

Amendment Sheet

5 05/2005/037

Amend condition to add "in accordance with details to be submitted to and approved in writing by the Local Planning Authority."

6 06/2005/033

COUNTY HIGHWAY AUTHORITY no objection in principle. Requests conditions re turning, parking and garages to remain available for parking of vehicles.

CONSERVATION OFFICER further views - (1) stand by view reference dominant form of dormer in village; (ii) note comments re roof pitch; (iii) still feel scale of extension to cottage to be excessive, if the ridge can not be reduced, suggest extension be set back; (iv) comments re ridge of new dwelling noted.

E-mail from applicant's agents in response to Conservation Officer's comments:- Following this week's e-mails and a telephone call with Conservation Officer Di Hartnell this afternoon, we make the following response: 1. It was agreed with the Conservation Officer that both mono pitched and pitched dormers are historically correct in terms of vernacular architecture. Although pitched dormers may be the most predominant in the village itself, in the direct environment of the site, the mono pitched dormer is more dominant, and can be found on the listed cottage at the end of Piffins Lane, to the house opposite the site entrance, and to no. 4 Church Street. The other main reason for choosing mono-pitched dormers for the design, was for practical reasons. Due to reducing the height of the ridge as far as possible, the dormers were required in order to give adequate head height to the first floor rooms. Because of this there are a large number of dormers which, in the current design, are visually lost within the roof. Pitched dormers would make the buildings look very busy and over designed. 2. The proposed dormer pitch is 17.5 degrees. Natural Welsh slates can be used at this pitch if they are fixed over a 'tac tray' which acts as extra weatherproofing under the slates. A company called Onduline manufacture a product called 'Ondutile' which is suitable for this application. Please refer to www.onduline.net under 'Ondutile'. This product has been specifically recommended to me by Alfred McAlpine Slate Products Ltd who operate Penrhyn Quarry in North Wales (tel. 01248 600656). The Conservation Officer has confirmed that one reason for her observation regarding the type of dormer was due to the problem of low pitch. The above product however overcomes this problem. 3. Due to internal heights for a new dwelling, we have got the ridge height just about as low as is practical, however we would be able to look at reducing this by another 250-

300mm maximum in order to help our client's application. This will bring the new ridge height within 100mm of the existing cottage ridge height. We feel we have made the extension subservient to the cottage by detaching it from the existing cottage via a lower level roof section. The roof of the main part of the extension is the same height as the existing cottage. The ground level also rises up at the rear of the cottage, so the building will appear lower. It is also brought down by the lower mono pitched roof to the west elevation adjacent to the cottage. However, following the Conservation Officer's comment, we would be able to push this entire extension back by a maximum of 0.5metres further east into the site in order to reduce its visual impact on the existing cottage and further open up views towards the church.

Comments of the Development Control Manager:- On the basis of the above response, I consider that the dormers are acceptable as proposed.

PARISH COUNCIL does not support this application and vigorously objects to the development for reasons of:- impact upon Conservation Area, importance of existing residential properties, ridge height of proposed dwelling in comparison to existing dwellings, lack of appreciation upon the highway problems/congestion - existing and potential - at Mount Street/Piffins Lane, lack of appreciation of existing ancillary buildings on site, indifference to potential archaeology assessment, adverse effect upon open space and loss of trees. Similarly the Council is aware of, and would endorse, the wide-ranging observations submitted by neighbouring residents upon this application. Reasons:- (1) The dwelling would overwhelm not only The Old Forge [listed building], but also be dominant upon other immediate dwellings to the detriment of the conservation area environment. The existing dwellings would become subservient to the new high roof-line dwelling. (2) The character of the proposed dwelling and design would not contribute to the local environment. The dwelling is not that of cottage-style and also set forward from the alignment of the existing properties. (3) The red sand wall render finish would be an inappropriate choice for the locality, being predominately that of local stone. (4) The development would generate unfavourable traffic movement at the Mount Street/Piffins Lane junction with the potential of at least six additional personal vehicles and, in addition, numerous visitor and service vehicles through an extremely poor visibility splay exit. It is essential that the highway authority recognise the magnitude and consequence of such traffic movement at this locality. The Piffins Lane vehicular access is across a busy footway onto the main highway, which is also aggravated through the continual traffic congestion including that of shopper's parked vehicles and long-bodied delivery vehicles serving the adjacent retail store. (5) Headlights of emerging vehicles from the site during hours of darkness would be a nuisance upon the living accommodation at The Old Forge, Piffins Lane. Note, no vehicles have been associated with the dwellings at Nos. 1/4 Church Street for a considerable number of years. (6) Demolition of the existing double garage & clock tower should be resisted, they contribute to the historical nature of the open space. The proposed new garages would be of inferior design and modern construction. The residual open space would facilitate allocation of substantial gardens for Nos. 1/4 Church Street. (7) The location of the new dwelling would create a difficult vehicular forward egress movement from Wall House driveway.

2 FURTHER LETTERS OF OBJECTION have been received raising the following additional issues:- many of the terraced cottages house elderly people without vehicles; overlooking; to suggest that this monstrous property would enhance the Conservation Area is preposterous; construction of proposed dwelling will need scaffolding in neighbour's garden and lane; should be no damage to boundary wall.

Additional conditions re parking, turning and garages to remain available for parking of vehicles.

Amended recommendation:- Delete 'and the views of the County Highway Authority'.

7 07/2005/021

COUNTY HIGHWAY AUTHORITY whilst there is no objection in principle, it is essential that visibility is improved for vehicles emerging from the site, particularly to the north as it is currently restricted by the roadside hedge. In the event of permission being granted would recommend conditions re visibility splays of 2 m x 60 m in both directions, hard surfacing over first 5 m of access, garages to remain available for parking of vehicles, area for parking/turning to be kept clear of obstruction and not be used other than for parking of vehicles, area for parking/turning to be kept clear of obstruction and not be used other than for parking of vehicles, gradient no steeper than 1 in 10 and provision to be made for disposal of surface water to prevent discharge onto highway.

Development Control Manager comments:- visibility splay requirements of the County Highway Authority would have an unduly adverse impact on the rural character of the lane at this point. I recommend that a lesser provision be made which improves visibility and seeks to retain the rural character of the area.

Additional conditions re visibility splays of 2 m x 60 m to the south and 30 m to the north, hard surfacing over the first 5 m of access, garages to remain available for parking of vehicles, area for parking/turning to be kept clear of obstruction and not to be used other than for parking of vehicles, gradient no steeper than 1 in 10 and provision to be made for disposal of surface water to prevent discharge onto highway. Amended Recommendation:- Permission be GRANTED ... (as printed).

8 08/2005/012

Withdrawn from Committee - the Parish Council no longer object to the proposal and the matter will be decided by the Chair of the Planning Committee taking account of the 2 letters of objection.

9 12/2005/008

Additional conditions re details of access and street front treatment/landscaping.

Additional Note re contact the Local Planning Authority to discuss an appropriate treatment for road frontage.

N/A 29/2005/011

Amended Description:- Change of use and temporary stationing of a maximum of 6 gypsy caravans and associated parking at land to the west of Higher Yalham Farm, Culmhead as amended by e-mails dated 20th August, 2005 and 6th September, 2005 and location plan.

COUNTY HIGHWAY AUTHORITY further to our telephone conversation yesterday, I have re-visited site this morning and the speed of vehicles travelling along that stretch of highway, are nearer to 40mph than they are to 30mph. The tree lined bank is set back approximately 1m from the edge of the carriageway and it would appear that with some cutting back (particularly for the first few metres immediately either side of the access) and tidying up of the trees/hedge that adequate visibility could be achieved. The required visibility for speeds of 40 mph (as set out in Places, Streets and Movements) should be 120 m, however taken into account my comments above the absolute minimum I would want is 90 m in each direction. I would therefore recommended the Condition I as set out in my letter dated 15 June 2005 is amended as follows:- 1. There shall be no obstruction to visibility greater than 900mm above adjoining road level in advance of lines drawn 2.0m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 90m either side of the access. Such visibility splays shall be fully provided before the access hereby permitted is first brought into use and shall thereafter be maintained at all times.

