possible secondary access from Showground Roundabout;
- c) contributions towards a comprehensive package of transportation measures identified in the Local Transport Plan that currently include a bus lane (TM1a), park and ride site (TM2h), Colley Lane Southern Access Route (TM2b), subsidised public transport, provision of cycle and pedestrian links;
- d) provision of primary school (Proposal PCS18);
- e) provision of landscaped Country Park (Proposal CNE18); and
- f) neighbourhood centre/community facilities.

#### Proposal H59 Land at Trivetts Farm, Cossington

##### Design Brief:

- a) comprehensive re-development of site to include the provision of a village hall and associated car parking;
- b) provide for a mix of housing types and sizes and provide for an appropriate level of affordable housing based on the Sedgemoor Housing Needs Survey;
- c) built frontage to north side of Middle Street to provide enclosure to street; and
- d) single vehicular access from Middle Street to serve residential development and the village hall.