

5 21/2007/007

SITING OF TEMPORARY AGRICULTURAL WORKER'S DWELLING, DEAN BARTON, SOUTH OF LANGFORD BUDVILLE, GR 111226, LANGFORD BUDVILLE

The agent has confirmed that with reference to the sewage treatment plant (STP) the method of disposal and land area available, there is sufficient scope to provide a discharge point within the ownership of the applicant shown as the blue line on the site plan. It should be noted that Consent to Discharge would be required from the Environment Agency.

Additional condition:- if the poultry enterprise ceases the mobile homes shall be removed from the site.

6 24/2007/028LB

CONVERSION OF BARN INCORPORATING ATTACHED REDUNDANT AGRICULTURAL BUILDING TO DWELLING AT THE CIDER BARN, KNAPP FARM, NORTH CURRY

PARISH COUNCIL supports the application.

Additional condition re timber windows and doors.

7 24/2007/029

CONVERSION OF BARN INCORPORATING ATTACHED REDUNDANT AGRICULTURAL BUILDING TO DWELLING AT THE CIDER BARN, KNAPP FARM, NORTH CURRY

COUNTY HIGHWAY AUTHORITY there is an existing permission to form a barn conversion and this application is to extend the scope to incorporate an additional agricultural building. Consequently there is no highway objection. It is noted that the intention is to use the existing 'approved access' as shown on the site plan. Visibility for emerging vehicles is restricted by the existing stone wall. However given the low

speeds of vehicles and very low volume of traffic it would be unreasonable to object to this access. From a highway perspective a better access would be to use the other access on the outside of the bend approximately 25 m to the east.

NATURE CONSERVATION OFFICER no evidence of nesting birds or roosting bats was found Report dated April 2007. However, because a potential site for bats to roost will be lost through this development a condition in relation to mitigation measures such as a bat box is recommended in addition to informative notes.

PARISH COUNCIL support the application.

Additional condition re bat box provision.

Additional note re protected species.

9 **38/2007/183**

RESIDENTIAL REDEVELOPMENT OF FORMER GAS STORAGE SITE INCLUDING NEW SITE ACCESS, CAR PARKING AND ASSOCIATED WORKS AT THE FORMER GAS STORAGE SITE, TANGIER, CASTLE STREET, TAUNTON

COUNTY HIGHWAY AUTHORITY I am in receipt of the above Applications and the comments below relate to both Applications in terms of the reserved matters and the new Application. The Local Planning Authority are aware of the previous comments/discussions/observations on the site and its influence on the Vision for Taunton, the permitted development of the third way inner relief road, the surrounding developments and Town Planning requirements. In detail, the Highway Authority have no objection, in principle, but would make the following comments and, in addition, I should like to make comment on behalf of Somerset County Council's Transport Policy Unit on the Application. The site layout is likely to require advanced payment charges. However, with the provision of suitable management agreement and construction detail the Highway Authority would be satisfied that the site remains private and the proposed materials would be acceptable, subject to minor alterations at the junction of the main access with Tangier and an amendment plan should be submitted to reflect the accepted amendments discussed with the Highway Authority and the developer. The Application for reserved matters and the Full Application for 44 Senior units represents an uplift of 75 residential units. Within the supplemental transport assessment the Applicant has indicated a proportional increase in the highway contribution set out in the existing 106 Agreement dated 2 December 2005 from £200,000 to £300,000. This is acceptable to the Highway Authority, subject to index linking of the sum from the date of the agreement, 2 December 2005. The increase in residential units and the reduction of car parking warrants the imposition of a Travel Plan, which should include bus pass provision and other incentives, such as car clubs, cycle parking and should score a minimum of 45% on the Department of Transport's scoring model. Such provision should be secured