LANDSCAPE OFFICER the 2 m x 90 m visibility splay can be provided with some minor hedgerow management works which would not be contrary to the character of the AONB.

PARISH COUNCIL Having looked into the matter further please find following our comments on this proposed application in relation to the Circular 01/94: Gypsy sites and planning: 1. This Circular revises guidance on the planning aspects of sites for caravans which provide accommodation for gypsies. It applies equally to local

authorities' own sites and to applications for planning permission from gypsies themselves or from others wishing to develop land for use as a gypsy caravan site. The Circular comes into effect immediately. TDBC should therefore be subject to exactly the same planning rules as any gypsy who may wish to make an application. 10. It is important that policies for gypsy site provision are set out clearly in development plans to avoid any potential for disagreements with the settled population which might otherwise arise because of inappropriate location or inadequate explanation of proposed development. With such policies in place in plans, there will be more certainty for all concerned when planning applications are determined by local planning authorities or appeals are considered by the Secretary of State. Where has TDBC policy been in the application and plan so far? 11. In deciding what level of provision is necessary, it is essential for authorities to have up-to date information and to maintain records of trends through regular counts, particularly where the gypsy population varies appreciably. When preparing their development plans, authorities should take into consideration the number of gypsy caravans in their areas, particularly the six-monthly counts by local authorities, which are collected and published by the Department of the Environment and the Welsh Office. This information will also help determine the geographical distribution of caravans, and different needs between summer and winter months. Authorities should also consider making full use of the registers of unused and under-used land owned by public bodies as an aid to identifying suitable locations. Vacant land or surplus local authority land may be appropriate. Locations awaiting development in the future may also be suitable for a limited period. Surely this means that areas should not be saturated with Gypsies? Our Parish surely must already have fulfilled it's obligations. There must be other areas of under used land in TDBC's portfolio. 13. As a rule it will not be appropriate to make provision for gypsy sites in areas of open land where development is severely restricted, for example. Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, and other protected areas. Gypsy sites are not regarded as being among those uses of land which are normally appropriate in Green Belts. Green Belt land should therefore not be allocated for gypsy sites in development plans. PPG 2 gives guidance on Green Belt policy. Our Parish is in a designated AONB - and a Gypsy site should therefore not be considered appropriate here. 14. in deciding where to provide for gypsy sites, local planning authorities might, for example, consider locations outside existing settlements, but within a reasonable distance of local services and facilities, e.g. shops, hospitals and schools. Sites on the outskirts of built-up areas may be appropriate, provided that care is taken to avoid encroachment on the open countryside. Many sites may be found in rural or semi-rural settings, but care needs to be taken to ensure consistency with agricultural and countryside policies, including those set out in PPG 7 on the protection of the best and most versatile agricultural land. Our Parish is remote. We are not near to local services such a hospitals and the nearest school is not within walking distance. Nor are there any local shops within walking distance. Public transport is very limited. 15. Sites, whether public or private, should be identified having regard to highways considerations; this may be achieved through early contact with Regional Operating Units of the Department of Transport, or, in Wales, the Welsh Office Highways Directorate. Guidance on access is given in draft PPG 13 ("Transport"). In setting their policies, local planning authorities should have regard to the potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities. The Roads near to

