

Amendment Sheet

5 10/2004/020

Letter received from SOMERSET WILDLIFE TRUST recommending that a wildlife survey be commissioned. However, not appropriate due to extant consent.

8 22/2004/015

COUNTY HIGHWAY AUTHORITY the site lies outside the confines of any recognised development boundary limits in an unsustainable location. It must be a matter for the Planning Authority to determine if the planning merits of this development outweigh the highway sustainability issues raised. The proposed business is to be run in conjunction with the existing business on site and replaces an existing operation. There is to be no increase in the traffic generation and therefore there is no objection from a highway point of view.

ADDITIONAL LETTER OF REPRESENTATION received raising the following:- I myself was unsuccessful in a similar application to convert a redundant farm building to light industrial use, less than half a mile from this proposed development in May of 1996, on the grounds that the surrounding highways were unsuitable for such activity. Should this development be successful I shall assume that such conditions no longer apply and that a resubmission will now meet with your approval.

Planning Officers response to updates received:- In response to the additional letter of representation received raising the issue of the refusal of a light industrial proposal I refer to the 5th paragraph of the Assessment within the report. The County Highway Authority suggest that the development is located in an unsustainable location however planning policy supports the re-use of agricultural buildings and preference for rural commerce to be located on existing sites. The proposal is also considered to be positively sustainable due to the reduction in overall "food miles" i.e. by collecting and delivering produce on rounds the miles travelled will be less than the total miles travelled by each individual producer. The proposal is also considered to promote the rural economy. The Planning Authority therefore consider that the above merits outweigh the location outside the confines of any recognised development boundary limits. The County Highway Authority were specifically asked to address objections received regarding traffic generation and the use of surrounding lanes. No objections have been raised regarding traffic associated with the development and therefore this element of the proposal is considered acceptable.

COUNTY HIGHWAY AUTHORITY I have concerns regarding the reduced car parking on site - 34 spaces for 61 dwellings. However the nearby Wood Street Car Park is noted to have surplus capacity at night and therefore parking would not be a problem in this instance. The visibility at the proposed access as shown on the submitted plan will need to be increased to provide the standard of 4.5 m x 60 m in both directions. With regard to the possible adoption of this site by the Highway Authority the Applicant must be aware that the section of Pollards Way fronting the site is not publicly maintained. The developer will be responsible for ascertaining the ownership of the road and bring it up to adoptable standard prior to having the road adopted. This is essential in order that the roads on the development site can be adopted. In the event of planning permission being granted I would recommend that the following conditions be imposed:-

1. No work shall commence on the development of the site until the section of Pollards Way immediately fronting the site has been constructed to an appropriate design and specification to be approved in writing by the Local Planning Authority and to be fully implemented to the satisfaction of the said Authority.
2. There shall be no obstruction to visibility greater than 300 mm above adjoining road level in advance of lines drawn 4.5 m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 60 m either side of the access. Such visibility splays shall be fully provided before works commence on the erection of the dwellings hereby permitted and shall thereafter be maintained at all times.
3. The proposed estate roads, footways, footpaths, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, street furniture and tactile paving shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.
4. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.
5. The development hereby approved shall not be brought into use until that part of the service road which provides access to it has been constructed in accordance with the approved plans.
6. None of the dwellings hereby permitted shall be occupied until a scheme of street lighting has been installed between and in accordance with a design and specification to be approved in writing by the Local Planning Authority.
7. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved by the Local Planning Authority. Such drainage shall be provided prior to the access first being brought into use.

Note: Having regard to the powers of the Highway Authority under the Highways Act 1980 the applicant is advised that a Section 184 Permit must be obtained from the Highway Service Manager, Taunton Deane Area, Burton Place,

Taunton, Somerset, TAI 4HE. Application for such a Permit should be made at least three weeks before access works are intended to commence.

