

5 34/2007/012

RESIDENTIAL DEVELOPMENT TO PROVIDE 145 DWELLINGS TOGETHER WITH INFRASTRUCTURE AND ASSOCIATED WORKS, LAND ADJACENT TO SILK MILLS LANE, STAPLEGROVE, AS AMENDED BY LETTER DATED 16TH APRIL 2007 WITH ACCOMPANYING DRAWING NO. 1180/300B AND LETTER DATED 1ST JUNE 2007 WITH ACCOMPANYING FLOOD RISK ASSESSMENT AND DRAWING NOS. 1180/100/REV B AND 101/REV B

As amplified by e-mail dated 11th June, 2007.

Amendment to Recommendation:- (iii) delete 'County Highways'; (iii) delete 'and Drainage Officer'; (v)(b) capital sum for the improvement of existing nearby sports pitch facilities to be £1,023 per dwelling; (c) the landscape buffer zone to be maintained by a management company or adopted by the Borough Council and not conveyed to the individual dwelling owners; (d) contributions to secure a public transport subsidy of £400 per household in the form of a one year bus pass per dwelling. Also subject to receipt of satisfactory amended plans to incorporate the views of the County Highway Authority and the receipt of no further representations raising new issues on the amended plans being received by 19th June, 2007.

COUNTY HIGHWAY AUTHORITY the land is allocated in the Taunton Deane Local Plan and, in consequence, there is no objection in principle to the application. In detail, it is essential that the means of access is acceptable and that the development does not create an unacceptable harm to the local highway network. To this end, a transport assessment has been submitted, which is satisfactory. The plan showing a right turning lane forming the vehicle access to the site has been submitted and shows that this form of junction is acceptable. I have the following comments to make on the detail of that drawing which will need to be amended prior to any Section 106 Agreement being negotiated. A. Mill Rise should not be simply closed off by bollards but the Silk Mills Road kerbline should be taken through the junction and the footway/cycleway continued through with appropriate tactile paving surface area. Rather than bollards, it would be preferable to incorporate some from the staggered barrier to assist in reducing the approach speed of cyclists coming down Mill Rise. B. The through lane widths on Silk Mills Road should be 3.4 m rather than 3 m. This will then affect the length over which the ghost island is developed, and it should be a 1:20 taper. C. The footway on the east side of Silk Mills Road should be widened to provide a footway/cycleway along the frontage of the development to link up with the Staplegrove Road and back to Bindon Road junction to link into the Taunton Trading Estate. The development will also be required to provide contributions to secure a public transport subsidy of £400 per household in the form of a one-year bus pass per dwelling. Therefore, subject to the above being included in a Section 106 Agreement with the Highway Authority, there would be no highway objection to the development. CIVIC SOCIETY while we are pleased to see that the recent amendments to the masterplan appear to increase the depth of the landscape buffer along the Silk Mills Road and Staplegrove Road, and that the revised block arrangements on the Silk Mills Road slightly increase

the permeability of the site and may reduce the impression of a series of residential enclosures, we object to this application because:- 1. It is a gateway site at the edge of the town: as the land rises, it is naturally prominent. However the design model seems to be that of a town centre development: high density, very urban, having little relation in height or plan to the landform on which it is sited. Overall the scheme, even reduced as it now is from 152 to 145 dwellings, seems somewhat of an over-development. 2. Two busy main roads bound the site to the west & north, Bindon Road is yet another busy road just a little way south, and access eastwards seems restricted. Yet there is no apparent provision of play space. We consider that this is essential in a relatively large development. Further, we note that the land behind the development (just below Mill Rise) is marked for possible future development, so even more families may eventually live here. The effects of this development on run-off to the adjacent flood-plains should be carefully assessed prior to approval. We are pleased to see that this development does at least offer 1.5 parking spaces per dwelling.

LANDSCAPE OFFICER (amended plans) the additional 'open space' at the front of Silk Mills Lane will help to maintain a useful landscape buffer for this edge of town site. DRAINAGE OFFICER I note from the Flood Risk Assessment report recently submitted that a drainage strategy for dealing with surface water run off has not as yet been determined at this stage. I refer therefore to my previous comments dated 4th May and my request that no works should commence on site until a system of surface water disposal has been agreed and that it should be make a condition of any approval given. I would point out that in item 3.2 in the report that a green field run off rate of 20 litres/second is to be used to calculate on site attenuation of flows. This figure is for a 1 in 2 year rainfall event, this is not acceptable as the design requirements as outlined in our Guidance Notes for Developers on Surface Water Drainage Issues, previously forwarded, is for a 1 in 1 year event and therefore the figure of 17.3 l/s should be used in any design option chosen.