the proposed site are typical country roads. They are very narrow and already very busy, and not suitable for heavy vehicles. Is there no land close to an industrial area? Easily accessible by vehicles and on a better transport system? Also closer to schools and other services? 22. As with any other planning applications, proposals for gypsy sites should continue to be determined solely in relation to land-use factors. Whilst gypsy sites might be acceptable in some rural locations, the granting of permission must be consistent with agricultural, archaeological, countryside, environmental, and Green Belt policies (see paragraphs' 13 and 14, above). The aim should always be to secure provision appropriate to gypsies' accommodation needs while protecting amenity. It is clear here that the needs of the AONB should be put above the possible need for a Transient site. Additionally, the Planning for Gypsy and Transient Sites consultation paper published by ODPM in December 2004 upheld this view. It is only permissible to consider an application in AONB under exceptional circumstances. Given that the site is not suitable in terms of local services such as Hospitals and Schools it is unlikely that this would be such an exceptional circumstance. Furthermore, there is likely to be land in TDBC's portfolio, not in an AONB which is more suitable.

11 31/2005/012

Withdrawn from Committee.

As amended by agents letter dated 27th September, 2005 and drawing No. 05/586/01A.

This is a Reserved Matters application and refusal was recommended because of overlooking windows and the relationship to an adjacent dwelling. The amended plans has overcome these objections. The internal arrangement of the dwelling has been changed so that there are no bedroom windows overlooking the adjoining property, only obscure glazed bathroom windows, and all bedroom windows now overlook open fields to the west and north. The building has been set back a further 1 m away from the adjoining property and an existing 2.6 m high wall will have a greater effect on daylight and sunlight to that property. The previous objection has been withdrawn and neighbours have been advised of the amended plan.

In light of the above amendments to the application overcoming the Planning Officer's objection it can now be decided by the Chair of the Planning Committee taking into account the letter of objection.

12 38/2005/303

As amended by site plan received on 26th July, 2005 and amending plans received on 12th September, 2005, stepping back development adjacent to 46a Wood Street.

The original 2001 outline scheme indicated a build depth fronting Staplegrove Road that was in line with the existing properties. The illustrative sketch for the application indicates that the proposal would project approximately 3 m beyond the rear of the eating and serving area of 'Mollys' (adjacent to the kitchens) and 3.4 m to the rear of 17 Staplegrove Road/8 North Town Mews introducing a double depth of development. This distance is approximately in line with the proposed "second gable", 8.3 m high (apex) and 5.3 m high (eaves level) and this will reduce light into the rear of the properties, in the morning from Staplegrove Road and in the evening from 'Mollys' rear kitchen window.

The illustrative sketch is to indicate numbers of units on the site and not the finished design. I consider that the principle of development back into the site is acceptable but acknowledge that the future details must give space to retain the amenity of neighbouring properties. Accordingly I suggest an additional note to the applicant to highlight the need for careful design in the future in these areas.

2 FURTHER LETTERS OF OBJECTION have been received raising the following issues:- the amendments are minor and do not alter previous objections; gross overdevelopment of small site; the plans do not indicate the height of the development; the plans do not show the relationship of the building to the rear yard 'Mollys'; the new building will overshadow the kitchen windows of the adjacent cafe; it is wrong to assume that the neighbouring site is likely to be redeveloped; in the event that the Planning Committee grant this application could the (1) 3 m high boundary wall around the site be conditioned.; (2) the pitched roof to the single storey element is essential to avoid overlooking in the future; (3) windows for flats 13 and 19 at the front and 5 and 8 to the rear should be frosted glass to avoid overlooking of existing properties; (4) the new building is shown attached to the existing but there is no permission for this and a gap must be retained, this includes the foundations.

Additional Note re careful design to take account of need to protect neighbours amenity.

Amended Recommendation:- Subject to the completion of the Unilateral Undertaking to provide contributions for recreation/open space by 4th October, 2005 the Development Control Manager ... (as printed)

In the event that the Unilateral undertaking is not completed by 4th October, 2005 permission be REFUSED for the reasons of insufficient recreation/open space contrary to Taunton Deane Local Plan Policy C4.

Copies to:
CHAIR/NTN/TB/JM/CDW/AG/DA/JH/KM/JLH/IC/TAB/CJW/HM/H&L/RWF/
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