CIVIC SOCIETY - General Comment:- We know that designing high-density housing on brownfield sites, as encouraged by Government policy, provides an opportunity for good design, dependent on issues such as privacy, sunlight and daylight, landscaping and car parking. Standardised solutions will often not be appropriate and we commend Gadd's for taking a unique approach in their proposal. We have approached these plans from the standpoint of 'what will this neighbourhood be like to live in?'. Specific points:- (i) With this in mind it is not clear if the proposed site is designated an Urban Area (edge of town) or an Inner City Area. Planning Policy Guidance Note 3 (Housing), DTLR, 2000, paragraph 58 states for urban areas that a density of between 30 and 50 dwellings per hectare net is recommended. Do these plans comply with this guidance? (ii) By the very nature of the proposed new housing development, it must also respond to the context of the site and neighbourhood, which Gadd's has outlined, but we feel that a little more care and attention to the built and natural environment in which the new community will grow whatever its size, needs to be carefully analysed. Therefore we believe that an informed character appraisal of the site's wider context should be made along with a direct survey of residents who will be affected visually, which in turn will lead to a project that is more likely to succeed. We also believe this would give opportunity to test such community input in lieu of the proposed Local Development Frameworks. (iii) Before approval is given, we would like to see production of the Chartered Landscape Plans for the site as mentioned, but not included, in Gadd's application, along with their proposal for maintenance of the site's landscape and gardens. As reported by CABE's Urban Design Review Committee, one of the key mistakes made in the landscape design of housing following the Second World War was to create islands of green space with little sense of enclosure or ownership. These often failed as a result of design and a lack of maintenance. Viewing the Pollards Way plans we see very little space usefully dedicated to communal social use. Enclosures that we do find are only shared between segments of the overall plan. We would like to see a design approach that encourages a sense of place, community and ownership through use and involvement. There are outdoor areas that could be used by all residents, such as one found in the corner of the site, but these are not mainstream enough to bring residents into regular contact. Our members have suggested a small playing area for children; benches in communal gardens or along footpaths, even roofed shelters surrounding an all-weather barbecue. As the site will potentially accommodate over 120 people, some of them living alone, we suggest that a small community centre for neighbourhood meetings be included. (iv) We are also concerned that the boundaries around the whole site should not create a 'them and us' attitude between existing and incoming residents. The plans are not specific enough on this point: a soft landscaping boundary with height restriction via a good management and maintenance package would be suitable. (v) With around 60 dwellings on the site, some members are concerned about traffic increase in Pollards Way, especially parking. With Pollards Way being thin and short an influx of visitors to residents may cause much congestion and cause access issues to larger service vehicles. The overall design of Gadd's proposals is most interesting and the courtyard design of the site offers a welcome modern, alternative approach, both to the neighbouring Victorian terraces and the 'dolls house' estates of recent years.

However, we recommend that Gadds take into consideration CABE's 'Design Review-ed: Urban Housing' published in June 2004, "To achieve a balance between public and private space, lower-rise blocks in courtyard or part-courtyard form are now a commonplace of residential projects. This form of building is not well enough established or sufficiently understood by designers in England to guarantee success as a matter of course. Particular attention needs to be given to the relationship of the shared parts of the building (the corridors and staircases) and private accommodation, and to the planning of rooms next to internal corners, especially those with acute angles. This is to ensure adequate daylight gets to all rooms and that problems of overlooking are addressed". "Alleyways and courtyards that do not get much sunlight offer little in the way of welcome"... "In some developments, the attempt to reach the desired number of units within a courtyard configuration can result in some habitable rooms receiving very little natural daylight and having little aspect, as well as being overlooked. The form and orientation of blocks and individual flats should take account of aspect, allowing sunlight into courtyards and onto balconies, making them more pleasant places and helping to reduce energy demands. Particular attention needs to be paid to units that are north facing and it seems desirable that these should be of all that can be wrong in high density housing". We would like to keep a close eye on this project and visit the site often throughout its development. In fact, we hope that Gadd's will invite the Civic Society to the site during certain development stages. This would encourage a relationship between developer and community organizations such as ourselves allowing us to work together, rather than working on different sides of the fence.

ONE FURTHER LETTER OF OBJECTION raising concerns re overlooking resulting from revised site levels; potential flooding; and that features of development would be alien to this part of Taunton.

