

Taunton Public Realm Design Guide - Schedule of Comments Received and SWT Response

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
<p>COMMUNITY & BUSINESS</p>			
<p>1. Member of Cycle Somerset</p>	<p>Agree that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies</p>	<ul style="list-style-type: none"> a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, b. PUBLIC REALM AREA STANDARDS COMMENTS -Most of what you are hoping to achieve in trying keep as many of Taunton's residents happy has already been achieved elsewhere. My Mum was from Holland and I've been back forth for the last 58 years visiting family, friends and holidays. Some holidays specifically for leisurely, family cycling. c. Think this organisation could have some interesting ideas and assistance. https://dutchcycling.nl/ Just maybe some of your planners would interested in seeing what has already been successful. d. PAVING MATERIALS - Avoid the high initial costs of paving and subsequent upkeep and maintenance. As with the pavements recently upgraded, tarmac with brick or block borders is great, good for water ingress and reduced flooding. e. Good clear "Share and Care" signage on joint pedestrian and cycle paths. f. Adequate, good UNDERCOVER, secure parking for cyclists. Would you want to sit a saddle that was soaking wet? g. Restrict traffic to buses, Blue Badge Holders and a limited number of taxis. h. Since 1969, if your dog fouled the pavement you could be prosecuted for not collecting it. i. It's time car drivers through the town paid for the collection of there emissions and for those that increasingly want to drive through the town centre showing off how loud there exhaust system or music system is, let's say a £10.00 charge per drive-through. j. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, k. PAVING LAYOUT DETAILS - Avoid high upfront costs of all types of paving and then the ongoing charges as well, as many can attest having had fancy coloured driveways paved. They now regret it whilst the companies that sell the idea are doing very nicely, thank you. l. SIGNAGE - Agree m. STREET FURNITURE - agree n. STREET PLANTING - agree o. LIGHTING - p. ILLUSTRATIVE LAYOUTS AGREED- Town Centre; Gateways and Approaches. q. ILLUSTRATIVE LAYOUTS COMMENTS - Taunton firstly needs to be sympathetic to pedestrians, it's only pedestrians that walk into shops, cafe's, bars, pubs, hairdressers, nail bars, vaping parlours, tattoo studios, it's pedestrians that send money and buy the various goods and services. r. Keep car, lorries and delivery out of the centre. Timed rise and fall bollards lowering from say between 6.30 pm and rising at 8.30 am allowing plenty of time for planned deliveries. Look at what has been achieved already for many years in Holland. https://dutchcycling.nl/. Absolutely nothing to stop Taunton doing something similar. It will ensure happiness for shop keepers, business owners, customers and pedestrians happy. Cyclist's with families and friends will be able to access the town in safety. 	<p>CS pick up on many of the Go Dutch references in the Draft. The desire to see less money spent on expensive paving and more on standard but good cycle and pedestrian infrastructure is noted. The guide seeks to apply the higher standards only in some areas e.g where shops and walking are at their highest and where we want to encourage cycling. CS wants car free town centre - the guide doesn't deliver this, but the proposed public realm treatment doesn't prejudice this either.</p>
<p>2. Taunton Area Cycling Campaign</p>	<p>Agree that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies</p>	<ul style="list-style-type: none"> a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, Town Std, General Std, Green Std b. PUBLIC REALM AREA STANDARDS COMMENTS - As there isn't a space for other comments, we have used these boxes. We wish to express strong support for the general principles of the draft guidance-to give much greater emphasis to people and places in the design of streets and public spaces. We agree that street design is currently dominated by the desire to facilitate car use and that this is often detrimental in terms of quality of public realm. We agree in general with the emphasis on high quality materials but are mindful that resources for walking and cycling 	<p>TACC's strong support for principles are noted and their request that money isn't wasted on too high a quality of materials at the expense of good smooth surface cycle infrastructure also appreciated. The guide is aimed at targeting spending appropriately.</p>

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		<p>infrastructure are limited. Keeping designs simple with less signing (compared with the over signing currently used) will hopefully minimise costs.</p> <p>c. TACC made a statement at the recent planning committee which gave approval to the strategic infrastructure for Comeytrove, in which we referred to the fact that the spine road design is out of step with the draft Public Realm guidance. Neither the planning officer nor the committee members made any reference to the guidance, let alone gave it weight in making their decision. This is despite the fact that it has been considered by the full council. It is clear to us that a programme of training will be essential for officers and committee members, if the guidance is going to count for anything.</p> <p>d. Please note that the draft LCWIP is only a first phase of network improvements and is not an overall network plan. Please refer to TACC's 'Turn the network blue' and petition presented to the full SWTC council. Can we please discuss this?</p> <p>e. Support for as wide a use of 20mph as possible</p> <p>f. Guidance needs to distinguish between cycle lanes in carriageway and non carriageway provision ('cycletrack') and their application. Make ref to new DfT design advice (about to be published)</p> <p>g. Support for street gardens idea.</p> <p>h. Suggest that there is guidance for experimental traffic management schemes (DIY) with use of temporary street planters and seating. Experiments can lead to permanent changes to favour street activity.</p> <p>i. Fig 76 and 77 show cycle provision at mouth of junctions, which is an area of conflict. Needs further consideration.</p> <p>j. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>k. PAVING MATERIALS - Need to ensure that material are smooth and have adequate skid resistance.</p> <p>l. Need to set up a system so that utilities can easily source materials for re-instatements following maintenance work (cf with Market House cobbles with black top re-instatements)</p> <p>m. Pedestrian streets. In some cases there will be cycle access. Needs subtle signing to show cycling ok. pedestrian priority, that cyclists can be expected.</p> <p>n. Strongly support efforts to minimise use of guardrail. Please include the advice against use of 'sheep pens' in this. The SCC highway safety audit will need to be adapted to be able to balance pure highway and theoretical risk against public realm</p> <p>o. PAVING LAYOUT DETAILS -</p> <p>p. SIGNAGE - Agree. Need to advise against over dependence on illuminated signs (reflective can be effective). Please advise against use of lit 'end of cycle route' and 'cyclist dismount' signs.</p> <p>q. You will already know that we are keen to develop a cycle network signing system based on the Dutch approach, using a node numbering system.</p> <p>r. STREET FURNITURE - Agree with bollards, cycle furniture and Play. Use of cycle bollards. These should be positioned at the side of paths and not in the middle (as is currently the case) due to conflict that they cause</p> <p>s. STREET PLANTING - Planting needs to be positioned to ensure that its future growth wont interfere with site lines and widths on cycle path and footpaths</p> <p>t. LIGHTING - Lower level lighting proposed for green standard might be appropriate in other contexts-e.g. Corkscrew Lane (bats)</p> <p>u. ILLUSTRATIVE LAYOUTS AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors</p> <p>v. ILLUSTRATIVE LAYOUTS COMMENTS -</p> <p>w. STREET FURNITURE - Use of cycle bollards. These should be positioned at the side of paths and not in the middle (as is currently the case) due to conflict that they cause.</p> <p>x. ILLUSTRATIVE LAYOUTS AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors</p>	<p>TACC note clarity required in guide on difference between cycle lanes and tracks. We will amend to make this clear.</p> <p>Pedestrian streets need cycle signage too - and a track may need cycle tactile. We will add note to drawing.</p> <p>Guide to mention retroreflective signs where regs permitted.</p> <p>The node guidance system is noted for cycle network - this is a specialist area that probably needs its own appendix to follow later as part of the guidance suite.</p> <p>We will add note to position cycle track signs to side of paths.</p>

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		<p>y. ILLUSTRATIVE LAYOUTS COMMENTS - We suggest that there are at least two additional gateways. One on the north side (Cheddon Road and possibly also Kingston Road) and one on the south approach (Honiton Road /Trull, The latter to reflect the impact of the Comeytrove spine road connection). These could be secondary gateways. We think that there is a mistake on page 72 with the Kingston Gap being shown as existing woodland-should this be shown in buff?</p> <p>z. Some difficulty in following how the application works on the dual example. Cycle provision is rather sketchy and geometry needs more consideration.</p> <p>aa. Strong support for suggested treatments at side road junctions and use of tight radii (as MfS).</p> <p>bb. More needed on design at large junctions, which are favoured by SCC</p> <p>cc. Strong support for remodelling of gyratories with space given back to public realm e.g. Park Street, Clifton Terrace</p> <p>dd. Note new Ch6 of Traffic Signs Manual</p> <p>ee. Strong support for Dutch style treatment where large roundabouts are considered essential</p> <p>2nd CONSULTATION ADDENDUM</p> <p>ff. The document should be updated on active travel infrastructure design to reflect Local Transport Note 1/20 and Gear Change. Shared use footways and now far less appropriate and LTN 1/20 needs to be at the top of the lists of refs (pgs 20 and 22).</p>	<p>Gateways noted - the guidance for gateways could be applied at Kingston Road entrance to the town. The smaller space on this route might suggest a more modest approach. To be reviewed.</p> <p>Drawing amended to standard layout.</p> <p>The guide reflects as far as possible LTN1/20</p>
<p>3. Individual submission</p>	<p>Agree that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies</p>	<p>a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>b. PUBLIC REALM AREA STANDARDS COMMENTS - I welcome the Design Guide and the Public Realm Design Guide - it is an opportunity to have a better quality built and natural environment giving greater emphasis to people and less to cars. I look forward to it being used by planning officers and councillors in decision making in planning applications. This is urgently needed as Councillors seem to be unaware of the contents of the Design Guide and need training in it for it to be effective.</p> <p>c. Developers also need to be strongly urged to follow it.</p> <p>d. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>e. PAVING MATERIALS - The proposed surfaces seem to be appropriate for the various settings but all surfaces need to be smooth and skid resistant. Cyclists hate the current cobbles in the town centre because it is such an uncomfortable ride on a roundabout. Some of the towpath surface further out of town is also too rough and uncomfortable.</p> <p>f. PAVING LAYOUT DETAILS -</p> <p>g. SIGNAGE - Agree. There are currently too many cycling signs particularly the end of cycle route signs (often illuminated) which are completely pointless. I support the minimal use of signs but shop boards in pedestrian areas need to be controlled particularly in St James St. Signs attached to buildings could be a better alternative. I support high quality crossings giving cyclists and pedestrians priority over vehicles and the signing of the chief cycle routes not just those in LCWIP. 20mph in the centre would be great.</p> <p>h. STREET FURNITURE - Agree with bollards, litter bins, seats, cycle furniture, bus shelters, play, street name plates,</p> <p>i. STREET PLANTING - Agree. Be more adventurous with tree planting in new developments. I hope to see a lot of trees on Firepool. I support the E charging proposals to include bikes as well as cars. I like the paving around the trees if it is big enough to allow the trunk to grow.</p> <p>j. LIGHTING - Agree with Core St, Town Std, General Std, Green Std. Good to have some lighting along the Firepool Lock path where it is currently dark and also good to be able to do LED lighting to protect bats and other wildlife. It is a safe night time alternative to Station Road and its takeaway traffic if you don't mind the dark stretch and would be more used if some lighting is provided so you don't run into people walking dogs.</p> <p>k. ILLUSTRATIVE LAYOUTS AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors</p>	<p>The use of setts is being limited to specific crossings - but suggestion from SCC to use imprint so will amend to this.</p> <p>Noted.</p> <p>Tree planting often down to committed sum policy by SCC dissuading street planting. Where SWTC has control of land the Council would expect to see more planting. Tree species list selected as guide - not definitive.</p>

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		<p>l. ILLUSTRATIVE LAYOUTS COMMENTS - I am not overly keen on the cycle lane around the roundabout as it brings you close to traffic waiting to pull out and needs to be designed with care .I like the 2.5m cycle lane in the bus only streets.</p>	
4. Individual resident	Agree that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies	<p>a. PUBLIC REALM AREA STANDARDS - Strongly agree</p> <p>b. PAVING MATERIAL STANDARDS AGREED: Strongly agree with all proposed standards and proposals for paving, street furniture, signage, lighting, and illustrative layouts.</p>	
5. Individual Resident		<p>a. PUBLIC REALM AREA STANDARDS AGREED - Agree with Core town and General Standards, strongly agrees with Green Standard.</p> <p>b. PAVING MATERIAL STANDARDS AGREED: - Agree with Core town and General Standards, strongly agrees with Green Standard.</p> <p>c. STREET FURNITURE - Agree with bollards, litter bins, seats, cycle furniture, bus shelters, play, street name plates</p> <p>d. STREET PLANTING: disagree. Think this duty will transfer to new town council they should set specification important to link every possible water run off opportunity with sustaining planting. important for voluntary groups who maintain green infrastructure without access to water supply Lead community effort 30 years ago for Duke St Car Park landscaping scheme with imported topsoil and plants, the car park has no road gullies, with a slope the edge planting thrives.</p> <p>e. SIGNAGE: page 74 signage conservation areas, there is a need to consider cast iron white enamel signs which are a feature of street corners</p> <p>f. LIGHTING - Agree with General Std, Green Std. Neutral about Core St, Town Std,</p> <p>g. ILLUSTRATIVE LAYOUTS: Disagree with town centre. Agree Neighbourhood Centres, Gateway and Approaches and River and Canal Corridors.</p> <p>h. I have concern of a major omission regards page 56 section 3.1 showing intended treatment of town centre Market House to further down North Street. North Street should have through car traffic reduction measures before trying to close three parallel streets St James, Hammet and East Street key reason is to allow all bus services and touring coach companies prime access to centre.</p> <p>i. 3 Key issues, keep centre roundabout by Market house as a turning point for large vehicles. British parking standards 26m diameter for large bus and coaches. The bus stop shown castle bow is too small for both buses and coaches, create instead a rendezvous point for touring coaches using the fine canopy to the Debenhams building which will be retained but with in some new uses.</p>	<p>Note the possible devolvement with new town council arrangements if they are completed. Add note</p> <p>The cast iron street name plates are of a later date than the original blue and white of the St Marys and St James Conservation Area and the streets to the east off East Reach. The design guide proposes the blue and white only in the Conservation Areas of the town in order to highlight their significance and distinction. Others will follow the SWTC Street Name and Numbering guidance.</p> <p>Consultee concerned that touring coaches should be able to turn on a 26m roundabout and have rendezvous in bays on North Street. It is not the role of the design guide to allocate space but to steer design to provide for sustainable modes as priority. Coach management requires a visitor strategy and place for layover and drop off/rendezvous but should not prejudice walking and cycling and public transport first.</p>
6. Cherwyn Developments Limited	Agree that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies	<p>a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>b. PUBLIC REALM AREA STANDARDS COMMENTS -</p> <p>c. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>d. PAVING MATERIALS -</p> <p>e. PAVING LAYOUT DETAILS -</p> <p>f. SIGNAGE - Agree. Whilst design is important, location and what it says must be considered</p> <p>g. STREET FURNITURE - Agree cycle furniture, litter bins, bus shelters, seats, play</p> <p>h. STREET PLANTING - agree</p> <p>i. LIGHTING - AGREED - Core Std, Town Std, General Std, Green Std: Street lighting looks poor in quality and utilitarian, not inspiring</p>	<p>The street lighting is selected to fit to the wider county needs too as economies of scale are required. This leads to selecting standard types that SCC who own and manage them are happy with and where conservation areas require more</p>

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		<p>j. ILLUSTRATIVE LAYOUTS AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors</p> <p>k. ILLUSTRATIVE LAYOUTS COMMENTS -</p>	stringent consideration of heritage, the guidance seeks to meet that too. The aim is to make the street lighting less eye catching during daylight, rather than more.
<p>7. Abbey Manor Group Ltd (developer)</p>	<p>Agree that Taunton Garden Town needs a Public Realm Design Guide</p>	<p>a. PUBLIC REALM AREA STANDARDS - DISAGREE Core and Town Stds. Neutral on General and Green Stds.</p> <p>b. PUBLIC REALM AREA STANDARDS COMMENTS - I think the role of approving the design of these public highways should rest with the current organisation which has a statutory duty to do so i.e. the Local Highway Authority, rather than create yet another layer of confusing and duplicating bureaucracy which undoubtedly will be in conflict with the statutory requirements and be expensive to deliver.</p> <p>c. PAVING MATERIAL STANDARDS AGREED - DISAGREE Core and Town Stds. Neutral on General and Green Stds.</p> <p>d. PAVING MATERIALS - You have stated in the Key Characteristics paragraph 2.1.2 that the paving "can be supplied from regional or national sources" and then specified granite kerbs. As far as i am aware there are now very few operational granite quarries in the UK, the largest supplier is China which is not a regional or national source and can hardly be sustainable once the transportation has been included.</p> <p>e. PAVING LAYOUT DETAILS -</p> <p>f. SIGNAGE - Disagree</p> <p>There is a general theme throughout this document which is that employment or commercial uses are bad and should either not exist in the garden town, or be hidden away and discouraged.</p> <p>examples of this are paragraph 2.6.1 fingerposts must not be used for commercial purposes paragraph 3.2.2 "nowhere land of employment" paragraph 3.4 neighbourhood centre should be based around social space not shop and car park.</p> <p>Employment and commercial uses provide jobs and income for people. Without Jobs and income people are generally poorer and whilst they may have the time to spend in the social spaces, won't have the ability to pay taxes which in turn pay for public expenditure on the social spaces.</p> <p>if Taunton's aim is discourage employment and Jobs it will quickly become a place that no one wishes to live in or visit.</p> <p>g. STREET FURNITURE - no comments</p> <p>h. STREET PLANTING - no comments</p> <p>i. LIGHTING - Street lighting is a statutory requirement. you should not set additional standards which duplicate or conflict with them. the additional lighting suggested may look pretty until it is vandalised but does nothing for the dark skies initiative and encouragement of wildlife</p> <p>j. ILLUSTRATIVE LAYOUTS - strongly disagree with all</p> <p>the drawings are of poor quality and not sufficiently clear as to be of any use as guidance.</p>	<p>The comment refers to paving rather than kerbing and the guidance will be amended to make this clear. Chinese/ Portuguese granite costs more in transport and CO2 emissions however its lifespan and low wastage due to reusability offsets this cost compared to concrete items and is warranted in the highest class standard areas. Recycled concrete is used in the other specified kerbs. Chinese granite environmental cost can be offset through the contribution to the Ethical Trading Initiative or similar.</p> <p>There is no anti-business bias in the guide. The guide seeks to enhance the public realm environment which is known to increase business, through footfall and attractiveness to inward investment.</p> <p>The lighting guide has been agreed with the statutory authority.</p>
<p>8. The Canal & River Trust</p>	<p>Agree that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies</p>	<p>a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>b. PUBLIC REALM AREA STANDARDS COMMENTS - The Canal & River Trust believe that good design plays a key role in creating attractive waterside places that will enhance and protect the waterway. We welcome the inclusion of the canal & river Corridor and wish to work together to ensure any new waterside development enhance the wider waterway corridor and protects the intrinsic qualities that waterways offer. This can be achieved in a number of ways and is dependent on many factors.</p> <p>c. Measures and designs that enhance waterways help to promote the utilisation of our waterways by new and existing communities. This has the potential to enhance the wellbeing of people who live and work close to our network.</p> <p>d. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p>	

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		<p>e. PAVING MATERIALS - The Canal & River Trust own the towpath of the Bridgwater & Taunton canal. We publish a towpath design guide which provides more information on the type of materials and towpath width suitable for a range of locations. It is noted that the Public Realm document advocates resin bound gravel closest to the town and then a bitmac sealed surface to Creech St Michael, but it is not clear if an unbound gravel surface as shown on page 33 is the acceptable standard beyond this..</p> <p>f. The Trust wish to ensure that the towpath is suitable for its location, fit for purpose and to the highest quality possible. The type of surfacing chosen will be based on location, anticipated usage and funding available. As funding opportunities come forward further discussions should take place with the Trust to determine the most appropriate surfacing.</p> <p>g. Whilst the Canal & River Trust agree that the range of surfacing materials specified for the Green Standard are broadly suitable the type of surfacing to be used on the canal towpath must vary from length to length depending on location, character and likely volume of usage. We are pleased to note that it is recognised that unbound surfaces causes on-going maintenance issues and are only suitable for areas of low usage as otherwise they can quickly development pot holes and erosion. In edge of town locations, or other high traffic areas, we suggest that a resin bound gravel surface material should be used, particularly where the towpath is likely to be used for commuter or recreational cycling.</p> <p>h. We do not normally promote the use of black bituman surfacing, unless a spray and chip layer of more appropriate colour is overlaid. Plain bitmac it is not considered appropriate in most towpath locations. The Trust often use centrac, which is more resilient than plain hoggin.</p> <p>i. The Canal & River Trust will advise on individual proposals, which must align with our Towpath Design Guide. As previously mentioned the towpath is not suitable for use as a bridleway due to its restricted width and thus conflict with other users. Bridge parapets are not normally high enough to meet horse riding safety standards.</p> <p>j. PAVING LAYOUT DETAILS -</p> <p>k. SIGNAGE- generally agree. Signage on the canal towpath should be in line with the Canal & River Trust's own standards and not result in visual or physical clutter. Wayfinding should consider the opportunity to incorporate other information via QR codes and can promote 'Step by Step' health initiatives using distance markers etc. It may also be necessary to consider ' traffic calming measures at certain locations to prevent conflict as a result of overly fast cycling. The Trust can advise on a range of initiatives, again based on a length by length upgrading programme.</p> <p>l. 2.6 Signage pedestrian wayfaring: The Canal & River Trust advocate the Step by Step approach, as used successfully on the Monmouthshire & Brecon canal.</p> <p>m. Step by Step includes simple marker posts at key lengths on the canal to build confidence and the activity range of new users wanting to gradually increase their walk length for health reasons (preventative/ chronic condition management/ recovery). The Trust can provide more information on this if required.</p> <p>n. STREET FURNITURE - Agree with Seats. 'Places to perch' can greatly extend the length and duration of walks by the aged and mobility impaired. We encourage the installation of a series of simple benches/perches at regular intervals (inc. along the Canal) as this will greatly enhance the utilisation of accessible routes.</p> <p>o. STREET PLANTING -</p> <p>p. LIGHTING - The Canal & River Trust do not normally advocate the lighting of our canal corridor due to ecological impact, preferring that the canal remain a dark corridor, particularly for foraging bats. The lighting details provided appear to take account of these issues but if lighting is required for safety reasons along the canal towpath this should be discussed and agreed in advance with the Trust and must be designed so that there is no light spill over the water itself. There should be no lightspill at all over the waterspace of the canal, and whilst this may be achieved in the ways suggested within the Green standard, the Canal & River Trust do not normally advocate lighting along the canal towpath, except in very urban areas. As mentioned elsewhere, improvements should be discussed with the Trust and considered on a length by length basis, considering impact on wildlife and other canal users, safety concerns as well as precedent.</p> <p>q. ILLUSTRATIVE LAYOUTS AGREED - River and Canal Corridor</p> <p>r. ILLUSTRATIVE LAYOUTS COMMENTS - - Whilst the Trust recognise the challenges identified in the River and Canal Corridor chapter we advocate good waterside design and are supportive of most of the ingredients of success and look forward to working with the council to ensure that they are delivered</p>	<p>The Canal & River Trust own the towpath of the Bridgwater & Taunton canal and revisions to the Guide will make that clear and will clarify where the unbound surfacing is to be encouraged.</p> <p>The step by step distance marking for wayfinding accords with Sport England Active Design advice a note will be added to refer to this and their Wayfinding guide. In addition a note will be added that signage on the canal towpath should be in line with the C&RT's own standards</p> <p>The guide will make it clear that no light spill over the water is a requirement. The design guide covers an urban area where lighting is needed to improve walking and cycling.</p>

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		<p>as part of any new development, or if alternative funding sources become available. We do not normally advocate the lighting of our canal corridors due to ecological impact.</p> <p>s. The river and canal may need to be considered individually, with no single design approach being appropriate in all locations, however the details shown in the green standard are broadly suitable and in line with our own aspirations. The Council may find some of the specialist guidance including on our website of assistance, covering matters such as environmental issues and good waterside planning and design. https://canalrivertrust.org.uk/specialist-teams</p> <p>t. The Trust would welcome the opportunity to discuss the matters with the council, either in general terms or more specifically in relation to development proposals. The Trust offers a free pre-application consultation process and we welcome engagement to ensure that the benefits a waterside location brings to development is maximised. The Planning team can be contacted by email at NationalPlanning.Function@canalrivertrust.org.uk</p> <p>Please note that the Canal & River Trust is written with an ampersand not 'and'. This needs correcting in several locations.</p> <p>Thank you for consulting the Canal & River Trust (the Trust) in respect of this document and for recognising both the importance of the waterway corridors within the town but also their need for specific treatment.</p> <p>We are the charity who look after and bring to life 2000 miles of canals & rivers and within Somerset West and Taunton District we own and maintain the Bridgwater & Taunton Canal. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time.</p> <p>These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Bridgwater & Taunton Canal is as valued multi-functional green infrastructure asset within Taunton Garden Town. Improvements to the towpath to facilitate connectivity is welcomed but each section needs to reflect its surroundings and future level of usage. Bitmac and lighting may not be acceptable and these aspects should be discussed at the earliest opportunity. Interpretation should be incorporated into signage and any proposed improvement projects should be agreed with the Trust and we look forward to working with you on this.</p>	
9. Arts Taunton	Agree with some reservations on styles of some selected paving and furniture. Asked for a big bold idea - like a cherry walk along the whole riverside - to be included.	<p>a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>b. PUBLIC REALM AREA STANDARDS COMMENTS -none</p> <p>c. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, Green St</p> <p>d. PAVING MATERIALS - Arts Taunton supports the additional comments made by the SW Heritage Trust in this area (in which they have expertise). i.e use of more local paving stone types)</p> <p>e. PAVING LAYOUT DETAILS - none</p> <p>f. SIGNAGE - Agree. In general, stainless steel signage tends to sit less well in a historic neighbourhood</p> <p>g. STREET FURNITURE - Bollard design is uneven. The cricket ball and apple designs look too small and vulnerable. The square, black bollards are look rather hostile. The seats/benches with no back are always less popular. Wooden benches are much warmer, and more friendly to the touch and in overall 'tone'. There are no 'traditional' bench designs, which is a shame. The cycle stores are not attractive and the litter bins hostile and joyless</p> <p>h. STREET PLANTING - The list of approved trees for street planting is very modest and could include a richer range. Somerset and the SW has a long tradition of exciting planting and the garden town should extend and promote that.</p> <p>i. LIGHTING - NEITHER AGREE NOR DISAGREE - There is no specific mention of light pollution. Given how problematic it can be (in terms of impacts on wildlife), its high energy usage and its disruptive effect on place-making, this should be a priority. Minimising light pollution should be a core part of light design and choice</p> <p>j. ILLUSTRATIVE LAYOUTS - AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors.</p> <p>k. ILLUSTRATIVE LAYOUTS COMMENTS - More information as to how some of these good proposals can be 'retro-fitted' to existing settlements would be helpful. It would be good to have a really</p>	<p>Noted observation about the small scale of the bollard apple and ball specials. The guide will add a traditional bench.</p> <p>The tree list is not definitive - but selected for disease resistant, growing habit suitable to public streets and spaces, etc. There are opportunities in green spaces to be far more adventurous as AT suggest. This will be made clearer.</p> <p>Light pollution outside of the river corridor is implicit in the guidance documents referenced. The guidance will make it clear that light pollution is a core part of the light design and choice.</p>

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		<p>exciting 'branding' of some of the planting/greening areas. How about planting 30,000 cherry trees all along the river, from Firepool to Harkeridge? It would give that area a sense of place and purpose and for a month of the year it would look sensational - and become a destination in its own right. This is the sort of imaginative thinking needed.</p> <p>l. 2nd CONSULTATION - additional comments</p> <p>m. A general comment on the entire document is that it contains much first rate work. Arts Taunton is delighted at the depth of commitment to the public realm shown by SWT. We urge the Council to ensure that there is a logistical and legal framework for these standards to be enforceable - else the entire purpose of it is wasted.</p> <p>n. STREET PLANTING - There is a pre-occupation nationally with 'native' tree species, a concept that is often hard to define. Better to pick a tree that will do the job that it is meant to do for the site in question (i.e. look beautiful/screen a building/provide a focus/stabilise ground/help air pollution/provide biodiversity etc.). The notion that a tree is always a good thing needs to be challenged - trees can sometimes disrupt, clog or interrupt a streetscape, can make it gloomy or overshadow fine buildings. Not all trees are good news.</p> <p>o. NIGHTSCAPE & LIGHTING - Light pollution is an acute problem in outer town areas. This has a detrimental effect on the wider environment and should be taken seriously.</p> <p>p. ILLUSTRATIVE LAYOUTS - AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors.</p>	<p>all of the illustrated schemes are retrofits of one sort or another.</p> <p>It is agreed that tree species should be appropriate to the site - the list has been drawn up in consultation with SCC and SWTC arboriculturists. This has taken into account maintenance costs, underground utilities etc. There are clear climate change, as well as Garden Town imperatives, to try to increase tree cover and if the only place for this is in a street, it can be both a beautiful and functional addition.</p>
<p>10. Design Circle</p>	<p>Design Circle promotes and fosters high quality, sustainable urban and landscape design in Taunton and surrounding area and welcomes the approach foregrounding street making and public realm.</p>	<p>a. More advice and certainty about how who to use when? Up front narrative about who should use this when. For example - the council will use for its own projects, in development brief for sites and to asses applications and negotiate contributions? For development on private land?</p> <p>b. In the face of reduced local consultation, it seems we need a way to enforce good design not just mention it as a 'nice to have'. I will read with a view of how this can be achieved, maybe it is a written policy statement that accompanies the guidance. i.e. Developers will demonstrate how they have met the design guidance within their plans including 1. Solar design, 2. Connected streets, 3. Key buildings and focal points, ... this will be demonstrated at all levels of consent (outline, reserved matters etc.)</p> <p>c. Advice about how to respond in Design and Access statements.</p> <p>d. Give more priority to tree planting as a key feature of the greener garden town?</p> <p>e. Ability to prioritise projects for example new tree planning o make visible 'garden town' in Town Centre.</p>	
<p>11. Sport England</p>		<p>a. PUBLIC REALM AREA STANDARDS AGREED - Core Std, Town Std, General Std, Green St</p> <p>b. PAVING MATERIAL STANDARDS AGREED - Core Std, Town Std, General Std, Green Std</p> <p>c. SIGNAGE: agreed. At the bottom of this link https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design is a document called 'Routes & Wayfinding' which you may find useful.</p> <p>d. STREET FURNITURE: agreed all</p> <p>e. STREET PLANTING - agreed. Asked that guide suggests awareness that street planting should not hinder walking and cycling</p> <p>f. NIGHTSCAPE & LIGHTING - agreed all standards</p> <p>g. ILLUSTRATIVE LAYOUTS - AGREED- Town Centre; Gateways and Approaches; Neighbourhood Centres, River & Canal Corridors.</p> <p>a. GENERAL COMMENT - Sport England along with Public Health England have published revised guidance 'Active Design' which we consider has considerable synergy the Plan. It may therefore be useful to provide a cross-reference (and perhaps a hyperlink) to https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design .</p> <p>b. Sport England believes that being active should be an intrinsic part of everyone's life pattern.</p> <p>i. The guidance is aimed at planners, urban designers, developers and health professionals.</p>	<p>Add reference to Sport England Wayfinding guidance.</p> <p>Add note that street planting should not hinder walking and cycling</p> <p>Will add 'Active Design' into the references</p>

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		<ul style="list-style-type: none"> ii. The guidance looks to support the creation of healthy communities through the land use planning system by encouraging people to be more physically active through their everyday lives. iii. The guidance builds on the original Active Designs objectives of Improving Accessibility, Enhancing Amenity and Increasing Awareness (the '3A's'), and sets out the Ten Principles of Active Design. iv. Then Ten Active Design Principles have been developed to inspire and inform the design and layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and physical activity and active lifestyles. v. The guide includes a series of case studies that set out practical real-life examples of the Active Design Principles in action. These case studies are set out to inspire and encourage those engaged in the planning, design and management of our environments to deliver more active and healthier environments. vi. The Ten Active Design Principles are aimed at contributing towards the Governments desire for the planning system to promote healthy communities through good urban design. c. The developer's checklist (Appendix 1) has been revised and can also be accessed via the website. d. Sport England would encourage development in the plan area be designed in line with the Active Design principles to secure sustainable design. This could be evidenced by use of the Active Design checklist. 	
12. Historic England		<p>We support the intent of this Design Guide to raise the standard of public realm and street works in Taunton Garden Town, noting that streets, pavements and associated public realm features may be heritage assets, may form their settings and positively contribute to historic townscape, local character and distinctiveness.</p> <p>particularly welcome paragraph 1.1.8 Respecting character and heritage. While we agree with its contents, we consider it should also:</p> <ul style="list-style-type: none"> • provide links to conservation area character appraisals and to Streets for All (2018) and Streets for All South West (2018); • acknowledge that public realm and street works have the potential to affect heritage assets of archaeological interest, both designated (scheduled monuments) and non-designated; • highlight the potential for well-designated public realm and streetworks to enhance the settings and significance of heritage assets and increase the public's understanding and enjoyment of, and access, to local heritage, e.g. through signage, interpretation and/or making in-situ remains visible where appropriate. The latter options could be usefully covered in this Design Guide; • explain that public realm and street work proposals need will need careful planning, sensitive design and to be informed by research including checking the National Heritage List for England and the Somerset Historic Environment Record; • clarify that bespoke designs are required in some heritage sensitive locations despite the standards in this Design Guide; • recognise the potential need for scheduled monument and listed building consents as well as planning permission and the need for statements of heritage significance; • mention the potential need for recording; and • refer to draft Districtwide Design Guide for further information. <ul style="list-style-type: none"> • Equality and inclusive mobility (paragraph 1.1.9): you may find this publication worth referencing: <ul style="list-style-type: none"> o Improving Access to Historic Buildings and Streetscapes. <p>PUBLIC REALM AREA STANDARDS (section 1.2): while we note palettes of materials for the four areas, we consider that the Council's conservation and archaeology advisers should be able to agree the quality of materials wherever these affect heritage assets and historic townscape.</p> <ul style="list-style-type: none"> • Paving (section 2.1-5): we would welcome clearer messaging that surviving historic paving and related features will be retained and conserved. 	<p>Add these comments into 1.1.8 Add ref to Streets for All guides</p> <p>Add this to 1.1.9</p>

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		<p>SIGNAGE AND STREET FURNITURE (sections 2.5-2.6): the retention and conservation of historic signs and street furniture should be encouraged as well as the sensitive design and siting of new works.</p> <p>TREE PLANTING AND STREET GARDENS (sections 2.18-19): further information on the historic environment issues associated with tree planting and gardens needs to be included. While we note the intention to increase tree planting and street gardens, care needs to be taken in the choice of places, species and sizes to avoid and/or minimise any negative impacts on the significance of heritage assets, either:</p> <ul style="list-style-type: none"> o directly, e.g. damage or destroy buried heritage assets or affect foundations of buildings or other structures; and/or o indirectly, e.g. affect the setting of historic buildings, disrupt important views in historic streetscapes and within and through towns and affect the character of wider townscapes. <p>HE Want more said on The maintenance needs of street trees and planting</p> <p>Care about historic and/or Registered Parks and Gardens and cemeteries and churchyards planting and rewilding.</p> <p>NIGHTSCAPE AND LIGHTING (2.20): in addition to the Streets for All already mentioned, you may find the following information on lighting useful to refer to:</p> <ul style="list-style-type: none"> o External lighting of historic buildings o Designing, Installing and Maintaining an External Lighting Scheme <p>We welcome the assurance at paragraph 2.20.17 that listed lamp column in Fore Street are to be retained. We consider that this should be broadened to encourage the retention of all historic lighting.</p> <p>ILLUSTRATIVE LAYOUTS - AGREED In respect of section 3 (Application to Places), we note the purpose of these illustrated examples for different urban conditions and welcome the assurance that designs will need to go through their own design process including survey, analysis, assessments and approvals. We are also pleased to see that some examples include reference to the need for special consideration to be given to siting, materials and visibility in designing works near to heritage assets.</p>	<p>Add re, to consideration for historic parks, gardens, cemeteries etc</p> <p>Add note to this effect</p>
<p>13. Environment Agency</p>		<p>1.1 Our public realm</p> <p>1.1.4 - Growth and climate change - We support the carbon sequestration opportunities, flood resilience and biodiversity net gain outcomes sought by the guide.</p> <p>The opportunity for carbon sequestration through wetlands, improved floodplain connection, wet woodlands, etc is encouraged and supports the approach for carbon net zero development. Our soils are one of the biggest carbon sinks available to reduce climate change therefore we suggest the concept of building soil depth and quality should be included within the Design Guide. The prevention of further soil depletion through runoff, at the very least, should be included. Sustainable land management practices will play a large role in this.</p> <p>1.1.5 - People first public realm - We note the 'green and clean' objective, which aligns well with the Environment Agency Corporate Plan 2020-25, and look forward to working more closely in partnership with some of this design guidance in practice.</p> <p>2.0 Materials and components</p> <p>Please note that any materials and components which apply to river and canal side locations through Taunton may be subject to a FRAP from the Agency, in addition to compliance with the design guide document as indicated within the design guide.</p> <p>It should also be noted that any materials or components will be required to be located so as not to obstruct riparian access for channel maintenance and/or planned improvement works, nor placed in such a manner that could impede flood flows in times of high flow. There should be no raising of land within flood zones 2 or 3.</p> <p>PAVING:</p>	<p>Note added</p> <p>Note added</p>

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		<p>2.4 Green standard paving - Any paths alongside watercourses may be subject to tracked vehicles crossing / travelling along the access to carry out maintenance or bank repair work. All paths should therefore be designed to ensure they would not be damaged by these tracked vehicles.</p> <p>2.4.7 - Water access slips, steps - Gabion cages - Please can softer more natural options be used wherever possible / appropriate instead of gabions.</p> <p>PLANTING:</p> <p>2.18. - The Garden Urboretum - trees for Taunton - Please note the tree planting strategy aligns to the DEFRA 25 year Environment plan and some of the Agency's local greener Wessex agenda.</p> <p>Native species of tree should be planted where possible especially in more rural areas and the riparian zone.</p> <p>We also support planting native trees and wetland creation on our land whilst allowing for flood risk maintenance activities.</p> <p>2.19 - Street gardens - As a form of SuDs they should be referred to Somerset County Council, as Lead Local Flood Authority, for comment, although we are supportive in principle where appropriate.</p> <p>LIGHTING:</p> <p>2.20 - Street and path lighting - Along riversides there should be kept a solid dark corridor and a buffer zone where possible, to avoid negative impacts on bats, birds, otters, invertebrates etc.</p> <p>Up lighting of trees - We are not in favour of this, as there is negative impacts on birds, bats, invertebrates and even the tree health itself.</p> <p>Any work within 8 metres will need careful consideration and design and should only be installed after prior consultation and/or FRAP from the Agency.</p> <p>3.5 - River and canal corridor - Please keep footpaths and cycle routes away from all watercourses, or have a buffer zone to minimise disturbance on riparian and aquatic wildlife. Please keep any lighting away from the water e.g. down lit, directional.</p> <p>RIVER AND CANAL CORRIDOR</p> <p>River edges - Please keep soft wherever possible. Avoid gabions or hard engineering, there are lots of soft and natural solutions available nowadays and should be possible in most areas.</p> <p>Scrub - Marginal vegetation and trees should be encouraged wherever possible.</p> <p>Possible enhancements - Bird boxes, bat boxes, kingfisher perches and nest boxes, otter holts, bug hotels, pollinator species. Please ensure they have a long term care and maintenance plan.</p> <p>Carefully managed wild and publicly inaccessible areas should be developed as part of this plan, this is where wildlife will thrive as it will offer havens free from urban litter, noise, light, and visual disturbance.</p> <p>Environment Agency specific consultation should be encouraged here in the guide, as many items may require FRAP from us on a site by site basis, and to ensure that proposals do not contradict with other strategies e.g. TSFAIS project delivery or routine maintenance activities.</p> <p>SEA / HRA</p> <p>It is noted that Somerset West and Taunton Council have applied the SEA/HRA Directive, and the Environment Agency can agree with their draft outcome.</p>	<p>Note added</p> <p>Noted preference below illustration. Urban areas and boat launch areas with more wear may require gabions though.</p> <p>Noted</p> <p>Noted in paving section</p> <p>Note added to require management plan.</p>
14. Natural England		We have no specific comments to make on the design guides.	
15. Vistry Group (Developer)		<p>Section 2.3 General Standard - paving</p> <p>Again, this section is too prescriptive and should not be requesting the size and colour nor material of paving. This needs to be flexible and acknowledge that those materials and specifications requested</p>	The guide is there to avoid the multiple different surfaces and specifications used in development that lead to a large cost to the public purse in maintenance, difficulty in sourcing spares/replacements and no build up of knowledge of

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		<p>might not be available and (or) better solutions for paving could materialise in the future. Material choice could have an impact on viability, therefore a blanket approach is unreasonable.</p> <p>Section 2.6- Street Furniture and 2.20 Nightscape and lighting Please see the comments above. The specifications are far too prescriptive, and lighting needs to be compatible with nature strategies. The specification does not allow for flexibility or innovation in the future and will become out of date quickly.</p>	<p>particular material by either contractors or the highway authority locally. The guide is permitted to codify this under NPPF and local Plan policies.</p> <p>See above. Lighting is compatible with nature strategies and has been agreed with county and EA. Flexibility is problematic for planning long term maintenance and consistency in appearance of the environment so restriction on the pallet of materials is required. The guide can be updated quickly.</p>
16. WessexWater		Street trees can have adverse impacts on underground utilities infrastructure. We suggest that an additional consideration is inserted into Section 2.18.2 'Tree Pit Location' to identify that consideration should be given to street tree location to ensure that they do not have an adverse effect on utilities infrastructure.	Note added
17. Taylor Wimpey (developer)		<p>Taylor Wimpey supports the production and aims of the Public Realm Design Guide, which should be a valuable and helpful tool to raise design standards within Taunton's public realm. The format and structure are considered clear and accessible, providing useful guidance to the approach and treatments to the different character areas</p> <p>It is important however that the SPD does not seek to make and implement new planning policy, for example in respect of the delivery of renewable energy solutions as part of new housing development. It must be recognised that the SPD can only implement policy that already forms part of the development plan.</p> <p>The only concern we would identify is if the detail set out in the Design Guide becomes too prescriptive and therefore risks becomes a 'tick box' tool stifling alternative design and treatments which may be appropriate. For example, Sections 2.1 - 2.4 and 2.7 - 2.13 respectively set out specific paving and street furniture requirements for the different standard areas, but other materials and treatment may be equally acceptable.</p> <p>There also needs to be specific recognition that issues of site-specific circumstance, technical feasibility, and viability may influence the design approach in a way that may not necessarily deliver the specific outcomes sought. While certain design treatments may not be the optimum outcome, in some cases there will be compelling technical reasons why the 'preferred' design solution cannot be followed or where it would make an otherwise desirable scheme unviable - a good example being the availability and cost of materials or particular brands and specifications of street furniture. The Design Guide needs to recognise that in some cases an alternative design approach or treatment will be acceptable.</p> <p>It is also crucial that the advocated design measures are deliverable. Where design measures impact on highways and/or have implications for adoption and maintenance these need to adhere to the relevant standards and guidance - this is specifically acknowledged at paragraph 2.17.1 in respect of Electric Vehicle Charging but this applies to other measures. A conflict between the standards specified in the Design Guide and the standards the Highway's Authority will accept would create additional burdens for applicants and will not facilitate a positive outcome. This is particularly relevant for road materials, street trees, street furniture, and sustainable urban drainage measures in the public realm both in terms of determining applications and longer-term adoption and maintenance implications. The implications of requiring enhanced materials on future commuted sums also needs to be clear. This is acknowledged at paragraph 2.1.3 but the Guide does not offer further clarification as to how this would be addressed.</p> <p>Overall, our client supports the aims and objectives of the draft Public Realm Design Guide SPD and consider it will be helpful in raising standards for the public realm in Taunton. However, as set out in the opening comments, it is important that the Council uses it as a guide and does not seek to apply it rigidly so that it stifles good creative design.</p> <p>Subject to further consideration of these points we offer broad support for the draft document.</p>	<p>The guide is there to avoid the multiple different surfaces and specifications used in development that lead to a large cost to the public purse in maintenance, difficulty in sourcing spares/replacements and no build up of knowledge of particular material by either contractors or the highway authority locally. The guide is permitted to codify this under NPPF and local Plan policies. Other specifications may be adequate functionally but will not be acceptable to the planning authority who must decide on suitability of appearance, scale, long term adequacy, maintenance and environmental performance.</p>
18. Burrington Estates		Burrington Estates supports the production and aims of the Public Realm Design Guide, which should be a valuable and helpful tool to raise design standards within Taunton's public realm. The format and	letter repeating text from Taylor Wimpey letter. See above comments.

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		<p>structure are considered clear and accessible, providing useful guidance to the approach and treatments to the different character areas.</p> <p>It is important however that the SPD does not seek to make and implement new planning policy, for example in respect of the delivery of renewable energy solutions as part of new housing development. It must be recognised that the SPD can only implement policy that already forms part of the development plan.</p> <p>The only concern we would identify is if the detail set out in the Design Guide becomes too prescriptive and therefore risks becomes a 'tick box' tool stifling alternative design and treatments which may be appropriate.</p> <p>There also needs to be specific recognition that issues of site-specific circumstance, technical feasibility, and viability may influence the design approach in a way that may not necessarily deliver the specific outcomes sought. While certain design treatments may not be the optimum outcome, in some cases there will be compelling technical reasons why the 'preferred' design solution cannot be followed or where it would make an otherwise desirably scheme unviable - a good example being the availability and cost of materials. The Design Guide needs to recognise that in some cases a lesser design approach will be acceptable.</p> <p>It is also crucial that the advocated design measures are deliverable. Where design measures impact on highways and/or have implications for adoption these need to adhere to the relevant standards and guidance - this is specifically acknowledged at paragraph 2.17.1 in respect of Electric Vehicle Charging but would apply to other measures. A conflict between the Design Guide and the Highway's Authority as to what will be acceptable will not be helpful to anyone and will not facilitate a positive outcome. This is particularly relevant for road materials, street trees, street furniture and sustainable urban drainage measures in the public realm. The implications of requiring enhanced materials on future commuted sums also needs to be clear. This is acknowledged at paragraph 2.1.3 but the Guide does not offer further clarification as to how this would be addressed.</p> <p>Overall, our client supports the aims and objectives of the draft Public Realm Design Guide SPD and consider it will be helpful in raising standards for the public realm in Taunton. However, as set out in the opening comments, it is important that the Council uses it as a guide and does not seek to apply it rigidly so that it stifles good creative design.</p>	
19. Woodland Trust		<p>DOCUMENT LEGIBILITY/ ACCESSIBILITY</p> <p>The format and layout of the document make it quite difficult to read online and it doesn't lend itself well to being zoomed in on to read the text. Please could some further consideration be given to the ease of reading this document and others which your team produces to ensure that they are fully accessible</p> <p>PLANTING</p> <p>The tree chapter seems well thought through and is to be commended</p> <p>The provision and design of tree planting in urban areas is to be commended. It is excellent to see that trees will play such a key role in the making of the garden town. The paragraphs in 2.18.1 - 5 are excellent, taking due care for tree health and the species categorised according to size will contribute well to ensuring that the right tree is planted in the right place. It is also good to see that you have considered the services to urban environments that trees can provide in regulating temperature and air quality.</p> <p>We welcome the commitment to a target of 30% tree cover by 2050 The target to increase tree cover to 30% in Taunton by 2050 is both ambitious and excellent to see. The Woodland Trust would welcome the opportunity to work with Somerset West and Taunton Council on the development of the Taunton Garden Town Tree Planting Strategy. We have schemes available to provide trees for planting on local authority land including MORE woods and community tree packs. We can work with you to develop a plan and move to delivery of this ambition. It is excellent to see that you have considered the local conditions and environments of the area and are including trees for wetlands, wet woodlands and withy beds, and orchards as well as mixed broadleaved woodland planting.</p> <p>It is excellent to see the Woodland Trust listed in your list of possible partners, and this is something we would certainly like to meet with you to take forward. We have experts in tree planting in urban and wilder settings, policy experts and can provide advice on matters relating to managing trees. Please connect with me to arrange an initial meeting.</p> <p>Ensuring trees thrive well into the future</p>	<p>We are not aware of any accessibility issues. The web version may pixellate when zooming in on some illustrations. A high resolution version should also be made available on the website for users who need the detail.</p> <p>Noted and have drawn partnering offer to attention of GT</p>

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		<p>We have identified two small gaps in the SPD which could be improved with some small modifications.</p> <p>Firstly, we would like to ask Somerset West and Taunton Council to consider how the Design Guide can ensure that new development takes account of the size of trees when they have reached maturity, and not at the time of planting. This will safeguard the trees in the future so that they are able to thrive.</p> <p>Secondly, although we advocate the planting of native trees, we understand the value of ornamental trees in urban environments. We would urge Somerset West and Taunton Councils to source trees from nurseries with the tightest plant health controls in place, that are UK sourced and grown and are UKISG endorsed. This will help to ensure that our native trees are protected from new pests and disease, but also that species are not selected which could threaten our native trees which are already showing signs of stress through pressures of climate change and existing diseases.</p> <p>Finally, we welcome the opportunity to work with you to achieve these ambitions and ensure that trees and woodlands thrive in Somerset West and Taunton for the benefit of people, biodiversity, and climate change</p>	<p>Note to be added to tree selection text</p> <p>Note to be added to tree selection text</p>
20. Network Rail		<p>ILLUSTRATIVE LAYOUTS: Section 3.2.3 Station - Inner gateway vision</p> <p>This section highlights improvements to the station area at Taunton in order to provide a high quality space for the public. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.</p>	<p>Comments noted. The guidance is for design not a scheme proposal or an expectation of funding. It is to show how a scheme might be designed should funding for instance from planning obligations, become available.</p>
21. Avon and Somerset Police		<ol style="list-style-type: none"> 1. The physical security of a building alone does not necessarily make it secure, instead, it is a by-product of well thought out, inconspicuous crime prevention measures that are incorporated within the whole design. 2. When considering future developments, it is imperative to achieve sustainable reductions in crime to help people live and work in a safer society. Police Crime Prevention Initiatives (PCPI) are a police-owned organisation working on behalf of the police service to deliver a wide range of crime prevention initiatives of which they promote Secured by Design (SBD). 3. Supported by Crime Prevention Design Advisors (CPDA's), SBD provide a series of design guides that enable CPDA's to work closely with architects, developers and local authority planners at the design stage. This enables the CPDA to assist developers to 'design out crime' by improving the layout and physical security of buildings at conception through to construction. 4. Upon meeting the necessary requirements as stated within the SBD Design Guides e. g. Homes 2019 & Commercial 2015, developers may achieve an SBD award. This achievement illustrates that the developer has incorporated crime prevention techniques in the layout, landscaping & planting, provision of communal/play areas and parking in the immediate surroundings plus the physical security of buildings. In addition to the Design Guides listed on the SBD website – www.securedbydesign.com –there is a list of accredited products which have been independently third party tested. This ensures the physical security standards of products and services are guaranteed. 5. Crime Prevention Design Advisors are trained members of the police service who specialise in crime prevention and designing out crime. Their role is to provide impartial, expert advice on Crime Prevention Through Environmental Design (CPTED) to a wide range of design and build professionals including architects, builders and developers, local authority planners and many others. Considering CPTED principles at the conception and planning stages is pivotal to the sustainability of future developments ranging from building new, large scale developments to major refurbishment projects. This encompasses a wide range of building sectors including residential, business, education, health, transport, retail and sport/leisure facilities. 6. The government has placed obligations on police and local government to work together in the strategies for dealing with crime and ASB, which has firmly placed the CPDA role in the planning process. In addition, local planning policy, design codes, BREEAM and the Crime & Disorder Act 1998 (Section 17) influence and address the need to design out crime and deliver safe and secure communities. <p>I request that the above comments (or an appropriate version of them) be included in the above Design Guides.</p>	<p>Secured by Design is covered by SADMP 2016 Policy D8: Safety</p> <p>SBD tends to focus on development of sites in the planning system whereas the design guide is trying to also cover provision and reengineering /improvement of existing public space in highways and green spaces. Some of SBD guidance may also conflict with some sustainable design practice e.g. Low Traffic Neighbourhoods creation, so needs careful interpretation.</p> <p>A note to be added that the Police Crime Prevention Design Advisor can usefully advise on public realm design safety aspects.</p>

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
22. Highways England		Whilst we have no specific comments on the draft guidance contained within the Design Guides, we welcome the Council's intention to deliver sustainable development across the district by encouraging the development of sustainable transport opportunities, thereby reducing the reliance on the private car	noted
23. Office for Nuclear Regulation		For developments we will require: confirmation from relevant Council emergency planners that developments can be accommodated within any emergency plan required under the Radiation (Emergency Preparedness and Public Information) Regulations 2019; and that the developments do not pose an external hazard to the site.	No developments proposed

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
SOMERSET COUNTY COUNCIL			
24. Highways		<p>...strong concerns about the documents as currently drafted and would suggest that we arrange some collaborative sessions to work through your objectives and proposed changes to current practice; to agree an appropriate set of guidance that this Authority can sign up to.</p> <p>...broad concern is that the documents (in particular the public realm document) do not take sufficient account of the fundamental principles that underly most of the existing guidance and statutory requirements for the design, maintenance and operation of highway and transport networks.</p> <p>I note that the public realm guide is aimed at guiding design of public realm and street works by the highway authority, by developers, utility companies and by their agents and contractors. There is a wealth of existing guidance, much of it embedded in statutory regulation that does not appear to be compatible with many of the proposals in your draft guidance.</p> <p>The provision of a safe network with appropriate capacity to keep traffic moving is at the heart of current highway guidance and is not reflected sufficiently in your proposed approach. We need to ensure that the design standard, layout and materials used are appropriate to the role, function and strategic nature of the routes. Proposals for the A38 as an example do not appear to be appropriate...</p>	<p>The Guide takes into account all the current guidance and statutory regulations and the Council will continue to work with the Highways Authority.</p> <p>The guide is aimed at designing the appearance of public space to accord with Garden Town and our joint sustainability commitments - it is not meant to replace highways manual. All diagrams of application are illustrative of principles - not detailed engineering designs.</p> <p>The premise of keeping traffic moving here is that all streets and roads are treated equally with vehicle priority as the primary goal. Whilst the Traffic Management Act suggests this, such an approach is a blunt instrument and all streets must be treated according to their context - particularly their required (not necessarily existing) pedestrian and cycle activity level.</p>
		1.1.1 Purpose of this Guide	
24.1.		The Highway Authority require further clarification is required on the meaning of Public Realm and Streetworks. Is this guide intended to only apply to the existing highway network or will it also apply to internal estate roads within a housing development	Both - its area related - not new and existing related
		1.1.7 Respecting Character and Heritage	
24.2.		Please note there are spelling mistakes in the text which is associated with figure 3.	Noted.
		1.1.8 Equality and Inclusive access	
24.3.		From reviewing these paragraphs, they do not directly mention pedestrians with a visual impairment or the current pause on shared spaces. It is our opinion that this section needs to be carefully considered to ensure it adequately caters for all those with equality and inclusive access needs. In addition, you may wish to consider disabled parking and accessibility to public transport	<p>This introductory statement is about our Equalities Act duties. Visually impaired people are only one of the protected characteristics under the Equalities Act duties. Our duty is to eliminate unlawful discrimination; advance equality of opportunity; and foster good relations. It requires local authorities to make a 'reasonable' adjustment to ensure the equal provision of services.</p> <p>We deliberately do not use the term shared space in accordance with CIHT - nor show any. DPTAC more accurately state "Those involved in shared space schemes need to be cognisant of the need to comply with the Public Sector Equality Duty</p>

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
			<p>and the duty to implement reasonable adjustments". So it is carefully considered.</p> <p>We also understand the shared space pause is not blanket but conditional. We draw your attention to the Minister's statement of 28/9/2018 which states "<i>the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.</i>"</p> <p>And</p> <p><i>"Features often included in a shared space scheme, such as the minimal use of traffic signs and other traffic management related street furniture, removing traffic signals, removing/modifying formal and informal crossings, raised side road entry treatments, continuous footways, table junctions and shared use routes for pedestrians and cyclists are often integral parts of other traffic management schemes. The use of these features in traffic management schemes is not included in the request to pause level surface shared space schemes. The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space."</i></p> <p>See also</p> <ul style="list-style-type: none"> • DPTAC position on 'shared space' 2018 • Access for blind people in towns. SS1401 The National Federation of the Blind of the UK, 2013. • 'Creating better streets: Inclusive and accessible places. Reviewing shared space', CIHT, 2018
24.4.		You will also need to include the following document in the reference section: "A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure" - Inclusive Mobility (DfT) document.	Noted - will add ref. here. (Already mentioned in other parts of Guide and references at end)
		1.1.9 Format of the Design Guide	
24.5.		It is noted that several references have been listed but this does not cover all the documents likely to be referenced by the Highway Authority. The County Council's Declared Standards are likely to extend beyond those listed. For example, there is no reference to the Traffic Signs Manuals, The Design Manual for Roads and Bridges (DMRB), which covers design & specific infrastructure not covered by MfS. There is also no reference to relevant legislation including Construction (Design and Management) Regs 2015, which is fundamental to ensure it is safe and fit for purpose. Whilst new DfT documents relating to Walking, Cycling and Horse riding must be considered to ensure the latest design ideals are adopted.	<p>It is not meant to cover every document likely to be referenced by the Highway Authority - it is those needed for public realm design in the Garden Town - not all highway design. The Highway Authority may need to update their guides in some areas</p> <p>TSM and DMRB are mentioned where these are relevant - see p.47 and 136</p> <p>"The Design Manual for Roads and Bridges (DMRB) is a suite of documents which contains requirements and advice relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations is highway or road authority" (GG101, DMRB). It is not designed for local streets.</p> <p>The guide does not mention CDM as it is a statutory duty and doing so is a distraction from the main purposes of the document. The guide is aimed at professional and competent designers of public realm/highway works. The applicability of certain of the CDM regulations is anyway dependent on whether the project is notifiable, i.e. those projects for which the construction phase is likely to involve more than 30 working days or more than 500 person days of construction works.</p> <p>LTN1/20 has been followed as far as possible. Not sure what other DfT documents are being referred to? Recent CD 195 Designing for cycle traffic (DMRB) is mentioned.</p>
		2.1.1 Core Standard	

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
24.6.		There is no specific reference made to conservation areas within the town. Do core standards only relate to conversation areas?	<p>No all the standards relate to more than just Conservation Areas. The Core Standard, which includes several Conservation Areas and many Listed Buildings. The Planning (Listed Buildings and Conservation Areas) Act 1990, is to also take account of the setting of these and other non-designated heritage assets (local listing/buildings, structures and fabric of historic importance) - not just the designated boundaries to conservation areas. See Fig 6 p13 and fig 7 p19.</p> <p>All the Core Area and part of the Town Standard area are environmentally sensitive and are lined by Listed Buildings as well as Conservation Areas most of which, but not all, adjoin. There are Conservation Areas in parts of the General Standard Area also. Note that Historic England guidance on planning also relates to the setting of Heritage Assets, which includes non-designated heritage assets (The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) 2015. Their Streets for All South West guidance also applies.</p> <p>The Conservation Area boundaries will be shown on the overall Area Standards plan but the quality and specification of materials is not solely based on this designation.</p>
		2.1.2 Key Characteristics	
24.7.		Regarding this paragraph clarification with DfT mobility and local disabled groups about new tactile guidelines. Please ensure adequate consideration is given to those with a visual impairment. Please note that sandstone cycleways and sandstone set for crossovers and contrast might be confusing. There are other questions relating to tactile delineation, flame textured contrast areas and colour of natural stone blister slabs at controlled crossings.	<p>Suggest the following insertion is made 'The public realm design process must consider the needs of blind and partially sighted people from the outset of a scheme, within an integrated and genuinely inclusive design process, that reflects the public sector obligations under the Equalities Act'.</p> <p>There is a cycle divider kerb as contrast and setts are in contrast jointing so appear darker. Design would as policy, be subject to consultation with disabled groups. Vehicle crossovers are in setts to allow for more vehicle use and also to provide indication of potential vehicle use. This is traditional over much of the country - not sure why it would cause confusion.</p> <p>We note the tactile contrasts issue- see 2.5.7 for suggested changes to colour to black in Core Standard area.</p>
24.8.		Where materials for carriageway construction differ from those outlined in SCC's standard construction materials then commuted sums will be sought by the local highway authority to secure the future maintenance of the assets.	SCC do not appear to have published standard construction materials but any information on this will be taken into account. The use of higher quality materials will be sought where appropriate. The town centre already has bespoke higher quality paving as is fitting to the centre of the county town.
24.9.		As an aside to the above it may be prudent to provide a link to SCC's commuted sum policy document. So, it will mean developers are under no illusion what is expected of them.	SCC commuted sum policy will be added for developer reference.
		2.1.3 Specials	
24.10.		Concerns that tactile natural stone blister slabs (grey) will not provide the contrast required for the visually impaired pedestrians. Off-road segregation of cyclists using cycle granite demarcation edge (Charcon) will again cause a colour contrast issue for the partially sighted pedestrians.	<p>The DfT guidance on tactile doesn't require contrast - it is advised. It is also accepted that "Where there are conservation considerations an alternative colour for the tactile surface may be appropriate" - design would be subject to consultation with disabled user groups as SCC policy.</p> <p>Proposed to insert 'The public realm design process must considers the needs of blind and partially sighted people from the outset of a scheme, within an integrated and genuinely inclusive design process, that reflects the public sector obligations under the Equalities Act'</p>
24.11.		Cycle drop kerbs in granite (Charcon) raise several questions i.e. are these too narrow and can cause a slip hazard for cyclists.	Cycle drop kerbs are available in a number of widths (450, 600, 750mm) to suit slope needed and meet BS EN1340 requirements for SRV.
24.12.		Finally, please can you clarify what a courtesy crossing, is this the same thing as an Uncontrolled Crossing facility.	Courtesy crossings are uncontrolled crossings, typically provided in more enhanced slow speed street environments, with no statutory requirement for

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
			drivers to give way to pedestrians, but many do out of courtesy as is required in UK law where the pedestrian has equal right of use of the highway as the vehicle.
		2.1.4 Paving Slabs - smooth	
24.13.		Is the Slip Resistance Value sufficient?	Yes - meets BS 1341 - surface should be greater than 35 in the wet. Note - DMRB CD 239 Footway and cycleway pavement design also states "Natural stone flags or setts shall have a minimum unpolished skid resistance value (USRV) of 35 determined in accordance with BS EN 14231 [Ref 21.N] in wet conditions"
		2.1.5 Paving setts - footways and cycle paths	
24.14.		Colour contrasts to enable pedestrians (especially visually impaired) to decide what is a footway, i.e. a right of way on foot only, and a Segregated or shared-use footway/cycleway NMU route? As with the paving slabs, is Slip Resistance Value sufficient?	The specification is for setts. Sometimes these are used in cycle track and sometimes in footways - not saying same would be used in same place - see application diagrams. The layout design would seek to create suitable contrast. See also 2.5.7 response.
		2.1.6 Paving slabs - textured	
24.15.		No mention of tonal (or other type) of contrast between a footway and cycleway.	Para. numbering to be amended. Yes - meets BS 1341 - surface SRV should be greater than 35 in the wet
		2.1.7 Paving Setts - carriageways	
24.16.		No mention of tonal (or other type) of contrast between a footway and cycleway.	This section is for individual materials specification - not layout section. Contrast in layout is designer's responsibility using materials shown.
24.17.		Is the Slip Resistance Value sufficient?	Setts meet BS EN 1341 - surface SRV should be greater than 35 in the wet.
24.18.		With regard to materials, if these are nonstandard materials usually the Highway Authority would require a commuted sum. However, considering that this will be for the garden town has there been a discussion between SCC and SW&T over a change in policy because of this.	The use of higher quality materials on the areas shown is subject to agreement on a case by case basis. The town centre already has bespoke higher quality paving as is fitting to the centre of the county town. A ref. to commuted sum SCC policy for developers will be added.
24.19.		Please note that granite setts are not currently permitted for adoption within the SCC design palette.	Propose to change this to 'imprint asphalt' - setts can have problems where buses and HGVs access regularly though regularly used in high quality schemes.
		2.1.8 Cycle demarcation edge	
24.20.		We have not seen this approach used before, looks like potential for trip hazards if this is segregating cyclists and pedestrians. Drainage design will need careful consideration.	The shape is prescribed in 'Guidance on the use of tactile paving surfaces' for use to separate the pedestrian and cyclist sides of a segregated shared use cycle path See uses as kerb at Sauchiehall St Glasgow, and at Newarke Street, Leicester. Could use half batter kerb laid on side as alternative. A max 1in4 to 1in7 slope is not found to cause a trip hazard. See also UCL PAMELA research "Testing proposed delineators to demarcate pedestrian paths in a shared space environment" 2008
		2.1.9 Cycle edge kerb	
24.21.		Raised kerb height - Problems experienced in Bridgwater of elderly pedestrians tripping up the kerbs when crossing. There is no colour contrast. No safety lines. Chamfered kerbs are a potential hazard. Drainage, thresholds, footway levels and transitions will need to be carefully considered and detailed and again is the slip resistance value sufficient.	This cycle kerb is designed to be more forgiving for a cyclist by avoiding pedal clipping kerb and causing and cyclist to fall into path of a vehicle. It is prescribed in TfL Streetscape Design Guide and sold commercially by Charcon. It is to be used in the right place - i.e. for a divider strip between carriageway and cycle lane, not to edge of footway. Kerb meets BS EN 1341 for SRV - see Charcon technical sheet. A competent designer would know how to use it. The colour contrasts the same as any other kerb so is no greater trip hazard.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
		2.1.10 Cycle drop kerb	
24.22.		Is the Slip Resistance Value sufficient?	Kerb meets BS EN 1341 for SRV
		2.1.11 Kerbs	
24.23.		Any materials use in a Conservation area will require prior approval by the District and County Conservation Officers.	We have consulted SCC's Conservation Officer. See SWHT comments. SWT is the District Conservation Officer and is the promoter of the design guide and its requirements.
		2.1.12 Resin bound gravel	
24.24.		No slip resistance value has been provided. It should be restricted to locations out of pedestrian areas - tree pits and surrounding street furniture.	A note re resin bonded gravel would be required to have SRV >40 (wet) measured in accordance with BS 598-105 : 2000 and BS EN 13036-4 : 2003 and have BBA Certificate .
		2.2.2 Key characteristics	
24.25.		Please note that gold resin bound gravel is unsuitable to use for cycle lanes. Where carriageway construction/materials proposed for use differ from those outlined in SCC's standard construction materials then commuted sums will be sought by the Highway Authority to secure future maintenance assets.	In light of SCC comment on consistency of cycle paths across the town, a change is proposed to a Terracotta self coloured asphalt binder surface for the Core and Town Standard area. The concern is that the red should be less bold within the historic town centre and its immediate margins. The proposals show cycle lanes (in carriageway) as using asphalt colour binder surface as SCC standard - again in Terracotta colour. The Council is now aware of any published SCC standards for construction materials since the Green Book was withdrawn. The use of higher quality materials on the areas shown will be considered on a case by case basis. The town centre already has bespoke paving as is fitting to our county town's prime shopping and civic area. A ref. to the SCC commuted sum policy will be added for developer reference.
		2.2.8 Cycle demarcation edge	
24.26.		Firstly, there is a spelling mistake in the text for the photo. With regards to the demarcation will these be clearly visible during the hours of darkness? Drainage would also need to be detailed. Many of these features are not included in the core section of the report, which is likely to have a greater number of ped/visually impaired and cyclists.	The demarcation is for use in town centre (Core and Town Standard Areas) so will be illuminated. Drainage breaks are a detail issue but are deliberately shown in the illustration. The guide is to establish principles of material use in each area- not to show every occurrence as it is not a plan.
		2.2.11 Resin bound gravel	
24.27.		Gold Resin bound gravel is unsuitable to use for cycle lanes.	Cycle tracks and lanes have been amended to a Terracotta self coloured asphalt binder surface for the Core and Town Standard area, in order to maintain the red tone for consistency. The Council seeks to ensure that the red used should be less bold within the historic town centre and its immediate margins. RBG use confined to footway areas where there is less foot traffic (outside 'Clear Zone') and where colour contrast for visually impaired is required - i.e. around street furniture clusters, cycle racks etc
24.28.		Where carriageway construction / materials proposed for use differ from those outlined in SCC's standard construction materials then commuted sums will be sought by the local highway authority to secure the future maintenance of the assets. A link to the Commuted Sum Policy document would be useful here.	The Council is not aware of any published SCC standards for construction materials since the Green Book was withdrawn. The use of higher quality materials on the areas identified will be subject to discussion on a case by case basis. The town centre already has bespoke paving as is fitting to our main county town's prime shopping and civic area. A ref. to the SCC commuted sum policy will be added for developer reference.
24.29.		Is the Slip Resistance Value sufficient?	A note will be added that resin bonded gravel would be required to have SRV >40 (wet) measured in accordance with BS 598-105 : 2000 and BS EN 13036-4 : 2003 and have BBA Certificate .
		Missing Section	

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
24.30.		There is no reference to cycle path surfacing. Please note that red surface for cycle lanes and where clear segregation is required. No mention of shared areas. The colour contrast is to assist the partially sighted, to provide warning and raise awareness that they can expect cyclists. Red shared areas combined with signing also help inform motorists of the presence of a cycleway where cyclists are likely to be joining the carriageway	Cycle tracks are shown as RBG in 2.2.11 - see amendment to Terracotta asphalt proposed above. Shared cycle/footways not shown here as these are a layout issue - this section is only dealing with materials.
		2.3.8 Resin bound gravel	
24.31.		The paragraph numbering is incorrect	noted and will be amended
		2.3.10 Cycle demarcation line	
24.32.		The paragraph numbering is incorrect	noted and will be amended
		2.3.11 Cycle path surface	
24.33.		Red surface for cycle lanes and where clear segregation is required. No mention of shared areas. The colour contrast is to assist the partially sighted, to provide warning and raise awareness that they can expect cyclists. Red shared areas combined with signing also help inform motorists of the presence of a cycleway where cyclists are likely to be joining the carriageway.	Red surface is shown for cycle lanes in the General Standard area in this section. Shared areas are a layout issue (and dealt with in LTN 1/12). This section is only a materials specification for specific areas. LTN 1/12 also states "Coloured surfacing is not generally recommended for shared use" and "On shared use routes, coloured surfacing can be very detrimental to the streetscape". We also note SCC practice varies across Taunton, with many shared tracks uncoloured.
		2.4.4 Sealed surface cycle paths: town centre area	
24.34.		Any features or materials which are not part of the SCC palette or considered standard construction will attract a commuted sum.	These are not on highways land (i.e. cycle tracks under the RTRA) so do not strictly require SCC standard materials - A note to be added to make this clear
		2.4.5 Sealed surface cycle paths: outer area	
24.35.		It is recommended that a single binder/surface course material similar to that used as part of the Cannington-Combwich cycle route.	This is for largely off highway cycle tracks. The material shown is similar to that laid in Longrun Meadow recently by SCC (which includes a good proportion of recycled materials).
		2.4.6 Unsealed surface cycle paths	
24.36.		We would recommend that you consult SCC Public Rights of Way Team.	Noted
		2.5.2 Controlled crossings	
24.37.		Fig 15 has no guard rail as such kerbing will be a trip hazard. There is evidence of this on the Taunton Third Way.	This is used in busy pedestrian locations in London and is a successful design detail shown in the TfL Streetscape Design Guide having been used first in Kensington High Street (completed 2004 and reduced RTAs by 44%). A note will be added that disabled groups must be consulted during design stages. Removing guardrail in the right circumstances assists multiple different types of people abilities in crossing, assist physical distancing, aids pedestrian movement and removes clutter.
24.38.		High friction surfacing to be self-coloured. Currently we use buff coloured surfacing.	The performance is not different and SWT as planning authority require self coloured grey in the Garden Town centre.
24.39.		Tactile paving at controlled crossings should be red in accordance with the DfT's Guidance on the Use of Tactile Paving Surfaces unless it is in a conservation area.	The DfT guidance is not as binary (i.e. in and out of a CA as suggested). The Tactile guidance states "Where the blister surface is provided at crossing points in conservation areas or in the vicinity of a listed building, some relaxation of the colour requirements may be acceptable". It relates to environmentally sensitive areas - not just designated Conservation Areas.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
			<p>All the Core Area is an environmentally sensitive area and is lined by Listed Buildings as well as Conservation Areas most of which, but not all, adjoin. Historic England guidance on planning also relates to the setting of Heritage Assets. See 'The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning' Note 3 (Second Edition) 2015. Their Streets for All South West guidance also applies.</p> <p>The Tactile Guidance states the duty is to consult with local visual impairment groups which is made clear that this is a requirement for design teams.</p>
24.40.		SCC Traffic Signal Specification document sets out the county's standards for such locations including the use guard railing and colour of HFS on the approaches. The SCC Traffic Signals team should be consulted.	<p>The SCC STAN 11/17 Traffic Signals does not preclude this design approach - it is a detail the Council would like in the Garden Town to improve pedestrian comfort and visual amenity. The SCC guide says "We have alternative designs for islands some of which incorporate pedestrian guardrail and others safety kerbing as a way of both protecting vulnerable users and a way of guiding them". With speed reduction enabled and ISA coming in in 2022, we expect to see a more barrier free approach to public realm design.</p> <p>.</p>
		2.5.3 Side Road Entry Treatments	
24.41.		Will need to conform to Road Hump Regs, with humps being no higher than 100mm and 75mm on bus routes.	<p>The design to comply with TAL 2/94 and accords with SCC's own details STAN 08/18 Traffic Calming (section 7.18). Only need white hump arrows if table exceeds 100mm. Aim would be to design out a 100mm rise by tapering the carriageway surface up to the table. A competent designer would apply the regulations. Not proposed to use on bus routes.</p>
24.42.		In line crossing three rows deep on the tactile. Assume blister tactile? Consider layout for segregated route going into shared area at crossing.	<p>Tactile would seek to follow Guidance on Tactile Paving, 1998 Fig 16 (or if amended, any new guidance or the new cycle LTN).</p>
24.43.		Consider new design standard for cycling, with respect to these indented crossings. No drainage details. Illumination of crossing is an important safety feature.	<p>New LTN1/20 has been followed as far as possible. Drainage details are outside the scope of the guide. All use would be in the Garden Town urban area which is illuminated.</p>
24.44.		No detail of junction radius kerbing. Swept paths required to ensure overrun does not conflict with tactile paving, pedestrians, street furniture, exiting vehicle.	<p>Agreed, noting MfS 6.3.13 also allows for swept path to cross centre line. It is important not to design geometry solely based on occasional use by large vehicles, such as refuse or removal trucks. Junction radius is not shown deliberately - to be as small as possible to assist pedestrian and cyclists (MfS shows junctions with no radius - only quadrants) and based on local context, width of side street, volume of HGV movements etc.</p>
24.45.		No road hump triangles, warning signs etc	<p>The matter of whether it is a hump or not depends on height of table. We would suggest tapering adjoining blacktop surfaces to avoid the need to make it road hump. Road humps at entry points will need to be signed other than when used as an entry (LTN 1/07 Traffic Calming).</p>
24.46.		Are Dutch kerbs type approved in the UK? What is the evidence that they are work well for motorcyclists and cyclists?	<p>Yes - meet BS EN 1340. (Under cross compliance of EU Standards required by DMRB). See Charcon technical sheet. Used in Netherlands by 17 million people. Detailed in CROW design guide.</p>
24.47.		A Powered two-wheeled vehicle (PTW) turning into the junction will be leaning, no reference to skid resistance etc.	<p>They are BS EN 1340 i.e. >40 USRV</p>
24.48.		If undertaking a Road Safety Audit (RSA), there is a concern that pedestrians assume priority and step out in front of a vehicle turning into the junction, exacerbated during the hours of darkness. PTW loss of control negotiating the junction.	<p>Hence need to design in context and understand the speeds, volume of peds etc. Accords in principle with SCC's own details STAN 08/18 Traffic Calming (section 7.18). The aim is to increase pedestrian access, provide more equitable public space for mobility impaired, reduce vehicle priority and decarbonise transport and of course, increase cycling by 100% by 2030. RSA Stages would be carried out as per adoption or highway asset management plans as usual. Consultation with local disability groups should be undertaken when designing schemes</p>

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
24.49.		Conflict with cyclists (Fig 17), cyclists approaching crossing at speed and assuming priority, tactile paving does not appear to extend across the cycle route, visually impaired pedestrians who may stray onto the cycle path are given no warning that they are stepping out into the carriageway.	<p>Entry treatments are less used in Somerset but it does accord with the principles of the treatments in SCC Traffic Calming STAN 08/18 and complies with LTN1/20. Its purpose is to reinforce the appearance that a vehicle is no longer at this point on a 'live carriageway' (an emotive term) but on a pedestrian and cycle space that they are permitted to travel across where vehicle are at low speed. To the pedestrian the continuous footway shows the priority clearly that they already have in law and in the Highway Code. This accords with LTN 1/07 Traffic Calming and other advice.</p> <p>The tactile layout can be further refined but this is current thinking and would accord with Guidance on Tactile Paving 2008 Fig. 16 with 3 rows (the diagram is necessarily simplified to indicate principles). Visually impaired pedestrians would know if they stray onto the cycle track due to the demarcation kerb edge.</p>
24.50.		Not confident that the layouts shown, adequately cater for people who are visually or mobility impaired, which was the reason the government halted shared space schemes.	<p>This is not a shared space scheme but good practice in side road entry traffic calming in busy urban areas. It complies with SCC Traffic Calming STAN 08/18 and the Highway Code where vehicles are required to give way to people walking and on cycles at the side road exit/entry (Rules 170 and 183). Used successfully in many cities, it is acknowledged as better than the status quo at prioritising movement for visually impaired and all pedestrian people with disabilities and people on cycles by a long margin. This is in order to achieve the objectives of modal shift, higher cycling rates, physical distancing and better and more equitable walking environment. Following the status quo and not providing good continuous footways in the Garden Town core would really be overlooking our community's equality needs.</p> <p>See earlier comment on Minister's comment on Shared Space - which is not 'halted'.</p> <p>We will add note that 'Detail design would be subject to consultation with local disability groups' as suggested above,</p>
24.51.		Assumed 750mm is an error and should read 75mm?	No - this is one of the widths of a Charcon standard Dutch entrance 'inritbanden' kerb (Dutch standards also come in 450 and 600mm width)
		2.5.5 Crossovers	
24.52.		Fig 19 show the use of quadrant kerbs at dropped crossings these need to be carefully assess gradients for wheelchair users. In additional construction detail for southbound pedestrians and wheelchair users need to be considered.	Any design would of course be subject to scrutiny for compliance with disability access and we will add a general note to the guide saying how consultation with local disability groups should be undertaken when designing schemes. May need to adjust footway levels locally to achieve gradients and flush kerb.
24.53.		Fig 20 is similar to the above for Fig 19, but consideration must also be given to construction details to avoid trips, vertical faces or excessive gradients for east-west pedestrians. The proposed details at the back edge of the footway are not clear, potential for trip hazards.	Any design would of course be subject to scrutiny for compliance with disability access. May need to adjust footway levels locally to achieve gradients and flush kerb.
		2.5.6 On footway loading and cargo bike bays	
24.54.		With regard to Fig 23 consideration needs to be given to visual and mobility impaired pedestrians. The quadrant kerb, and associate kerb that runs perpendicular to the channel and may present a trip hazard. There appears to be a considerable length of drop kerb (assume flush, if cycles are crossing it at an acute angle). No tactile show to warn visually impaired pedestrians that they are stepping into live carriageway. Recessed lock rings may have potential to fill with detritus and become a trip hazard, regular maintenance liability. Finally paving will need to be laid to the manufacturer's requirements.	<p>A quadrant is shown (and would not be a trip hazard any more than a vehicle crossover elsewhere) but a simple drop kerb would also work too. The guide is a principle of providing segregated time limited loading that does not disrupt normal pedestrian flow when not in use.</p> <p>This is footway with loading specifically permitted (as S.19 of the Road Traffic Act 1988). They are not stepping into a live carriageway - this is a time limited loading or cargo bike bay shared on the footway. Currently these are present on North Street as unregulated areas. This is a clearer layout for visually impaired due to the tone contrast in the paving. It also returns to pedestrian use when not in use for loading. If a bay is solely for cargo bike parking the bay could use contrast resin bound gravel in lieu of setts.</p> <p>The bike parking rings are flush with the footway. Minor detritus would be picked up by normal mechanical sweepers used in Taunton.</p>

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
			The design guide is not meant to be a construction specification (though we would envisage paving is laid to BS EN 7533-13).
		2.5.7 Tactile paving	
24.55.		Controlled crossings should have red coloured tactile paving unless it is in a conservation area. Interim changes to the Guidance on the use of Tactile Paving surfaces was a consultation that concluded and was not taken further.	This is not so. Tactile guidance includes “or in the vicinity of a listed building, some relaxation of the colour requirements may be acceptable”. The Core Area is both CA and vicinity of listed buildings.
24.56.			DfT Tactile review (TRL Studies) - still ongoing as Feb 2020
24.57.		SCC Traffic Signal Specification document sets out the county's standards for such locations including the use guard railing and colour of HFS on the approaches. The SCC Traffic Signals team should be consulted.	All signals design would require sign off by SCC as the highway authority. This document is a guide.
		References	
24.58.		Noted that a number of references have been listed but this does not cover all the document which are likely to be referenced by the Highway Authority with SCC's declared standards likely to extend beyond those listed. For example, there is no mention of the Traffic Signs Manuals, Design Manual for Roads and Bridges (DMRB) which provide detailed design advice for specific infrastructure not covered by MfS.	It is not the purpose of the guide to list every policy and standard. These are SWT requirements. DMRB is not relevant to non-trunk roads. DMRB does not cover infrastructure not covered by MfS - this is the role of local guidance. GG101 states “DMRB is a suite of documents which contains requirements and advice relating to works on <u>motorway and all-purpose trunk roads</u> for which one of the Overseeing Organisations is highway or road authority.” This guide is a public realm guide - not a highway design technical guide. It is aimed at the Garden Town public face to meet Garden Town objectives.
24.59.		In addition, no reference is made to relevant legislation including Construction (Design & Management) Regs 2015. It is fundamental that any design is safe and fit for purpose. New DfT documents for Walking, Cycling, Horse-riding must be considered.	We have referred to CDM Regulations and other guidance including LTN1/20 that is relevant to the purposes of the guide. We would value details of any recent DfT documents that we should include.
		2.6 Signs and road markings	
24.60.		Must comply with legislation i.e. Road Traffic Regulation Act and the Traffic Signs Regulations and General Directions. Should follow the guidance set out in the Traffic Signs Manuals.	The guidance does not contradict the TSRGD or TSM. Relevant TSM references are shown where there are choices within them that SWT wish to utilise - such as yellow line colours. The guidance has flexibilities within it and our Guide suggests how it should be applied in Taunton.
		2.6.1 Clutter awareness	
24.61.		With regard to signs on buildings what are the legalities of this in terms of maintenance? Where signs are proposed to be located on lamp columns Highway Lighting must be consulted as there are limits to size of sign that can be mounted on a column.	No amendment necessary. Sections 64 and 65 of the Towns Improvement Clauses Act 1847 and power to alter or renew in Public Health Act 1925, Section 19. We have made clear that all lighting must be agreed with the Highway Authority Lighting Engineer.
		2.6.2 Marketing	
24.62.		Hanging baskets proposed to be located on lamp columns. Highway lighting should be consulted.	Noted.
		2.6.3 Cycle signage and road infrastructure	
24.63.		Paving insets to be used where road markings are considered to be intrusive. In addition, they don't appear to be considerate of shared space concerns raised by disabled groups.	The photo used will be replaced with an alternative. Paving insets showing cycle route are suggested as ways of reducing sign clutter and obstruction to visually impaired and people on cycles that vertical poles incur. Only one repeater is required by TSRGD but this is often ignored and sign clutter, some historic, is allowed to aggregate.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
		2.6.4 Parking Restricted zone	
24.64.		Parking Restricted Zones - no road markings required. Consultation required with the Traffic Management team.	Noted.
		2.6.5 Colour consistency	
24.65.		Painted posts and columns hide defects such as corrosion and present an ongoing maintenance issue for the county hence why we currently galvanised. In addition, commuted sums may be required.	Noted.
24.66.		Please note that our Highways Lighting Team have responded stating that the Highway Lighting specification document should be consulted. We will provide this once it has been approved. The Somerset County Council Conservation Officer will also need to be consulted on any lighting requirements in a Conservation Area.	Noted. Somerset Technical Advice Note 22/20 is referred to in the document.
24.67.		We are still awaiting comment from our Traffic Engineering Team once this has been received, we will provide you with a copy of their observations.	Noted
		2.6.6 Cycle Lanes	
24.68.		Colour contrast for cycle routes is for the benefit of visually impaired pedestrians as well as enabling the cyclist to identify routes dedicated for them reducing the potential conflict with pedestrians. Red colour routes also help inform motorists to the likely presence of cyclists.	<p>This section is to be amended to 'Cycle lanes and tracks' and will show a clear colour for lanes and tracks for each area standard as follows:</p> <p>Colours:</p> <ul style="list-style-type: none"> • Core standard - terracotta • Town Standard - terracotta • General standard - red <p>Delineator:</p> <ul style="list-style-type: none"> • Core standard - demarcation kerb • Town Standard - white line profile • General standard - white line profile <p>A note will be added that drainage breaks are required.</p>
24.69.		May not be relevant in 20mph speed limits/zones when taking into consideration the factors associated with use of red surfaced cycle routes. Likely to be more important in areas where pedestrian is prevalent. Light grey for cycleways is unlikely to provide sufficient colour contrast against the grey granite. Finally raised profile longitudinal line will require drainage breaks.	See response above
		2.6.8 Centre lines	
24.70.		'In the town centre... centre line markings will not be used' - Where road markings are required by legislation or for the purposes of road safety they will need to be provided (Unless otherwise approved by Sec. of State).	Centre line road markings are not required by legislation. When they are used, they are to be used in compliance with legislation (TSRGD). A 20mph zone is proposed in the town centre so centre lines will not generally be required for safety reasons. (Also ref. MfS 9.3). The guide is showing the need to design out unnecessary engineering infrastructure to improve amenity and reduce vehicle dominance of the street environment, particularly in the Core Standard and Town Standard areas, but equally in other areas of the Garden Town. We want to use what is permitted to achieve this. Secretary of State approval is only required for installing non standard signing, not omitting something that is not required.
		2.6.9 Zig zags at crossings	
24.71.		Zig-zag markings may be extended or reasons for of road safety. Each location will be assessed on its own merits and subject to road safety audit process.	Yes - TSRGD is quoted in the guide i.e. 'depends on visibility on the approach to the crossing'. The guide is for professional highway and public realm designers and any design would require SCC approval. It will be made clear that 'local context, required vehicle speeds, traffic calming, volumes and vehicle mix type will be considered in RSA'.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
		2.7 Bollards	
24.72.		This section is currently being reviewed by our Traffic Management and Network Management Teams, once this has been completed, we will provide you with their comments under separate cover.	Noted
		2.8 Seats and benches	
24.73.		Licences will be required for the placement of seats and benches on the highway. Asset Ownership will need to be clearly identified.	Noted. SWT have powers under the s14 of the Public Health Act 1925 and Parishes powers under the Parish Councils Act 1957, and for bus shelters under Local Government (Miscellaneous Provisions) Act 1953
24.74.		2.9 Cycle furniture	
24.75.		Licences will be required for the placement of seats and benches on the highway.	Noted. Notwithstanding any SWT powers, if any, under s63 Road Traffic Regulation Act 1984 (and as amended) to erect cycle parking and motorcycle parking stands
24.76.		Asset Ownership will need to be clearly identified.	Noted - but a detail beyond the scope of the guide
24.77.		2.10 Litter/recycle bins	
24.78.		Any security issues, that might affect public safety? London streets apply clear plastic bags bins.	We are not aware of any - all existing bins in town centre are currently steel and have been since 1996 when last town centre streetscape scheme installed.
24.79.		Licences will be required for the placement of seats and benches on the highway.	Notwithstanding SWT's powers under the s14 of the Public Health Act 1925 and Parishes powers under the Parish Councils Act 1957, and to erect bus shelters under Local Government (Miscellaneous Provisions) Act 1953.
24.80.		Asset Ownership will need to be clearly identified.	Noted - but a detail beyond the scope of the guide
		2.11 Parklets	
24.81.		Licences will be required for the placement of seats and benches on the highway.	Notwithstanding SWT's powers under the s14 of the Public Health Act 1925 and Parishes powers under the Parish Councils Act 1957, and for bus shelters under Local Government (Miscellaneous Provisions) Act 1953
		2.12.1 Pedestrian guardrail	
24.82.		There is a spelling mistake in 'pedestrians and cyclist on al streets'	Noted - we will amend
24.83.		On the subject of guard rails and road safety a number of reports have been produced both for an against. There have been instances where not providing rails on islands has resulted in several incidents and safety concerns particularly for the elderly and the visually impaired. This has resulted in the need to retrofit guard barriers. This is often a difficult as it is necessary to ensure minimum lateral clearance is achieved.	STAN 11/17 Traffic Signals does not preclude this design approach - it is a detail we seek in the Garden Town. SCC guide says "We have alternative designs for islands some of which incorporate pedestrian guardrail and others safety kerbing as a way of both protecting vulnerable users and a way of guiding them". Guardrails prejudice against pedestrians and the guide seeks to design out the need for them.
24.84.		Careful considering must be given to road safety on a site by site basis. Risks must be carefully assessed, in accordance with CDM legislation, and principles of prevention applied to the design in accordance with CDM legislation, and principles of prevention applied to the design in accordance with legislation.	Further explanatory text is proposed. "Each location will be assessed on its own merits and subject to road safety and Equalities audit process. The use of the principles of prevention should (a) avoid risks where possible; (b) evaluate those risks that cannot be avoided; and (c) put in place proportionate measures that control them at source. Designers are expected to do more than the minimum in order to design out the need for guardrails. This means in appropriate locations reviewing altering signal timings to all reds or diagonal crossings, not staggering crossings, reducing approach speeds, etc." The guide is aimed at professional and competent designers who are fully aware of their CDM responsibilities.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
24.85.		SCC Traffic Signal Specification document outlines the county's policy on the use of guard railing at controlled crossing points.	STAN 11/17 Traffic Signals does not preclude this design approach
24.86.		The network management team should be consulted on the use of painted street furniture as it presents an additional maintenance liability.	Noted (as with lighting columns and natural stone paving).
		2.13.1 Shelter types and ownership	
24.87.		Positioning of bus stops to be mindful of visibility splays. No reference is made to Low floor bus access kerbs, tactile, safety markings, bus stop clearway markings and signs.	The section is about the shelters in the district and parish control. We will add a note to paving details section 2.5 re. Kassell kerbs for stops
24.88.		Please note that the Highway Authority only maintain stops that are made up of the raised kerb and flag. In terms of shelters the maintenance falls either with the district council or the parish councils.	noted
		2.14.1 Clear zones	
24.89.		Stating minimum widths allows designers to use them. Better not to mention minimum widths.	Noted, however not showing a minimum means clear zones can be insufficient as designers comply with total width minima. The indication to a designer at concept stage would allow this to be addressed.
		2.15.1 Activity for health	
24.90.		Licences will be required for the placement of seats and benches on the highway.	Noted notwithstanding SWT's powers under the s14 of the Public Health Act 1925
24.91.			Proposed to add more explanatory text. "Each location will be assessed on its own merits and subject to road safety and Equalities audit process. The use of the principles of prevention should (a) avoid risks where possible; (b) evaluate those risks that cannot be avoided; and (c) put in place proportionate measures that control them at source. Designers are expected to do more than the minimum in order to design out the need for guardrail. This means in appropriate locations reviewing altering signal timings to all reds or diagonal crossings, not staggering crossings, reducing approach speeds, etc." (It is assumed the guide is aimed at professional and competent designers who are fully aware of their CDM responsibilities).
24.92.		Asset Ownership will need to be clearly identified.	Noted
		2.15.2 Doorstep play	
24.93.		Licences will be required for the placement of seats and benches on the highway.	Noted notwithstanding SWT's powers under the s14 of the Public Health Act 1925
24.94.		Asset Ownership will need to be clearly identified.	Noted
		2.16 Street name plates	
24.95.		Agreements required with property owners to have plates fixed to walls. Highway Authority / District Council to consider future maintenance responsibilities.	SWT has powers under the Towns Improvement Clauses Act 1847, Public Health Act 1925 and the Local Government Act 1972 to erect, maintain and require signs to be retained.
		2.17 Electric vehicle chargers	
24.96.		The ECI Programmes Manager should comment on this matter.	The EV charger position was agreed at early consultation stage.
		2.18.1 Tree selection	
24.97.		Asset ownership would need to be confirmed. Where SCC are adopting a commuted sum will be secured to cover the future maintenance of the asset.	Noted - SWT would plant trees by agreement under S.96(4) of the Highways Act. The principle is about providing the trees to assist in combatting climate change

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
			and poor air quality and improving wellbeing and biodiversity, all also objectives of SCC. We will make a general note to refer to SCC commuted sum policy where planting in adopted highway land is provided by developers
		2.18.2 Tree pits and trenches	
24.98.		SCC has a standard construction detail relating to tree pits	SWT would be pleased to see SCC standard detail and its suitability for a range of tree sizes.
24.99.		Please note for section 2.18 there is a need to consult with the SCC Arboriculturalist. The document will be passed to them for comment and a separate response will be provided. Please note this is for sections 2.18.3 to 2.18.8.	There was consultation with SCC Arboriculturalist prior to drafting and all comments incorporated.
		2.18.9 Increasing tree cover	
24.100.		Careful consideration must be given to tree planting plans to ensure they do not have an adverse impact on other highway safety matters i.e. visibility splays.	Noted - we will add note to make this clear
		2.19.3 Growing edible places	
24.101.		Careful consideration should be given to safety factors associated with planters etc such as positioning in relation to visibility and the safety of volunteers if they are to be working at on or near the highway.	noted - we will add note to make this clear
		2.19.4 Green gyms	
24.102.		Asset ownership to be confirmed. Where SCC are adopting a commuted sum will be secured to cover the future maintenance of the asset.	Likely to be outside adopted highway areas - we will add note to make this clear
		2.20.1 Street lighting	
24.103.		Highway Lighting have responded by saying that the Highway Lighting specification document should be consulted. This will be forwarded when it has been approved.	This was agreed with SCC Senior Lighting Engineer.
		2.20.2 Core Standard lighting	
24.104.		Highway Lighting have indicated that the specification document should be consulted. This will be provided once it has been approved. The conservation officer should be consulted regarding any lighting requirements within a Conservation Area.	The Council is not aware of a published SCC specification but will consider this in any final designs.
		2.20.3 Town Standing lighting	
24.105.		Highway Lighting have responded by saying that the Highway Lighting specification document should be consulted. This will be forwarded when it has been approved.	The Council is not aware of a published SCC specification but will consider this in any final designs.
		2.20.4 General Standard Lighting	
24.106.		Highway Lighting have responded by saying that the Highway Lighting specification document should be consulted. This will be forwarded when it has been approved.	The Council is not aware of a published SCC specification but will consider this in any final designs.
		2.20.5 Green Standard lighting	
24.107.		Highway Lighting have responded by saying that the Highway Lighting specification document should be consulted. This will be forwarded when it has been approved.	The Council is not aware of a published SCC specification but will consider this in any final designs. Much of the Green Standard area is not highway, (though some cycle tracks may be adopted?).
		2.20.6 Taunton illuminart	

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
24.108.		Careful consideration to be given to the safety aspects of lighting schemes this should include:	noted - planning issue - we will add note on need to consult highway authority
24.109.		Distractions;	noted - planning issue - we will add note on need to consult highway authority
24.110.		See through effects (coloured lights dominating background;	noted - planning issue - we will add note on need to consult highway authority
24.111.		Taking emphasis away from foreground traffic/crossing lights	noted - planning issue - we will add note on need to consult highway authority
24.112.		Ownership will need to be confirmed. Where SCC are adopting a commuted sum will be required.	noted - planning issue - we will add a note with reference to SCC commuted sum policy if any features shown here are to be adopted
		2.20.7 Gateway art and lighting	
24.113.		Highway Lighting have responded by saying that the Highway Lighting specification document should be consulted. This will be forwarded when it has been approved.	These are not intended as highway lighting features but public art and is not for adoption by the highway authority. This may need planning and highway authority approval (for glare etc) as above.
24.114.		Where SCC are adopting a commuted sum will be secured to cover the future maintenance of the asset.	We will make a general note to refer to SCC commuted sum policy where any lighting or public art is provided by developers in adopted highway land.
		3.1.1 Illustrated examples	
24.115.		Fig 80 consideration should be given to emergency vehicle access.	Noted - will add note
24.116.		Fig 77 item 4 - all vehicle street raised granite sett paved crossing, careful consideration must be given to the materials used on crossings to ensure they are pedestrian friendly i.e. non slip/trip and the sensitivities of pedestrians with mobility impairments. Colour is also important for the partially sighted. Currant granite slabs can be slippery. Sets & blocks have the potential to move causing rutting and damage which requires regular maintenance, hence why the town centre crossings have been replaced with imprinted slabs.	We appreciate your concerns re. schannelisation and potential maintenance and will amend the specification to use a sliver grey imprint for bus and heavy vehicle over run areas. Well laid setts (fine picked so suitable for visually and mobility impaired) are not a slip hazard and are used extensively in contemporary public realm schemes. Trips are very unusual and caused by poor construction and heavy point loading causing structural failures, not by the setts.
24.117.		Item 6 - Potential for conflict between buses and cycles.	Noted - though this is what the layout is at present so the design is no worse. The alternative would be a floating bus stop - this is a busy pedestrian setting. What we want to achieve is a wider cycle lane that shows bus drivers the cycle presence more boldly than currently and gives more space and prominence to cycling. See also TACC comments.
24.118.		Item 9 - PTWs liable to clip granite set islands causing loss of control type incidents.	Risk is no different to other islands in the proposed 20mph zone. The danger is obvious so volenti non fit injuria applies. We will show a #610 hoop sign to emphasise the island but this is only an illustrative concept visualisation, not a finished design, and would be subject to usual highway design approval process.
24.119.		Fig 80 LGV and service vehicles require access. By making the through route pedestrian only effectively creates a no through road, that will need to cater for service vehicle turning movements within the highway limits.	Hammet Street closure is an SCC Public Space Improvement Scheme in partnership with SWT. This is illustrative design showing principles - i.e. a clearly marked way for pedestrians and cyclists, seating, planting that would not obscure the church view etc. A detailed scheme would of course have to work through all the details of turning, servicing etc. There are no service intensive uses on the street.
		3.1.3 Amenity not clutter	
24.120.		Discussions with disability groups, with regard to mind mapping etc would be of benefit at planning stage.	Noted - we will add note as stated. Will apply to all designs as recommended by DfT Inclusive Mobility and Tactile Paving Guidance.
		3.1.5 Urban squares	
24.121.		Shared spaces should not be provided in accordance with the DfTs Inclusive Transport Strategy.	See previous note on Ministers clarification letter Sep 2019. There is no moratorium on shared surface areas in the right location.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
		3.2.6 Ingredients for success	
24.122.		Road safety, measures have previously been implemented to address highway safety matters, particularly conflict between cyclists and motor vehicles at junctions. An assessment of NMU routes and potential conflicts should be carefully considered at the planning and feasibility stage.	The plan is highly conceptual as the area is still subject to change with potential major new development at Firepool. The crossing to Firepool needs to accommodate levels of service/ cricket test match crowds - with very high footfall and greater appearance of a major pedestrian crossing. The plan just indicates the need to consider the design here holistically.
		3.2.7 Ingredients for success	
24.123.		Fig 89 will require careful consideration in association with future planning & development works. The illustration appears to show an on-carriageway cycle lane that sweeps across two lanes of dual carriageway on the main A38. This is a complex junction where high traffic volume; vehicle speeds; overtaking manoeuvres and visibility constraints may be contributory factors in conflicts between cyclists and motor vehicles.	<p>Illustration is a concept derived from some assumptions that would require more detail than the guide is meant to provide. It shows a reduction in scale of the existing priority junction (designed for high speed prior to the M5 existing). This would also involve moving the existing 40mph limit 350m north (and perhaps the 30mph limit), as the urban area is moving north in this district and it no longer needs to have a rural inter-urban road form. This would allow narrower lanes, tighter junction SSDs, safer crossings etc. Speed reduction from north and south approaches may well have to be started further away. The road is not a particularly high volume traffic road at 18k AADT (2018) but lacks good safe cycle links to North Petherton. This is no more than the flows at A38 Stonegallows or Rumwell Green which has single carriageway (and is also M5 diversion route).</p> <p>The illustration is a concept aimed at achieving a slowing of traffic, a gateway to the town where there is none as this area has until now been rural. It seeks to add an excellent cycle right turn infrastructure and amend the road design to achieve this. It is possible do this in other ways of course -the illustration is conceptual. For instance a roundabout may be an alternative with a CD195 design or a signalised junction.</p> <p>We are suggesting in effect that the area is one where DMRB standards would give way to urban standards. This could be done in a number of ways and perhaps further into Monkton Heathfield if not here. The illustration is not a completed scheme and would require a whole range of factors to be addressed that it is not in the scope of the guide to do more than point to.</p> <p>We have a duty to improve cycle use and signal the Garden Town entrance. We do not see the status quo to achieve this and are happy to discuss alternatives. The guide is to be used to suggest where developer contributions from growth areas might be used.</p>
24.124.		Lit totem signs adjacent to high speed roads, may cause distraction and are unlikely to be a passively safe feature. Apple trees and totem poles in visibility splays. Designers must apply the principles of prevention and heed advice from road safety professionals.	We do not see that lit totems are unusual next to roads - every petrol station and MacDonalds has one. See also above re. suggestion that this no longer be high speed at this point. Any design would have to take all the criteria in hand and be in accordance with required standards, audit processes etc We do not accept the status quo is adequate in reducing speeds on approaching the town, making clear to road users they are entering the Garden Town and demonstrating our clear commitment to improving cycle use substantially.
24.125.		Significant overrun will cause coloured surfacing to fade thus losing its impact.	Noted.
		3.2.8 Challenges	
24.126.		Incorrect numbering	noted
		3.2.9 Design solutions	
24.127.		Incorrect numbering	noted
		3.3.2 Ingredients for success	

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
24.128.		Asset ownership to be confirmed. Where SCC are adopting a commuted sum will be secured to cover the future maintenance of the asset.	We would expect this to be part of any improvement, design and SCC adoption process. We will make a general note to refer to SCC adoption and commuted sum policy where assets are provided by developers.
		3.3.3 Illustrated examples	
24.129.		Illustrations for location 1 do not appear to be in kilter with imminent plans/proposals for this area. No evidence has been provided to substantiate concepts based on actual and predicted traffic flows and volumes. No NMU assessment has been provided to determine desire lines.	It is clearly shown that the plans and drawings are illustrative concepts only (as are all plans). We have not been notified of any highway plans for this area, though that is not the point of the guide. It is to show a design approach to be taken in the Garden Town on all approaches to the town centre - it is to show how an approach road changes in nature as it engages the core urban streets. It is not a detailed design. It does however show a high priority approach to improve facilities and flow for people walking and cycling (NMs of your prefer) getting home, work and school while negotiation major roads. The traffic counts go from 37k AADT to 10k AADT from east to west hereabouts and the street needs to be designed to show vehicles they are entering a more restricted and friction-lined area, and allow for easier transition by pedestrians and people on bicycles.
24.130.		Several fundamental road safety implications which include the following:	
24.131.		Crossing locations;	Not clear what is being addressed here
24.132.		Access;	Not clear what is being addressed here
24.133.		At-grade crossings across dual carriageways	This is quite normal close to a junction and allowed for in DMRB. Subway crossings are unattractive and discriminate against women, elderly, young children and other vulnerable people.
24.134.		Location 2 show the severing of major roads, no information on traffic modelling have been provided.	It is an illustration of de-gyratoring the gateway and reallocating road space to improve walking and cycle access and permeability. It is not meant to be a fully designed scheme but an indication of what can and should be achieved. Gyrotories on all our town centre approaches are anti-pedestrian. They make our town centre approaches threatening with fast moving vehicles that dissuades people arriving on foot or by bicycle. Which then encourages more car traffic. No major roads are severed; the A38 is shown as two way. The design approach the guide seeks is to reduce the over generous road space left over from the pre-M5 era and make access to the town centre safer, more convenient and comfortable.
24.135.		Cycle lanes running through traffic signal junction, may encourage cyclists to proceed against traffic control resulting in conflict. Designer will need to apply principles of preventions and heed advice from road safety professionals.	This again is showing a design approach - not a developed detail design scheme. The text note makes this clear. The purpose is to show a more developed cycle infrastructure to make the junction less intimidating for people on bicycles. The junction has no adequate cycle infrastructure at present, with road space prioritised to vehicles - yet it provides a major approach to school, college and hospital for residents from all over Taunton. Of course alternatives exist such as pre-green for cyclists etc. and we can show a note. We are not clear on why a waymarking through a junction would make a cyclist carry out a reckless manoeuvre but such details would be subject to scrutiny at detail design. The issue is the junction could be vastly improved for people walking and cycling.
		3.4.2 Ingredients for success	
24.136.		Rumble strips in urban areas will generate noise pollution. Low kerb heights may present difficulties and hazards for mobility and visually impaired pedestrians.	The rumble strip suggestion is shown as one alternative and of course noise is a consideration. Imprint asphalt or block paving may be appropriate. Fast traffic creates noise pollution too and is more aggravating and unsafe for adjoining properties. The design is generic for neighbourhood centres and is suggestive of ways of slowing traffic, and improving pedestrian comfort, use by all generations and abilities. All designs would again be subject to consultation with local disability groups.

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
25. Ecology		It is disappointing that the Green Standard section makes no reference to habitat requirements. As with comments made in relation to the SWT Design Guide, this should be considered.	This is beyond the scope of the guide.
25.1.		Page 72 - this does not appear to show all of the woodland that is required to mitigate the effects on lesser horseshoe bats from the Hestercombe House SAC. It is recommended that this is amended/included.	have indicated area shown by SCC and EJP - plan only indicative
25.2.		2.20.5 - it is recommended that this section on lighting and bats, needs to include use of techniques to keep areas used by bats dark including distance buffers and the use of red lamps. The following links may assist: http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/ba306_bath_bats_and_lighting_guide_10_june_2018.pdf and http://wiltshire.objective.co.uk/portal/spatial_planning/spds/trowbridge_bat_mitigation_strategy_spd/the_trowbridge_bat_mitigation_strategy_spd?tab=files These links could be included on p137 under lighting.	BANES guide is shown. We note the Trowbridge guide is still out to consultation so think it premature to include as reference.
25.3.		3.5.3 - this section should include reference to sensitive lighting and the prevention of light spill from buildings, to minimize impacts.	Noted - we will add a note.
25.4.		Page 130 - please be aware that only one bank should have a hard edge, given that this is a significant strategic wildlife corridor. The section appears to omit reference to planting and minimum buffers to built development, which should be included.	no the bank treatment is urban transect related. Soft banks to edge of town, harder to centre of town (with mosaic of soft/hard treatments). One bank should preferably have a softer edge to allow for wildlife.
26. Flood (LLFA)		None	
27. Heritage (SWHT)	support the use of a Restricted Zone. Would like more local geologies used in paving selection.		
27.1.		Section 1.0 References: Historic England's publication "Streets for All" (2018) and "Streets for All: South West" (2018) would	We will add these references.
27.2.		Paragraph 1.2.2: A caveat or new standard type is required for the historic core and conservation areas of the neighbourhood centres. Some parts of these areas will require high quality materials to maintain their character and appearance [in line with section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990]. The same principle will apply to parts of the conservation areas outside of the Core or Town Standard areas, however, the Design Guide allows for the Council to individually specify the appropriate standard for unspecified areas.	Conservation Area treatments are not shown as the designation boundaries do not always follow the street functions and place status of a neighbourhood. In fact the guide seeks to take account of the wider setting of the heritage assets - not just the designated area. We note there are a few conservation areas in the Neighbourhood Centres and are amending the area standards map to show these. If it seems appropriate to then raise the standard in those from General to Town or Core Standard, we will show that.
27.3.		Paragraph 2.1.2 to 2.1.5: The Design Guide should encourage the use of traditional local paving stones over nationally available natural stones that have no local connection	The suggestions made by SWHT were considered at early stages in the preparation of this guide and consulted with highway engineering colleagues. The connection is important - the geologies selected are from further afield but are and have been used in towns in the south west since C19.
27.4.		Lias Limestone is inexplicably omitted from the Guide despite being a hardwearing paving stone, which was by far the most widely used paving stone across Somerset, and historically quarried east of Taunton. It gained an unfortunate reputation for being slippery, however, this has been overcome in recent years with surface treatment, including the flame texturing of a sawn face. Other treatments include bush hammering, although our experience is that this over- lightens the stone.	We note the desire to use local lias and the flame treatment (though we have seen no SRV test results to confirm). SCC are concerned with the wearing of surfaces causing polishing and therefore slip risks. The SRV wet must exceed 55. Forest Pennant and Scoutmoor York stone and are extremely similar in appearance, and petrographic characteristics including hardness and slip resistance. They are also available from several large quarries (Scoutmoor from at least 2 and Forest Pennant from one) under several ownerships with excellent quality controlled production meaning replacement and consistency across a

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
		<p>Furthermore, modern Lias slabs are normally supplied sawn on all sides, avoiding the finer grained natural bedding planes, and many of the problematic areas of historic Lias paving were polished over time by hobnail boots and survived, algae covered and untrod, in forgotten corners.</p> <p>Lias paving slabs are available from at least three of the central Somerset Lias quarries. We know that one of the quarries has commissioned a slip resistance test for its sawn slabs, which achieved an acceptable SRV.</p> <p>Scoutmoor is the best colour match of the York stones for Pennant sandstone but York stone has no traditional in Somerset. It only appears in the late 20th century with the development of townscape enhancement schemes at a time before Pennant sandstone was again readily available. Scoutmoor should only be used as a substitute for Pennant sandstone when the latter is not available.</p> <p>Pennant sandstone is a Somerset paving stone but came from the now closed quarries around Clevedon, Nailsea, east Bristol, Keynsham, Temple Cloud, etc. It is very much as stone associated with north Somerset and Bristol, with occasional use in the rest of the county; probably following the introduction of the railways.</p> <p>Another source of Pennant sandstone is the Gwrhyd Pennant Stone Quarry near Swansea.</p>	<p>period of installations on different schemes would be achievable and reliable. Pennant is used in Castle Green already, and in Bath at the station public realm. We suggest Scoutmoor York stone is only used if Pennant is not available.</p> <p>Relying on local smaller specialist or artisan quarries is much harder to achieve quality control and leaves a risk of becoming hostage to single suppliers on price and business fortune.</p>
27.5.		<p>Buff clay stable bricks were a common paving material in the early-to-mid 20th century, as manufactures by Candy of Newton Abbot. The last extensive area of buff stable block paving was removed from Richmond Road in the early 2000s. A few remnants survive in the public realm (Station Road forecourt, Harveys Court and Union Gate) and below bitumen macadam pavements (Wilton Street). Further examples survive in Watchet and Minehead and more extensively in other south- west towns (Dartmouth, Torquay). They are a useful and uplifting paving material that would enrich the palette of materials for the Garden Town.</p>	<p>The guide has not specified the buff stable paviers seen in some old forecourts primarily due to their association with a single period of architecture and their very limited use does not seem to be enough to set a precedent. This does not preclude their use in the public realm, just that the guide will not promote them.</p>
27.6.		<p>Paragraph 2.1.7 to 2.1.11: Granite is an unfamiliar paving stone for Taunton and a peculiar choice in a county with a rich variety of historic paving stones (Lias, Pennant and Forest Marble) and open quarries. Its current application is in the fanned setts of the 1990s Parade town scheme. The use of granite for carriageway paving, edge paving, drop kerbs and kerbs is not supported when these items can be supplied in Lias or Pennant stone.</p>	<p>Granite is used throughout the town centre now. It is selected, as it is in most of the country, for its hardness and durability in highly exposed street environments. We see it as an improvement in the use of a generous wide kerb rather than the ubiquitous and domestic standard bull nose 125mm concrete predominant beyond the Market House area now. We appreciate the softer sandstone pennant and oolitic limestone Forest Marble have been used - including the kerbs on the (listed) Tone Bridge. Our experience though is the hardness can be variable and can lead to failures (especially on radii and specials like droppers) and this then leads to maintenance operatives using ugly concrete replacements. Granite also has a good reuse potential with redressing, which is perhaps less easy with the softer stones.</p>
27.7.		<p>Paragraph 2.3: Please refer to comments on paragraphs 1.2.2.</p>	<p>See note</p>
27.8.		<p>Paragraph 2.6.4: Somerset County Council was applying Primrose yellow for all yellow waiting restricting lines in and outside conservation areas, which brought a significant benefit to the public realm. We would encourage the continuation of this practice.</p>	<p>This has been shown for use in a potential Restricted Zone (which avoids yellow lines generally). The proposal is encourage its use in all the Core Standard area and environmentally sensitive areas. 100mm yellow will be used elsewhere except in environmentally sensitive areas.</p>
27.9.		<p>Paragraph 2.6.4: We support the use of a Restricted Zone as a means to minimise the use of highway signage and road markings in the town centre.</p>	<p>noted</p>
27.10.		<p>Paragraph 2.6.5: We support the painting of highway lighting columns and sign posts, and for the finish to be in Raven. This is the colour we have for a considerable time recommended to the Highway Authority.</p>	<p>noted</p>
27.11.		<p>Paragraph 2.7: The 'Manchester' is a large and ubiquitous bollard that is more suitable for large cities. Its use would be a missed an opportunity to bring local character to the streetscene. Historic photos and the paintings of Harry Frier depict a round topped bollard with a double band in Taunton. Examples of this survive in Hammet's Walk and Castle Bow. Hammet's Walk has another local bollard design, cast by Taunton foundry C. Allen & Sons. Either of these could form a pattern for a Taunton bollard, cast in iron or for enhanced highway safety in polyurethane with a steel tube core in the same way the Great British Bollard Company produced the Somerset lamp column.</p>	<p>The selection is of a Durapol® budget plastic bollard of deliberately unassuming style for use where a heavier looking budget bollard is required is very exposed to knock downs e.g. traffic calming build outs etc -the more contemporary Retford type is available in as an alternative. At the moment there are about 5 or 6 different budget bollards used around the town and neighbourhoods.</p> <p>We are not aware of the local designs nor have drawings/photos. We would need to know they can be replicated at appropriate material, quality and cost by a reputable manufacturer.</p>

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
27.12.		Paragraph 2.13: The high quality glass and stainless steel town centre bus shelters were installed on our advice. They were chosen for their inherent quality and transparency, in order to allow views through and minimise their impact on the streetscene. None of the proposed shelters in the Design Guide are of the same quality and transparency and would be a retrograde step for the town centre. A higher quality shelter is required for the town centre.	Bus shelters are SWTC property and planning approval is by SWTC. The design guide is balancing the needs of contracted bus shelters with associated sponsorship funding across the whole Garden Town. The current bus shelters in the town centre are of multiple types and shapes, with the stainless steel doing little to reduce their visual impact. We are looking for consistent high quality across the whole town and have selected simple black (or possibly Raven - subject to agreement with manufacturer/supplier) coloured shelters to match other street furniture.
27.13.		Paragraph 2.16: The enamel street name plates are an important feature of Taunton. The Design Guide should encourage their retention and repair in all streets. For new name plates, the Guide is unclear where white-on-cobalt blue is to be used; town centre or conservation areas, or both. Replacement enamel street signs are still available and should be considering for town centre streets given their impact in enhancing the streetscene.	We will be more specific on location - i.e. all Core Standard area streets
27.14.		Paragraph 2.18.1: Pleached Plane trees were a common feature of the town centre, as surviving in Corporation Street, and their reintroduction would make a significant contribution to the Garden Town.	Noted - the guide doesn't go into detail of pleaching but pleached or espalier trees are certainly a possibility where space is restricted and we will add a note to that effect.
27.15.		Paragraph 2.18.9: We would encourage the introduction of street trees in Taunton, including the replacement of those lost to age, disease, storms or development, the introduction of pleached trees in the town centre and strong avenues on the main approach roads.	noted
27.16.		Paragraph 2.20.1: The lamp columns in the Crescent are reproduction columns from a pattern by the Edward Cockey & Sons foundry of Frome, now known as the 'Somerset' column and currently cast in polyurethane with a steel tube core.	We will add a note to the caption.
27.17.		There are six listed lamp columns/standards in Fore Street (NHLE entry number 1233500) although one is missing.	We will amend the note. (Presumably one lost in the 1996 street improvement works)
27.18.		In the LED lamp caption states that the paint finish should be Black rather than Raven.	Noted - we will amend
27.19.		We strongly support the use of wall mounted units where high buildings are available, the use of minimalist equipment, and the painting of columns and brackets in Raven. We would also support the use of warm light lamps as technology develops.	Noted
27.20.		Post top stirrup brackets are proposed for pedestrian and conservation areas with embellished columns, as currently used in Woodstock Road and The Elms in Taunton. We have not recommended this configuration of highway light for many years as the units are ill proportioned. Nor have we recommended ornate square arm brackets and embellishment kits specifically for conservation areas as the units are generally too tall and fussy for historic areas. Painted tapered columns with swan-neck brackets and Albany tear-drop lanterns are often a good solution depending on the location and highway specification. We would be pleased to discuss this further.	We can change to standard tapered column with Albany on swan neck bracket (presumably where the square bracket Albany ornate columns are not used). <i>(check with again SCC lighting engineer.)</i>
27.21.		Figure 79: Bullet point 6 states that all street furniture is to be painted Black rather than Raven.	Noted - we will amend
27.22.		Figure 80: Whilst illustrative only, this road is Hammet Street where the inclusion of parklets and other structures in the highway has previously been resisted as they would obscure the deliberate late 18th century vista of the church tower of Mary Magdalene. As would banners on lamp columns, although there are currently none in Hammet Street due to the use of wall mounted units.	Noted - no tree planting proposed, nor banners or lamp columns if this type layout used in Hammet Street - it is as you say, illustrative.
27.23.		Paragraph 3.2 and Figures 84 & 95: The current Junction 25 improvement works includes a substantial hard central reservation for the A358 Tone Way rather than an attractive soft reservation. It's regrettable that this important approach to Taunton will be degraded by this aspect of the new works and that current works are not being influenced by the good design principles in the Design Guide.	We are not aware of an alternative scheme but this is illustrative of the treatments for major roads approaching and transitioning in form as they enter the tighter scale of the town centre edge.
27.24.		Acknowledgements: "Somerset Heritage Trust" should read "South West Heritage Trust".	Noted - we will amend
28. Traffic Engineering		None	

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
29. Street Lighting		None	
30. Climate resilience		None	
31. Traffic Signals		None	
32. Public Right of Way		None	
33. Traffic Management		None	
34. Estates	General agreement	Agree that Taunton Garden Town needs a Public Realm Design Guide, Agree all area public realm Standards and strongly agree with Town Standard. Agree with all General paving standards and strongly agree with all others. Strongly agree with all furniture standards. Strongly agree with lighting suggestions and suggested maybe using more heritage special lighting in the town centre to improve the character of the town. For are illustrations, agree to Town Centre, strongly agree to Neighbourhood Centres and River/Canal corridors and neutral on approaches. Suggested Traffic Assessment should be considered for alterations.	The matter for Traffic Assessments of schemes is for the highway authority to decide. The PRDG does not either require or preclude this so no amendment to be made.
SWTC			
35. Garden Town Manager			
35.1.		it's not clear whether this is SPD or 'just' a Guide - what's it's status/purpose? -	this will be SWTC Technical Guidance and a material consideration for any planning application
35.2.		under references and throughout the document there is no reference our adopted Planning Policies like Core Strategy, SADMP and most importantly the AAP (plenty of Core Standard but not a single Core strategy...); - and thus how it can be implemented as a document for DM? It needs clear policy references to our documents and/or National Guidance.	Noted - we are adding a section in the introduction on NPPF and Local plan policies including the TTCAAP that are relevant.
35.3.		I think the plans showing Firepool need to be checked for consistency with the emerging BDP work which was consulted on in November; and	The guide was produced prior to this commission and seeks not to prejudice it but shows the standards and principles for public realm connections.
35.4.		Worth checking the station references/plans. Doesn't appear to reference the multi-storey car park on the south side. There are detailed plans for the south side	This is private Network Rail land. The guide shows the standards and principles for public realm connection to the Firepool development and boulevard.
36. Street cleansing		consideration to the paving material and whether this is suitable for a mechanical sweeper who will own the asset once completed?	Resilience to sweepers will be a detail design issue (sub-base and jointing)
36.1.		Current bins are 240L, so equivalent size bins will be required the replacement cost of bins would need to be considered.	Bins shown are 100, 140 and 200 litres or wall mounted (25 and 100 litres). The award winning design is modular and can be purchased in dual or triple back to back units for the busier situations in the town centre where large volume may be required. Single smaller units may be more appropriate in narrower streets.
36.2.		The tree grilles look very neat Castle Tree Grille preferred - less litter and detritus would become trapped.	The Monza tree grille would be laid with washed gravel beneath, so litter would not accumulate. We will add a note
36.3.		With the proposal for new avenues of trees, SWT would probably require additional street sweeping during leafing season, which will require budgeting.	Noted.
36.4.		Street furniture - consider the ease of graffiti removal.	Noted. All products are coated.
37. Landscape and Green		Comments received 13/12/19 and incorporated into consultation draft.	

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
Infrastructure Specialist			
38. Trees Specialist	Generally it all looks very positive and encouraging. I really hope that its aspirations come to fruition over the next few years	In terms of the tree species, I've commented previously that I don't think we should limit ourselves too much, as I think that variety is good for several reasons - visual interest, biodiversity, pest and disease resilience etc. It will also help to emphasise the 'garden town' arboretum character, rather than standard street tree planting. (Can I coin a new word - 'Urboretum'?). Also, species choice will be influenced by each specific site, its buildings, character and constraints. So I'm pleased to see that the species lists have grown, and that they are not definitive, but are suggested and can be added and agreed to when specific projects are being designed. This will also help when trying to source particular species, as some will not be available, or might not be available at the desired size	Noted - we like it. We will add urboretum to the section name
38.1.		With regards to the lists themselves, you've got Quercus 'Green Pillar' twice. If you wanted to add any, try: <ul style="list-style-type: none"> o Betula ermanii (medium) o Betula pendula 'Dalecarlica' (medium) o Gelditsia triacanthos varieties (medium) o Add cordata to Alnus incana, so 'Alnus incana and cordata' o Sorbus aucuparia 'Asplenifolia' (medium') o Tilia cordata 'Mongolica' (medium) o Corylus collurna o Liquidambar styraciflua 'Worplesdon' (medium) 	We will amend to accord with suggestions.
38.2.		A minor point - you are missing some apostrophies at the ends of the cultivar names	Noted - we will amend
38.3.		There's a typo in paragraph 2.18.3 I think.	Noted - we will amend
39. Active Travel Specialist	Agrees that Taunton Garden Town needs a Public Realm Design Guide to raise the standard of the street works and coordinate works by multi agencies?	<ul style="list-style-type: none"> a. PUBLIC REALM AREA STANDARDS - agree all areas b. In reference to 1.1.8: 'We will help ensure that pedestrians and cycle users of all types, ages and abilities, and all with mobility or cognitive impairments, are able to move around freely through the pedestrian environment, and use it to access other modes of transport.' Please note that the DfT's LTN 1.20 1.6.1 'cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.' c. PAVING MATERIALS -agree d. SIGNAGE - agree e. STREET FURNITURE - Agree. Bollards, seats, cycle furniture, litter bins, bus shelters, street name plates. f. Play- Strongly Agree g. STREET FURNITURE AREA STANDARDS - Strongly Agree 'Cycle racks should be provided with seating where possible. In reference to 2.13 Bus shelters: To encourage cycling to become the natural choice for short journeys or to form part of longer journeys, I would recommend the inclusion of cycle racks within close proximity to bus shelters where possible.' h. STREET PLANTING - Agree i. NIGHTSCAPE & LIGHTING - Agree all area standards j. ILLSUTRATIVE LAYOUTS - Agree all standards. k. In reference to Fig 76 and 77 : No clarity on how cyclists would exit the cycle lane and access bike racks on the footway adjacent to the roundabout junction. 	<p>We have noted the LTN 1/20 desire to segregate cycle users and pedestrians, and the recommendations in 6.5 Shared Use and 7.4 Vehicle Restricted Areas that notes that segregation can lead to higher cycle speed and greater potential for conflict with pedestrians and that careful urban design is required as well.</p> <p>We note too the 'Beyond the Bicycle' An introduction to inclusive cycling 2020 guidance that highlights the need to ensure our designs are accessible for disabled cycle users to access all areas</p> <p>We will add a note.</p> <p>Noted - we would expect a drop kerb might be suitable but would depend on a number of other detail design issues (drainage, other street furniture etc) but we can add a note that it should be considered.</p>
Environment Agency			
40.	do not have any major concerns or objections to the draft design guide document, in principle		

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
40.1.		1.1.3 Growth and climate change - We would support the carbon sequestration opportunities mentioned but also suggest that flood resilience outcomes are also sought by the guide.	We will add a note regarding that public realm “can also have major influence on flood resilience outcomes”
40.2.		1.1.4 - People first public realm - We note the 'green and clean' objective aligns well with the emerging Environment Agency Corporate Plan 2020-25, so there may be opportunities to work more closely in partnership with some of this design guidance in practice.	noted
40.3.		1.2 - Public realm area standards - Please note that Green Standards apply to the river and canal side locations through Taunton and are applicable to the Environment Agency. The guide should mention that potential works in these areas may be subject to FRAP from the Agency, in addition to compliance with the design guide document.	We will add notes that ‘works in these areas may be subject to Flood Risk Activity Permit from the Environment Agency in addition to compliance with the design guide document.’
40.4.		2.4 - Green standards - Should be assessed for their flood resilience and Climate Change adaptation potential, and if any of the measures promoted in the guide are found sub-standard, then the guidance should be revised and/or amended to suit. Green standards should also be noted that they are required to be located so as not to obstruct riparian access for channel maintenance and/or planned improvement works, nor placed in such a manner that could impede flood flows in times of high flow.	Noted - We have selected the Green Standards materials to meet multiple criteria including flood resilience and climate adaptation (carbon cost, vandal resistance, slip resistance, cost, appearance etc). This section is on materials rather than locational guidance. We can add a note that “works that may impede flood flows and alteration to riparian access may require statutory approval or permit from the EA.”
40.5.		2.4.7 - Water access slips, steps - Gabion cages - Please can softer more natural options be used wherever possible/appropriate instead of gabions.	We have suggested gabions as we see these as a softer option than solid walling for where higher wear access might be required to the water i.e. slips for boat access and amenity/recreation steps, where soft options would perhaps get eroded too much. We can add some bio- retention alternatives too.
40.6.		2.18.10 - Tree planting strategy - Please note the tree planting strategy aligns to the DEFRA 25 year Environment plan and some of the Agency’s local greener Wessex agenda. Could the EA be listed as a potential partner? Native species of tree should be planted where possible especially in more rural areas and the riparian zone. We also support planting native trees and wetland creation on Environment Agency land whilst allowing for flood risk maintenance activities.	We would be delighted to add the EA as a potential partner in a tree planting strategy. The strategy development is beyond the scope of this guide but will be developed further in other documents from SWTC. Noted. Noted
40.7.		2.19 - Street gardens - This is a SuDs design guide concept for all intents and purposes so should be referred to Somerset County Council, as Lead Local Flood Authority, for comment, although we are supportive in principle where appropriate.	Noted - SCC have been consulted. No
40.8.		2.20.5 - Green standard lighting - Along riverside there should be kept a solid dark corridor and a buffer zone where possible, to avoid negative impacts on bats, birds, otters, invertebrates etc. Up lighting of trees - We are not in favour of this, as there is negative impacts on birds, bats, invertebrates and even the tree health itself. See following report: Chapter 4: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/690846/CMO_Annual_Report_2017_Health_Impacts_of_All_Pollution_what_do_we_know.pdf Any work within 8 metres will need careful consideration and design and should only be installed after prior consultation and/or FRAP from the Agency.	
40.9.		3.5 - River and canal corridor - Please keep footpaths and cycle routes away from all watercourses, or have a buffer zone to minimise disturbance on riparian and aquatic wildlife. Please keep any lighting away from the water e.g. down lit, directional. Any paths alongside watercourses may be subject to tracked vehicles crossing/travelling along to access and carry out maintenance or bank repair work. All paths should therefore be designed to ensure they would not be damaged by these tracked vehicles. River edges - Please keep soft wherever possible. Avoid gabions or hard engineering, there are lots of soft and natural solutions available no	We will add “footpaths and cycle routes should be directed away from watercourse edges where feasible, or have a buffer zone to minimise disturbance ton riparian and aquatic wildlife. Keep any lighting away from the water edge and avoid directional down lights, than can disturb wildlife. We will add to 2.4.1 “Note riparian paths may require water access by tracked vehicle and should therefore be designed to support weight and reasonable wear. Consult with EA/Canal and River Trust”

Consultee	General agreement/ disagreement	Detail comment received	SWTC response
		<p>wadays and should be possible in most areas.</p> <p>Scrub - Marginal vegetation and trees should be encouraged wherever possible.</p> <p>Possible enhancements - Bird boxes, bat boxes, kingfisher perches and nest boxes, otter holts, bug hotels, pollinator species. Please ensure they have a long term care and maintenance plan.</p> <p>Carefully managed wild and publicly inaccessible areas should be developed as part of this plan, this is where wildlife will thrive as it will offer havens free from urban litter, noise, light, and visual disturbance.</p> <p>Environment Agency specific consultation should be encouraged here in the guide, as many items may require FRAP from us on a site by site basis, and to ensure that proposals do not contradict with other strategies e.g. TSFAIS project delivery or routine maintenance activities. See 1.2 comments above.</p>	<p>We have tailored guidance with soft/hard treatments appropriate to the urban/rural transect and have coded this by saying hard edges permitted. We will add note that 'soft bioengineering retention treatments will be preferred to harder surfaces depending on level of use.'</p> <p>We will add these. Thank you.</p> <p>We will add footnote - "Works to riparian areas may require Flood Risk Activity Permit on a site by site basis - consult with the Environment Agency". We note the ongoing. Taunton Strategic Flood Alleviation Improvements Scheme project</p>