through a Section 106 Agreement in accordance with PPG13 along with the uplifted contributions. Such provisions can be via a supplemental agreement and should be provided prior to the occupation in relationship to the Travel Plan and upon commencement of the development for the highway contributions. Within the development the Applicant has indicated a cycle path provision and the cycleway/footway bridge over the River Tone. These are welcome and should be constructed to the appropriate design guidance. With the site frontages the Applicant has shown footway construction which should be provided prior to the occupation and constructed to adoptable standards and should be provided at a height and level so as not to have a detrimental impact on the future development of Tangier and should incorporate the raised levels in the Environment Agency requirements. This will have an impact on the visibility splays for the car park and the second access, but plan number 0602-15SK03 is acceptable to the Highway Authority. Whilst discussing the frontage of the site, the Somerset County Council Transport Policy Unit have expressed a concern with regard to the frontage of the Inner Relief Road not being an active frontage and is unlikely to enhance the setting. This would appear to fly in the face of the requirements set out for the Rotundra within the site and the third way bridge which are required to be of a iconic design. This must be a matter for the Local Planning Authority and I would advise that the Local Planning Authority discuss the issues with Mr Paul Browning of Somerset County Council. The levels of the development and the infrastructure should accord with the design for the Inner Relief Road and to this end a suitable Grampian condition should be imposed, along with phasing of the development. Therefore, should Planning Permission be granted for both Applications the following conditions should be imposed:- No occupation shall commence on the proposed development site until the footway, cycleway bridge (across the River Tone) has been carried out in accordance with a 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. (1) Before any work is commenced a programme showing the phasing of the development shall be submitted to and approved by the Local Planning Authority and the development of the estate shall not proceed other than in accordance with the approved programme. (2) The layout required to be submitted under the terms of this permission shall be so designed as to enable the comprehensive development of the land the subject of this application and the land adjoining and to the south west, south and south east (third way Inner Relief Road and Tangier). (3) No work shall commence on the proposed development until the horizontal, vertical alignment and levels have been agreed in writing by the Local Planning Authority and have been carried out in accordance with a design and specification to comply with the approved planning permission and design for the Inner relief road (third way) and has been implemented to the satisfaction of said Authority. (4) The layout to be submitted shall make adequate provision for a temporary car park within the site to accommodate operatives and construction vehicles during the contract period and shall indicate the eventual use of that area. (5) Before the dwellings hereby approved are first occupied a properly consolidated and surfaced access shall be constructed (not loose stone or gravel) details of which shall have been submitted to and approved by the Local Planning Authority. (6) 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 development

first being brought into use. (7) Before the access hereby permitted is first brought into use, the turning space shown on the submitted plan shall be properly consolidated and surfaced to the satisfaction of the Local Planning Authority. Such turning space shall be kept free of obstruction at all times. (8) At the proposed access, there shall be no obstruction to visibility greater than 300 mm above adjoining road level within the visibility splays shown on the submitted plan, drawing 0602-15SK03. Such visibility splays shall be constructed prior to the commencement of the development hereby permitted and shall thereafter be maintained at all times. (9) There shall be no obstruction to visibility greater than 300m within splays measuring 2.4 m x 25 m at the junction of the proposed access road with Tangiers above adjoining road level within the splay areas having co-ordinates of at the junction of the proposed estate road with . Such visibility splays shall be fully provided before works commence on the erection of any of the dwellings/industrial units hereby permitted and shall thereafter be maintained at all times. (10) It is essential that this approval is read in conjunction with the planning permission issued on the "outline" application originally submitted in connection with the proposal and any conditions upon which such permission was granted must be strictly observed. I should also advise that the phasing of the above development and the level requirements that need to be co-ordinated with the Inner Relief Road Scheme should form part of the supplemental agreement to ensure the effective development of the area. COUNTY ARCHAEOLOGIST views awaited. PROJECT TAUNTON no objection to the proposed development but wish to ensure that the treatment of the public realm areas conforms to the LDA design. CIVIC SOCIETY The Civic Society considers the proposed design to be deeply flawed, and very strongly objects to both of these applications. The site has a very limited depth. The design follows the Taunton UDF & Taunton Design Code proposal of perimeter blocks (see page 65 in either) but this was for Townhouses only 3 storeys high on the river frontage and 4 storeys on Castle Street and Tangier, which did not overwhelm the narrow spaces between the blocks, and were consistent with existing earlier development in the town. In moving from the 150 dwellings proposed in the outline planning application (38/2002/114, approved 2 Dec 2005) to the 225 dwellings on a site only (at most) 0.1 hectares larger, the buildings have become higher - virtually all are 4 or more storeys, and the majority of the river frontage is 5 storeys (or more). A layout acceptable for townhouses is very inappropriate for these much taller structures, because it results in inadequate privacy, and congested, potentially noisy and severely shadowed courtyards. The Castle Street and Tangier ground floor frontages are effectively "blind" apart from the secure doors, and fail to satisfy the need for active frontages (acknowledged on page 9 of the Design Statement!). Blue bricks are not traditional in Taunton. The roofline is very monotonous and uninteresting and the arbitrary butterfly shapes do nothing to improve it. The proposed height will result in a deeply shadowed riverside. The plans and views show shadows from a very favourable sun position - and even then some appear inconsistent (e.g. 18210/A/PL003). We request that the Council conducts a Sun Study for this proposal before taking it to committee. We do not feel that there is necessarily an intrinsic problem with the number of dwellings sought, but that a highly unsatisfactory design solution has been adopted. Quite apart from the general unsuitability of this design we find that there are a number of objectionable characteristics: 1. The layout does not encourage access to, or promote enjoyment of, the river for the public. It is essentially two large, impermeable blocks positioned as closely as possible to the river edge and the only

public route through by the tower is confusing and shared with the main vehicular access. Given that any proposal for this site must provide a path along the river, this layout does the absolute minimum to assist the Vision objective of "putting the river at the heart of the town centre".

2. The elevational treatment of the tower emphasises its squatness: it appears clumsy and could be much improved, and harmonise much better with the other towers in Taunton if vertical patterns and rhythms were emphasised.
3. The curved built form at the eastern end facing the Third Way is likely to be an unhappy neighbour to its surroundings. A more angular and sharper form would be better defined. The fenestration is questionable for apartments for the elderly.
4. The uniformity of both the north and south faces of each of the courtyard blocks results in a development that is dull and almost oppressive.
5. The lighting scheme seems to make no concessions to the dark skies initiative (policy EN34 refers). We object to such widespread wall and tree canopy uplighting, and to the lighting columns along the riverside and around the tower. We also doubt that this is helpful in terms of making the river a wildlife corridor.
6. The double parking spaces at the western end of Block A are likely to be a very awkward and unsatisfactory arrangement.
7. The selection of external facing materials seems arbitrary and questionable in the Taunton context. In addition the treatment of the riverbank is complex - even fussy - with a multiplicity of materials and textures.

The (public) consultation responses recorded in the Design Statement (appendix 1) constitute a clear rejection of the scale and style of the development, and it appears that the developer has taken virtually no notice of any of the responses. The outline planning consent concession of purely residential, rather than mixed, development has resulted in a sterile riverside and inactive frontages. The developer should be encouraged to include some publicly accessible uses that will be beneficial to residents and passers-by. Richness comes from diversity. This is a very important site in the context of the regeneration of Taunton's town centre. The existing derelict land and inaccessible river face need development - and that development should act to enhance people's enjoyment of the river, and make a high quality contribution to the whole Tangier area. We therefore believe there is a need for fresh thinking based on a more searching analysis of the tensions between the number of dwellings desired and the problems and sensitivities of this site. Hopefully a more appropriate solution might then emerge.

CREATING EXCELLENCE in reading of the Civic Society's concerns, I would observe this on their major points:- The site is narrow - if a perimeter block form were to be composed of townhouses (presumably as family homes) then they would be unacceptably close in their back to back relationship to one-another. It seems right to have the development facing in both directions, therefore, apartments are more suited to this site. The necessarily heightened ground floor levels (to deal with potential flooding) mitigate against truly active facades and whilst the proposals are not exemplary as a form of urban development they represent a good compromise given the other constraints of the site. An engineering brick seems like an appropriate choice of material - whilst blue brick may not be the local vernacular, neither is their use historically confined to Staffordshire - I'll bet you'll find some at Taunton station! I think the scheme is a good deal less monotonous than other housing projects (historic and contemporary) that are thought to be very good. I'm not sure how else to comment! - The "deeply shadowed riverside" will, unfortunately, be inevitable given the orientation of the site - development of almost any height along the river frontage will cause over-shadowing of the walkway, except in the early morning and the evenings.

Historically, this has not been a consideration for waterfront urban design in towns and cities. With further global warming, shade may well be an advantage! The break between blocks will, of course alleviate things. I hope these points are helpful, sorry to hear about the potential disturbances to wildlife. I don't have any further observations on the final submitted scheme which seems to me to be broadly in accordance with our pre-application discussions. I offer these thoughts informally in my capacity as an officer both of CABA and Creating Excellence, but please be clear that I can not and do not speak formally on behalf of either the CABA national design review service nor the South West Regional Design Review Panel.

Assessment Update:- Further discussions with the applicant have indicated that additional information is to be submitted imminently (received today) that will establish the full impact of the proposal on the wildlife of the area and identify any mitigation works that are required and any alterations to the approved scheme. As a result I attach an update to the committee item with some additional information on the proposal and assessment. The application would provide the following mix of accommodation: - 26 x 1 bed roomed apartments, 99 x 2 bed roomed apartments, 28 x 1 bed roomed apartments, 16 x 2 bed roomed apartments, 5 x 1 bed roomed apartments (shared ownership), 6 x 2 bed roomed apartments (shared ownership), 22 x 1 bed roomed apartments (rented), and 23 x 2 bed roomed apartments (rented) This mix is as agreed with the housing department. The applicant proposes to provide 114 parking spaces on the site, cycle parking for each of the 225 units. The local plan establishes that a reduction in the total number of car parking spaces on site can be considered appropriate if the site is centrally located with good access to public transport, shopping and employment. Tangier is sited in a very accessible location with employment; shopping and the town centre just a short walk away. In addition the developer has produced a green travel plan to encourage the occupants away from owning/using a car. The package includes details of the County car share scheme, bike vouchers to enable the purchase of a bike, secure bike parking on site, an information pack on the bus services, foot and cycle ways plus the provision of internet access to each flat and details of on line shopping. Taking this into account the provision of 114 parking spaces is considered to be acceptable. To reiterate and add to the flood detail in the main report, the site lies within the floodplain of the River Tone and as such it is important to ensure that the site is protected from flooding up to the 100-year floor level (+20% for climate change). As a result the ground floor levels of the site will be raised to 7.10m AOD. In addition it is proposed to construct a retention reservoir along either the Galmington or Sherford rivers to hold back the rate of flow into the River Tone during flood conditions. The developers are currently negotiating to obtain the necessary land. In addition the development of the site would be likely to result in an increased risk of flooding due to loss of existing flood storage land. The developer has two possible solutions. Firstly to provide compensatory flood storage as part of this Council's proposals at Long Run farm, designed to cater for all of the Project Taunton Sites within the floodplain or secondly to provided storage tanks below the development. Both options would work in principal and full details would be submitted and agreed prior to the commencement of works on the site. The application site suffers from contaminated land resulting from its use as a gas storage site. Remediation works have already been undertaken to ensure the site is safe but additional works are required when the site is disturbed for building works.

A construction management plan has just been received that should ensure that the works will not pose a threat to the public, County Wildlife Site, the River Tone and beyond. The proposed development will be located immediately adjacent to the new Third Way as a result a noise assessment has been submitted and the buildings are to be designed to mitigate for the future noise levels. This will include appropriate wall construction and window details which have been itemised in the acoustic report. The outline planning permission (suggested 137 units) accepts the provision of a footbridge over the River Tone in lieu of on site leisure and recreation facilities as it was considered important to link the site to the existing French Weir Park. The current scheme is for 225 units and the developer has agreed to provide a pro rata contribution towards leisure and recreation provision, within French Weir Park, for the additional 88 units. The main committee report refers to concern over the potential impact of this development on the wildlife (including protected species) that inhabits the County wildlife site (River Tone Corridor). In order to fully assess this impact and mitigate for adverse affects, the developers have provided a biodiversity report, environmental management plan and construction management plan for the site. Full consultation has now commenced and I wait their evaluation prior to the 13 weeks limit (24th July, 2007). Negotiations also indicate that the developer is prepared to make necessary alterations to the scheme to incorporate the mitigations measures that are likely to be required. Forward Plans and The Civic Society have made detailed comments regarding the design of the site. Contemporary design is a difficult subject to assess and during informal discussions on the design of the site the Council involved a representative from Creating Excellence, a body linked to CABI, who offer design guidance when requested. I attach a copy of their response to the Civic Society's concerns above. It is acknowledged that this is a particularly difficult site to develop and the design has attempted to achieve a balance between the competing requirements of the site (affordable housing, land contamination, protection of wildlife and the County Wildlife Site and built form). The issue of alternative ground floor uses was resolved when the outline planning permission was granted. At that time it was agreed that this part of Tangier would provide a residential development with the remaining areas of Tangier offering an opportunity to provide a mixed use. In discussions with the developer concerns about the suitability of the blue engineering brick have been out into question. It has been agreed that the principle of an alternative brick, in keeping with Taunton, will be explored further to ensure that the ground floor elevation adjacent to the road blends in with materials of the local area. Project Taunton do not object to the proposal provided the river Treatment is in accordance with the design strategy for the river Tone. This document is still in draft form and is of limited weight. Further discussions are to take place to check the impact of this proposal on that strategy. The developer has, today, submitted the required phasing plan, reports and amended lighting and landscape details. The views of the consultees on this information are awaited. Subject to all of these details being acceptable the proposal is considered acceptable.

Amended Recommendation:- Subject to the acceptable comments of the consultees on the submitted archaeological report, biodiversity report, environmental management plan and construction management plan and any necessary amendments to the scheme, a revised flood assessment, sequential test for site selection and the completion of a supplementary Section 106 Agreement covering:- education, leisure and recreation contributions, provision of public access

to footpath link adjacent to and footbridge over the River Tone, increased highway contributions, affordable housing by 24th July, 2007 (all levels of payment to be on a pro rata basis from existing Section 106 Agreement) the Development Manager in consultation with the Chair/Vice Chair be authorised to determine and permission be GRANTED subject to the following conditions:- 38/2007/183 additional conditions:- samples of all proposed materials; details of glazing of blocks fronting the River Tone; planting and management scheme; details of lighting based on agreed amended lighting plan, submission of revised brick details for the buildings and walls of the development blocks facing Castle and Tangier Street and any additional conditions resulting from the consultation responses that may be agreed in consultation with the Development Manager and the Chair/Vice Chair. 38/2007/184 time limit, materials, In accordance with agreed phasing plan, footpath/cycleway link, footbridge, parking, cycle parking, levels as shown on the submitted plan, samples and approval of materials for hard surfaced areas and drives etc, landscaping, combined radio and TV aerial, contaminated land, strip of land min 5 m in width adjacent to the river Tone, details of the emergency safe route to be provided prior to occupation, proposed floor levels as on submitted plans, trapped gullies for all parking and hard surfaced areas, separate foul and surface water drainage, noise emissions during construction Mon-Fri 0800 – 1800, sat 0800 – 1300 at all other times no noisy working, flood warning notices to be erected, scheme of compensatory flood storage to be provided, No development until scheme for surface water run off limitation submitted, approved and implemented, finished ground levels min 16.47 m, finished floor levels min 16.77 m. You are reminded of the need to submit and gain approval for additional details in compliance with the requirements of conditions placed on the outline application 38/2002/114 in particular 04 (phasing plan), 21 (safe exit route), 23 (details of trapped gullies for parking areas etc) 28 (emergency flood evacuation plan), 29 (details of the flood compensation storage areas and their provision or alternative), 30 (details of the run off limitation scheme and its implementation). 38/2007/183 time limit for commencement, details/samples of materials, phasing plan; footpath cycleway link along southern boundary of River Tone as shown on the submitted plans and maintained for public access thereafter; Pedestrian access to be from Castle street as shown on the submitted plans; parking as shown on the submitted plan; cycle parking as shown on the submitted plan; samples of walling materials and surfacing; green travel plan, details and provision of trapped gullies; samples of walling materials and surfacing; archaeological watching brief contaminated land; submission of glazing details facing the River Tone and implementation; acoustic report as submitted; combined TV radio aerials; provision of minimum 5 m wide access adjacent to the River Tone; plan of a safe exit plan in times of flood; separate foul and surface water drainage; site levels as shown on submitted plan; external lighting details based on revised lighting plan; planting scheme and management plan; and any additional conditions resulting from the consultation responses that may be agreed in consultation with the Development Manager and the Chair/Vice Chair.

11 42/2007/010

FORMATION OF ACCESS, HARDSTANDING AND FARM TRACK ON LAND AT KIBBEAR, TRULL AS AMENDED BY PLAN RECEIVED ON 25 MAY 2007

1 FURTHER LETTER OF OBJECTION raising the following additional issues:- these new buildings and the new 400 m road and access will cost a great deal of money for this farm; we are not against the applicants having a new access providing that this is strictly for farming by definition "for the raising of crops and livestock" on Kibbear Farm and controlled by condition; detail setting out drawing of the access and visibility splays should be based on a simple road frontage survey rather than what appears to be an inaccurate blow up of the OS plan.

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