

38/2004/521

GADD HOMES LTD

DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 21 FLATS TOGETHER WITH CAR PARKING AND ASSOCIATED EXTERNAL WORKS, NORMANDY WINDOWS, WILFRED ROAD/GLOUCESTER STREET, TAUNTON AS AMENDED BY PLANS ATTACHED TO AGENTS LETTER DATED 26TH NOVEMBER, 2004

2382/24697

FULL PERMISSION

PROPOSAL

The site currently comprises a factory, but is located within a predominantly residential area. It bounds the rear of properties in Eastbourne Gate and also has frontages to Gloucester Street and Wilfred Road. The north western corner of the site is adjacent to Victoria Park.

The proposal as originally submitted showed 24 flats with 20 parking spaces. However, following concerns raised in respect of the impact upon properties in Eastbourne Gate, buildings were reoriented and now comprises 21 flats and 21 parking spaces.

CONSULTATIONS AND REPRESENTATIONS

COUNTY ARCHAEOLOGIST no objections. WESSEX WATER The development is located within a foul sewered area. It will be necessary for the developer to agree a point of connection onto the system for the satisfactory disposal of foul flows generated by the proposal. This can be agreed at the detailed design stage. The developer has proposed to dispose of surface water to 'existing' As there are no existing separate surface water sewers in the vicinity of the site, it is advised that the developer investigate alternative methods for the satisfactory disposal of surface water from the site (e.g. soakaways). Surface water should not be discharged to the foul sewer. Your Council should be satisfied with any suitable arrangement for the disposal of surface water. With respect to water supply, according to our records, there is a public water main crossing the site. Please find enclosed a copy of our supply records indicating the approximate position of the apparatus. Wessex Water normally requires a minimum, 3 m, easement width on either side of its apparatus, for the purpose of maintenance and repair. Diversion or protection works may need to be agreed. It is further recommended that a condition or informative is placed on any consent to require the developer to protect the integrity of Wessex systems and agree prior to the commencement of works on site, any arrangements for the protection of infrastructure crossing the site. We advise that this should be agreed as early as possible and certainly before the developer submits to your Council any Building Regulations application. The developer must agree in writing prior to the commencement of works on site, any arrangements for the protection of our infrastructure crossing the site. Connection points can also be agreed at the design stage to accommodate an arrangement for the satisfactory supply of water. It is recommended that the developer should agree with Wessex Water, prior

to the commencement of any works on site, a connection onto Wessex Water infrastructure. TAUNTON AND DISTRICT CIVIC SOCIETY (comments on initial submission) -(a) For a low rise site of only 0.16 ha., 24 dwellings (40 bedrooms in all) is too intensive, indeed it might be described as gross over-development. (b) This number of additional dwellings may result in access issues (in particular related to traffic in Hayden Road). It is not in fact clear from the plans whether Gloucester Road is the only vehicular access point to the site's parking spaces. (c) If however, this number of dwellings is permitted, then the car parking provision is inadequate for Somerset, which has such poor public transport and heavy reliance on the car. Only 20 on-site parking spaces are provided for 24 dwellings (0.83 per dwelling) in an area where street parking is already fully allocated (permit system). Even if street parking in Wilfred Street is allocated the ratio is not likely to rise above 1:1. Given the proximity to Victoria Park there must be a likelihood that any unsatisfied parking needs will result in overflow to the park affecting the already small provision for those coming to take part in sporting fixtures.

7 LETTERS OF OBJECTION received to initial proposal on following grounds:- will increase demand for on street parking; increased traffic congestion; disruption during construction; roof height should be reduced; opening up Gloucester Street may impact on security.

LANDSCAPE OFFICER subject to a suitable landscape scheme it should be possible to integrate the proposals into the local urban/park environment. Subject to no digging within a 6 m radius of the adjoining trees their health should be unaffected.

POLICY CONTEXT

Policy H1 - Housing development will be permitted within defined limits of settlements, provided that: (A) there is safe and convenient access by bus or on foot to facilities and employment. In the case of proposals of a significant scale, bus or walking access to a town centre or rural centre will be required, taking account of any off-site works proposed in accordance with criteria (B); (B) necessary provision is made for off-site public transport, cycling and pedestrian facilities and highway improvements to cater safely for the expected number of trips generated by the development and minimise the proportion of car trips; (C) traffic calming, pedestrian, cycle and bus measures are incorporated where necessary to give priority to safe and convenient access and circulation by means other than the car; (E) the layout allows people with impaired mobility or a disability safe and convenient access and movement to and between dwellings by careful positioning of potential obstructions, ramps, dropped kerbs, textured surfaces and reserved car parking; (G) small scale schemes in existing residential areas will increase the development density of these areas without individually or cumulatively eroding their character or residential amenity; (H) a coherent approach to the overall design is adopted, including layout, landscaping, building designs, materials, open spaces and circulation routes, to create locally distinctive developments well related to their surroundings; and (I) existing and proposed dwellings will enjoy adequate privacy and sunlight. (J) on housing developments and conversions

of a substantial scale a reasonable mix and balance of housing types and sizes be incorporated to cater for a range of housing needs particularly those low cost housing types which are under represented in the current stock.

Policy EC6 Proposals which lead to the loss of existing or identified business, industrial or warehousing land to other uses, including retailing, will not be permitted unless the overall benefit of the proposal outweighs the disadvantages of the loss of employment or potential employment on the site.

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.

ASSESSMENT

In light of the predominance of residential uses in the locality it is considered that a residential development is more appropriate than an industrial one here and that there should therefore be no objection in terms of Policy EC6. In light of the site's town centre location and proximity to public car parking, this is a location where a car free development could be considered. Therefore provision of one space per dwelling is acceptable. The amendments submitted result in a high density scheme compatible with the existing architecture of these terraced streets and should not give rise to any undue loss of privacy or overshadowing of surrounding properties.

RECOMMENDATION

Subject to the observations of the Environment Agency, County Highways Authority, details of cycle/bin store and S106 agreement in relation to sports/play provision the Development Control Manager in consultation with the Chair/Vice Chair be authorised to determine and permission be GRANTED subject to conditions of time limit, materials, courtyard, drives, mortar, landscaping, walls and fences, screening during demolition, parking, cycle parking site levels, meter boxes removal of buildings. Notes re: compliance, public sewer, S106 agreement, Part M, public art and CDM Regs.

REASON(S) FOR THE RECOMMENDATION:- The proposal represents a suitable redevelopment of a town centre site without undue adverse impact upon existing dwellings nearby. The proposal therefore meets the requirements of Taunton Deane Local Plan Policy H1.

Should the S106 agreement not be signed by 23rd January, 2005 the Development Control Manager in consultation with the Chair/Vice Chair be authorised to REFUSE permission.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

CONTACT OFFICER: 356464 MR T BURTON

NOTES: