

Amendment Sheet

4 18/2003/020

Applicant has advised that the unloading of vehicles with cat food, litter etc will take place at either the Taunton Trading Estate at Norton Fitzwarren or at a supermarket car park at Hankridge. It will not be on a public highway.

COUNTY HIGHWAY AUTHORITY (additional comments) should permission be granted conditions that new access be sited in middle of the site frontage and visibility splay required.

DRAINAGE OFFICER it is difficult at this stage to quantify what extra loading there will be. In view of these circumstances it is further understood that the applicant has agreed to install a new system should the existing one prove to have insufficient capacity in the future. This is acceptable.

ONE ADDITIONAL LETTER OF CONCERN about traffic implications particularly the comments about meeting lorries and off loading and the figures given by Feline Advisory Bureau. The proposal could also be noisy.

1 VERBAL COMMENT about the capacity of the cess pit.

Additional conditions re new access, visibility splay, unloading proposals.

Additional Note re drainage re septic tank/cess pit.

6 38/2003/627

FORWARD PLAN (further comments) Paragraph 8 of PPG1 states "Within town centres, but also elsewhere, mixed use development can help create vitality and diversity and reduce the need to travel. It can be more sustainable than development consisting of a single use. Local authorities should include policies in their development plans to promote and retain mixed uses, particularly in town centres". Taunton Deane Local Plan includes policy S4, promoting mixed use developments. I do not see that this would only apply to larger mixed use sites. Single buildings, especially within the town centre, may also be appropriate, depending upon the type of building in question. In this instance the building is a listed, former public, non residential building. Paragraph 3.9 of PPG15 states that "In principle the aim should be to identify the optimum viable use that is compatible with the fabric, interior, and setting of the historic building. This may not necessarily

be the most profitable use..." Paragraph 3.10 continues, "The best use will often be the use for which the building was designed" In this instance it would appear that the building was built for public use, i.e. art school. Whilst this is not necessarily the optimum viable use in its own right, a mixed use development, compatible with the objectives of PPG1 and policy S4 of the Local Plan, including public access to cafes, art gallery/exhibition space etc would be consistent with PPG15. Moreover, this would retain the fabric and interior in more of its original state as later and proposed partition walls and exterior visual impact on fenestration for residential use would be minimised if the residential element, was set on the floor above street level. Subject to internal design, such a mix would assist the viability of the overall scheme, to the benefit of the public interest, the fabric of the listed building and the diversification and vitality of this part of the town centre, an aim of the Taunton Vision and the Urban Design Framework.

E-mail from CLLR BRADLEY I write to object to this application on grounds of prematurity. It is a significant landmark building linking into the proposed Cultural Quarter in the Vision for Taunton. It was designed as a public not a private building; it is in an important position on the public highway where in my view public rather than private use contributes most to the street scene. I full support mixed use including residential in the centre of town but not in this particular position.

ONE FURTHER LETTER OF OBJECTION on the grounds that the building should be used for cultural purposes.

7 38/2003/628LB

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8 38/2004/003

COUNTY HIGHWAY AUTHORITY I understand from a Planning Officer that this application is a reserved matters application following an outline application no 4/38/2002/250. The Highway Authority commented in a letter dated 22nd July, 2002 where it set out its concerns. The application was approved and the consent set out conditions including the provision of the new access junction and additional car parking. Provided that these conditions are attached to any consent that may be granted in respect of this application there will be no highway objection to the development.

9 42/2004/001

FIRE OFFICER no objections.

FURTHER LETTER OF OBJECTION from neighbour including details of times when noise nuisance occurred.

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