WARD COUNCILLOR thank you for taking the time to discuss this application with me and for answering my numerous questions. I would like to make the following comments:- 1. I acknowledge that this area has been identified on the Taunton Deane Local plan as an area for development of a minimum of 80 dwellings. 2. I acknowledge and support the concerns of local residents regarding the density of the proposed development and whilst recognising the fact that the number of dwellings has been reduced from 152 to 145 as part of this consultation, I feel that this is still too many, particularly in view of the additional areas identified for future development. 3. I accept that guidance and policy from central government has moved towards high density housing developments in order to accommodate the increasing need for local and affordable housing, but feel that the density of this development is not in keeping with the local area and is at the cost of any provision for suitable recreational facilities which are desperately needed in a development of this size for both the elderly and young families, particularly given it's proximity to very busy road and rail links and the nearby industrial estates. 4. I support concerns that the increase in traffic flow due to the size of this development will have a negative effect on what is already a busy and congested link into and out of Taunton. 5. I support concerns regarding the development of 2.5 and 3 storey dwellings on what is a sloping site although I accept that the extension of the 10 m wide landscape buffer and further 5 m wide no build zone are an attempt to diminish the impact of these constructions. 6. I recognise the dire need for affordable houses in the local area and support the proposal for the maximum number of affordable houses to be built as part of this development. 7. I am disappointed that the request for private consultation by Staplegrove Parish Council has been declined.

Page 41 penultimate paragraph – reference to 45% should read 35%.

REVISED APPLICATION (34/2006/038 & 34/2006/023) TO SUBDIVIDE PROPERTY TO CREATE TWO DWELLINGS AT CALYPSO, RECTORY CLOSE, STAPLEGROVE.

It has been clarified with the agent that access to the rear dwelling would be to the west of the bungalow via an existing pathway and not as previously shown on applications 34/2006/038 & 023 to the east. This is due to the rearranged parking provision within the site. The proposed access to the rear dwelling runs adjacent to the service road to the west which provides access to dwellings located to the south of the site. The west boundary of the site is well screened by a mature hedge.

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38/2007/070

ERECTION OF FIVE STOREY BUILDING COMPRISING 65 CATEGORY II SHELTERED APARTMENTS FOR OLDER PEOPLE TOGETHER WITH COMMUNAL FACILITIES, GUEST SUITE, ESTATE MANAGERS OFFICE OVER TWO RETAIL UNITS, A CLASS A3 CAFE/RESTAURANT WITH OUTSIDE TERRACE AND COVERED PARKING AREA, SPECTATOR STANDS AND GROUNDSMAN'S STORE AT LAND ADJACENT TO WEST STAND AND COAL ORCHARD CAR PARK, SOMERSET COUNTY CRICKET CLUB, TAUNTON

CIVIC SOCIETY Thank you for your email of 5 June explaining that the Design and Access statement and several revised plans had not been put on the TDBC website, but had now been posted. We have now examined the revisions (although I have to say that several of the revised plans were extremely difficult or impossible to download (a feature that seems to be increasingly associated with large documents on your website), and do not find the differences sufficient to remove the majority of our previous objections, particularly as regards height of the apartments at the river end, and their closeness to the river edge. While we can now see a gate preventing entry to the playing area at the end of the western stand nearest to the riverside, we still see no wall or barrier preventing entry to the long ground level "corridor" between the stand and the apartment building. This suggests that it could be an area very prone to anti-social behaviour. If there is a barrier that seals the space between the apartments and the stand from the riverside, then there is no elevation showing how this will appear. Further, there is still no view showing how the back of the stand as it curves round beyond the apartments towards the river edge will appear. We conjecture that it will be very unsightly. We see that some communal space is now allocated at the penthouse level. This is welcome, but we still feel that the residents would value a small space on each floor – we would suggest a "landing" near to the solitary lift shaft. We continue to believe that the building ought to have two widely separated lift shafts so that the task of evacuating people with limited mobility would be eased should an emergency occur. All our other detailed comments stand, (including the sparsity of metrics) and we would again urge that this application should not be approved until the consequences of such approval upon the whole "Cultural Quarter" on which this so closely impinges has been carefully considered and reported back to the Council. Even if the implications are acceptable to the Brewhouse, there will undoubtedly be further knock-on effects. Has the Council a grip on these consequences? What the town needs in order to carry out Project Taunton is planning, not happenstance.

Additional condition:- re submission of the detailed treatment of the rear of the spectator stand prior to any works commencing.

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