

38/2004/454

TAUNTON & SOMERSET NHS TRUST

CONSTRUCTION OF MULTI-STOREY CAR PARK ON LAND TO NORTH OF ALFRED MORRIS HOUSE, TAUNTON AND SOMERSET HOSPITAL, MUSGROVE PARK, TAUNTON.

21500/23980

RESERVED MATTERS

PROPOSAL

Outline permission for a multi-storey car park on what is currently surface car parking was granted in April 2003. The illustrative drawings submitted a stepped design in order to reduce the impact of the building on properties nearby in Hoveland Lane.

This detailed proposal shows a building with a reduced overall mass and in particular a reduced ground floor footprint, and improvements made in terms of entrance position and circulation. Notwithstanding this, rationalisation of the layout has enabled an increase in overall number of spaces than previously shown. The current scheme provides 733 spaces. In formulating the design the Architects have tried to move away from the traditional appearance of a car park including the use of timber to the main exterior walls above an enclosed stone wall and dark stone grey boarding with full height glazing to the stair towers. The application is also supported by an acoustic survey, a travel plan which has been agreed with the County Highway Authority and a detailed landscaping scheme.

CONSULTATIONS AND REPRESENTATIONS

ENVIRONMENT AGENCY no comments.

LANDSCAPE OFFICER the proposed new tree planting should help to screen the proposals from local residents. ENVIRONMENTAL HEALTH OFFICER I have the following comments in response to Environmental Noise Assessment 0763/ENS1 carried out by Hunter Acoustics. I have also listed those noise conditions on application 38/2003/008. (1)The orientation of the structure should be constructed to minimise the impact of noise on nearby receptors. (2) To ensure that noise does not affect the Doctors on-call rooms and the nurses home which lie adjacent to the western car park boundary, parking should be limited to the lower floors and to the eastern half of the car park during the hours 1900-0700. (3) Openings used for ventilation should be spaced to provide additional protection for receptors located adjacent to the car park. (4) Acoustic screening should be erected at openings above the barriers to the car park, where these openings are adjacent to the sensitive receptors. Barriers at these points should also be acoustically insulated or sealed. (5) Any construction work shall be restricted to the hours of 0730 - 1800 Monday to Friday and 0800 - 1300 on Saturdays. No work shall be carried out on Sundays and Public Holidays. Piling work shall not be carried out other than between 0800 - 1700 Monday to Friday and 0800 - 1300 Saturdays. (6) Use of construction equipment: - The principles outlined in the code of practice BS: 5228 'Noise and Vibration Control on Construction and Open Sites' should be adhered to.

Only well-maintained construction equipment, which meets international standards for source noise levels, should be used. Any equipment known to emit significant noise in one direction will, where possible, be oriented so that noise is directed away from noise sensitive receivers. Silencers or mufflers on construction equipment ought to be utilised, and they should be properly maintained during the construction works. Mobile equipment should be sited as far away from noise sensitive receivers as possible. Machines and transport vehicles that may be in use only intermittently should be shut down during idling periods or throttled down to a minimum. (7) A package of noise control measures, to incorporate design considerations, speed restrictions and notices, vehicle restriction, site security, landscaping and monitoring shall be submitted to and approved in writing by the Planning Authority before any works commence, (8) No system of public address, loudspeaker, amplifier, relay or other audio equipment shall be operated within the site. (9) Speed bumps or dips should be constructed to reduce vehicle speeds, details of which shall be submitted to and approved by the Local Planning Authority before any works commence. (10) All construction vehicles shall use the Wellington Road access only. Note:- Post development monitoring should be carried out to ensure that noise levels in the area are maintained.

HOVELANDS LANE RESIDENTS ACTION GROUP have written raising the following issues:- With reference to your letter of 1st October 2004, and following an informal meeting with Mr Warren of the NHS yesterday in order to clarify a couple of points, we would like to make the following observations:- 1. We understand from Mr Warren that there are now no openings whatsoever on the side of the building facing Hoveland Lane and the roof parapet all around the building will be too high for anybody to look over and will be of sufficient height to deter anyone wishing to jump off. We sought clarification on this point as the South Elevation drawing No L(-)12 did not make it clear as to how the problem of overlooking, etc, had been solved in respect of the decking and open roof parking. 2. When the original application was put to the Planning Committee on 23rd April 2003, they were advised by the Planning Office that, because the impact of the initial proposal upon the rear of the bungalows in Hoveland Lane would be unacceptable, the impact had been mitigated to an acceptable degree by stepping back the third, fourth and fifth levels. As you know, this was in line with the agreement we had all reached in our prior discussions. Also, at the meeting held on 11th August 2004 at Deane House, Mr Williams of Q-Park Ltd specifically stated that the car park would be stepped back as it was in the original design. After all the agreements and assurances, it was therefore a surprise to find out that this is not the case at all. Queried with Mr Warren why the West Elevation drawing No L(-)11 did not show the stepped design as the East Elevation drawing No L(-)10. In the light of the comments made at the Q-Park meeting, we thought that this must surely be an error, but instead it transpires that a proportion of the building will not actually be stepped back as agreed. Apparently, after only one step back, approximately 2/5ths of the width of the car park on the left hand side of the building (looking from the bungalows) is full height. As this is contrary to our understanding that the whole of the building would step back in the sameway, we would object to this aspect of the design. In addition to this, the drawings do not appear to reflect the true situation. For example, this full height portion must surely also be visible from the other side and should be apparent on the east elevation drawing.