Policy M3a In order to promote sustainable travel, and to reduce the amount of land taken for development, the Borough Council will consider the need for residential car parking against the following criteria: Impact upon urban design; The location of the development, and its accessibility to employment opportunities and services; The type and mix of proposed dwellings. The Borough Council will not permit more than an average of 1.5 car parking spaces per dwelling on any residential development. A significant reduction in this average will be expected for elderly persons, student and single persons accommodation, and for residential proposals involving the conversion of buildings where off-road parking provision may be difficult to achieve. Car free residential developments will be sought in appropriate locations, such as within or adjoining Taunton and Wellington town centres. The Borough Council will require all residential developments to make provision for the parking and storage of bicycles with a minimum provision as follows:- 1 space for all residential units with between 1 and 3 bedrooms; 2 spaces for residential units with four bedrooms or more.

The Landscape Officer is in consultation with the applicant's Landscape Consultant and it is hoped that satisfactory proposal will be submitted in the next few days. In order to minimise overlooking of private gardens due to raised levels the applicant has proposed a combination of fences where private gardens and reduced levels where access/parking. However, the Environment Agency have subsequently indicated that they will not accept reduced levels on flood risks grounds. Unless a

satisfactory solution is found to this problem there will be an unacceptable impact upon the privacy of surrounding houses.

Amended Recommendation:- Subject to the observations of the Education Officer, English Nature, and submission of revised drawings resolving issues of landscaping and privacy of adjoining residents and completion of S.106 Agreement ... (as printed). Additional conditions/notes as recommended by Highways.

Second Recommendation to read:- Should the S.106 Agreement not be completed or satisfactory revised proposals not be received by 1st October ... (as printed)

10 38/2004/361

Letter received from agent has indicated that height of arch will be raised to accommodate ambulance.

FIRE OFFICER - detailed notes, no objection in principle.

11 42/2004/032

Withdrawn from Committee. Application now revised to remove conversion to separate dwelling. Change of use to ancillary accommodation and office delegated decision.

12 43/2004/101T

TOWN COUNCIL object to the proposed felling of trees which are an important part of the amenity of the area. It feels the trees should be lopped as necessary.

Mr and Mrs Baker have written enclosing a copy of a letter sent to Wellington Town Council. The letter responds to criticisms made in the Wellington Weekly News. It explains the following:- the idea to fell the tree came from the Authority; their immediate neighbours support their proposal; they intend to have the tree replaced; that they accept that losing the trees will have a possible effect on local ecology but that other factors also have an effect on wildlife; they also reported that a large branch had recently fallen onto the road below.

Letter from Mr and Mrs Baker dated 29th September, reasserting their application and addressing criticisms of their behaviour made in letters of objection. Further

stating that three independent specialist have reported that the trees should be felled.

Report from Arboricare commissioned by Mr and Mrs Baker. The report suggest that the trees are presently in a healthy condition, but that they are entering a stage of decline and branch failure in the future is likely. The building of the bungalow and driveway may have introduced problems to the root system. The proximity of the tree to property and the highway beneath require that the tree is sound. The report recommends that the trees be felled.

14 43/2004/116

The following further justification for the canopy has been submitted by the applicant:- (1) The facility is being provided for general public use and also for spectators of football matches who use the toilets on match days, In the latter case it is anticipated that queuing will occur. (2) In the winter months when it will be dark for some of the opening hours, or in periods of bad weather at any time of year, the canopy will provide protection for users particularly those queuing. (3) As the doors of the cubicles open outwards the canopy provides protection to the cubicles in wet weather conditions. (4) The canopy will allow for a much more efficient lighting scheme. It is intended that the whole of the canopy area will be illuminated. This will contribute to safety of users, particularly the disabled as they operate the key lock and open the door to the designated wc. (5) A well lit area will make users and loiterers visible to passers-by. In conclusion they consider that the canopy provides health and safety benefits for users which outweigh the possible risk of increased anti-social behaviour.

LANDSCAPE OFFICER the trees to the rear of the existing toilet block are likely to have roots growing close to and under the existing footings and therefore the new building could destabilise the trees unless tree management works are undertaken to reduce the impact of the building works. Recommend that the park's tree officer undertake a health check on the trees and propose remedial tree works. The trees should be protected during construction works. Details of landscape proposals should be submitted.

Additional conditions re undertaking a health check on the trees and details of remedial tree works.

N/A 49/2004/042

ENVIRONMENTAL HEALTH OFFICER I refer to my previous memo of 7th September 2004, the recent correspondence from Bevan Ashford on behalf of Exmoor Ales and our discussion about planning conditions for this application. Concerns have been raised re the possibility of odours and noise from the brewery causing a nuisance to future occupiers of the proposed dwellings, in particular the northern building which has facades overlooking the brewery. I note that the recent letter from Bevan Ashford does suggest that the developer submits a scheme of mitigating works to the Exmoor Brewery to reduce the affects of odours to a level that is unlikely to generate complaints from occupants of the proposed development. Whether this is possible from a planning perspective I will leave to you. However, with odour and noise problems it is often more effective to deal with the source of the problem rather than (or as well as) carrying out works at the premises being affected. I refer to the comments in my previous memo and would recommend that the conditions there are applied to the development (slightly amended versions attached). Note, that as it is the northern building that is most likely to be affected by any noise or odours I have suggested that the details for noise and odour mitigation are submitted before work begins on this phase, rather than before work begins on the whole development (as in the standard condition). This should allow work to start on the rest of the site, giving more time for the noise and odour issues to be assessed and mitigation measures agreed.

Section 9 Representations:- Paragraph 12 last line to read "... significant problems will arise such that the business will be UNABLE to co-exist with the proposed residents."

2 ADDITIONAL OBJECTIONS:-

One on behalf of Exmoor Brewery reiterating previous comments including proposed fenestration on north elevation; concern about the strong probability that the decision to approve will result in loss of jobs; pleased to see condition for acoustics, odour and stability surveys, but pressure will still come from new residents; concern over services being maintained.

One further set of comments from Quantock Engineering that the report does not address the issue of the mix of residents and industrial users' parking and access, conflicts which may arise and that a covenant prevents parking in the access areas (to west of site); and that the chimney has not been inspected since 1978 and concern is expressed about its stability.

Amend Condition 12 to read:- Prior to the commencement of development works on the northern building of the proposed development, the applicant shall, at his own expense, appoint a suitably qualified consultant with a remit to examine the premises and identify what measures, if any, may be necessary to ensure that odours from existing sources will not cause nuisance to the occupants of premises on the completed development. The consultant shall submit a written report to the Local Planning Authority, together with any odour reduction scheme recommended and the reasoning upon which any such scheme is based. Such report is to be agreed, in writing, by the Local Planning Authority prior to the commencement of development works. The agreed works shall be carried out prior to the northern part of the building being occupied.

Reword Condition 15 to read:- Full details of all surface water, foul water, fresh water and any other sewerage systems both for the proposed development and for any other premises served by such systems in the application site shall be submitted to and approved 'in writing by the Local Planning Authority before any development is commenced. The details shall provide for the commissioning of any replacement sewers or supplies prior to the decommissioning of the existing systems. The details shall include evidence that there is sufficient capacity in the existing adopted sewer system for any new or diverted foul sewage waste. Any proposed changes to the approved scheme shall be agreed in writing by the Local Planning Authority prior to implementation. The approved scheme shall be fully implemented prior to occupation of the first dwelling unit.

Amend Condition 22:- last sentence to read "The agreed works shall be carried out prior to the occupation of any parts of the building to which these works relate."

Amend Note 8:- Replace 12 and 23 to read "12 and 22", and replace Condition 15 to read "Condition 14 ".

Additional Note re:- Wessex Water advise:- (1) The development is located within a sewered area, with foul and surface water sewers available. (2) The developer has proposed to dispose of surface water to existing arrangements. (3) It will be necessary, if required, for the developer to agree points of connection onto our systems, for the satisfactory disposal of foul flows and surface water flows generated by the proposal. The connection point can be agreed at the detailed design stage. (4) With respect to water supply, there are water mains within the vicinity of the proposal. Again, Connection can be agreed at the design stage. (5) It is recommended that the developer should agree with Wessex Water, prior to the commencement of any works on site, a point of connection onto Wessex systems.

16 52/2004/037

1 ADDITIONAL LETTER OF OBJECTION raising the following points:- it is out of character with the area; similar houses in the area have large gardens; the dwelling would reduce the amenity of the neighbours; the light to the existing dwelling would be reduced; No. 9 would be left with only a small patio area with a new boundary wall/fence only 10 -12 ft from the back door.

Copies to:
CHAIR/NTN/TB/JM/CDW/AG/DA/JH/KM/JLH/IC/TAB/CJW/HM/H&L/RWF/
Planning Reception/JJ/RB/17 Committee Members/15 Public