ONE LETTER OF CONCERN has been received from a local resident in respect of potential headlight glare due to gaps in timber screening and wishing to ensure that car park is for staff purposes only.

POLICY CONTEXT

Somerset and Exmoor National Park Joint Structure Plan Review the following Policies are relevant:- Policy 39 Proposals for development should be considered having regard to:- the management of demand for transport; achieving a shift in transport modes to alternatives to the private car and lorry wherever possible; and the need for improvements to transport infrastructure. Policy 48 Developments which generate significant transport movements should be located where provision may be made for access by walking, cycling and public transport. The level of parking provision in settlements should reflect their functions, the potential for the use of alternatives to the private car and the need to prevent harmful competitive provision of parking. The level of car parking provision associated with new development should:- first, take account of the potential for access and provide for alternatives to the private car, and then; should be no more than is necessary to enable development to proceed.

Taunton Deane Local Plan Revised Deposit Policy S1 Proposals for development, taking account of any mitigation measures proposed, will be required to meet the following criteria, in addition to any other Development Plan policies which apply in a particular case: (A) additional road traffic arising, taking account of any road improvements involved, would not lead to overloading of access roads, road safety problems or environmental degradation by fumes, noise, vibrations or visual impact; (B) the accessibility of the development by public transport, cycling and pedestrian networks would be consistent with its likely trip generation and minimising the need to use the car; (C) the proposal will not lead to harm to protected wildlife species or their habitats; (D) the appearance and character of any affected landscape, settlement, building or street scene would not be harmed as a result of the development; (E) potential air pollution, water pollution, noise, dust, glare, heat, vibration and other forms of pollution or nuisance which could arise as a result of the development will not harm public health or safety, the amenity of individual dwellings or residential areas or other elements of the local or wider environment; (F) the health, safety or amenity of any occupants or users of the development will not be harmed by any pollution or nuisance arising from an existing or committed use; (G) the safety of any occupants or users will not be at risk from ground instability; and (H) the site will be served by utility services necessary for the development proposed. M3 Non - residential development will not be permitted unless, taking account of transport and car parking provision proposed in conjunction with the development; (A) its accessibility by public transport, cycling and walking is sufficient to; (1) cater conveniently and safely for the expected number of trips attracted for which a car parking space is not provided; and (2) meet the requirements of the relevant policy for the particular use proposed; (B) the highway network will cater safely for the expected number of car trips attracted; and (C) undesirable parking pressure in nearby residential streets is not significantly increased.

ASSESSMENT

The principle and general format of the car park has been established through the outline consent. Whilst the observations of the County Highway Authority are awaited, it is not thought that they are likely to object to the provision of more spaces than originally specified.

The determining factor would therefore appear to be the impact of the proposal on nearby residents, most notably those in Hoveland Lane. The applicants have been asked to respond to the noise issues raised by the Environmental Health Officer who will need to be satisfied before an approval can be issued.

The stepping of the building generally accords with that previously agreed and the issue of the stair tower raised by the Action Group does not materially impact on this.

Overall it is considered to be a building of innovative design which both respects its setting and minimises its impact.

RECOMMENDATION

Subject to the observations of the County Highway Authority and satisfactory resolution of issues raised by the Environmental Health Officer the Development Control Manager in consultation with the Chair/Vice Chair be authorised to determine and permission be GRANTED subject to condition of materials. Notes re outline consent, compliance, fire safety, Part M, public art and CDM Regs.

REASON(S) FOR THE RECOMMENDATION:- The proposed building has been designed to minimise its impact upon surrounding properties and has been submitted as part of a package of transport measures supported by a Travel Plan which seeks to minimise the number of visits to the site by private car. The proposal therefore accords with Taunton Deane Local Plan Revised Deposit Policies S1, S2 and M3.

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: