

		<p>P.97 listing term needs clarification</p> <p>P.98 Reference needed to local list</p> <p>P.99 Modify and relocate topic of reversibility</p> <p>104 All building recording to be in line with Somerset Archaeological Handbook and deposits recorded with Somerset Heritage Centre</p> <p>P.112 When further archaeological information is needed that advise be sought from SWHT's Archaeological officer</p> <p>P.120 References – reference to be given for Somerset HER</p>	<p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p>
3. Langford Budville Parish Council	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Strongly agree that local distinctiveness is important 'to keep harmony and keep the character of the local areas'</p> <p>Strongly agree that character areas are important and that their features need to be addressed in design and layout.</p> <p>Strongly agree that joint principles of placemaking and sustainability should influence design of development.</p> <p>Strongly agree on parking approach in the design guide.</p> <p>Strongly agree that neighbourhoods should be based on active travel.</p> <p>Glossary should include reference to Garden Town.</p>	<p>Noted</p> <p>Agreed</p>
4. Individual Submission	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Strongly agrees with the broad aims of the design guide.</p> <p>Strongly agrees that new developments need to reflect the local distinctive character of the area reason: 'Much development within the Quantock Hills area has been of a rather poor standard of design over the last 40-50 years with little reference to local character, scale and materials. Kingston St Mary has suffered from lack of cohesion over this period. The design guide should help to improve that'.</p> <p>Local distinctiveness is important however 'There should be room for exceptional contemporary design,</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>

		<p>but this needs control to avoid a repeat of mediocrity'. Town centres could benefit much more from a very strong sense of local form than is currently seen. Shopfront signage could be better controlled'. Character areas – 'It's a useful guide to help applicants focus on key aspects of local design and layout. Will it be adopted by the volume house builder who tends to trot out their standard portfolio?' Much more use should be made of under building parking particularly on sloping sites. There needs to be more specific guidance on residential extensions and alterations. Boundaries and street scene is such an important area an so often overlooked; it would be good to see this area strengthened. Would like the requirements for planning applications to be detailed and adhered to by applicants.</p>	<p>Noted</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p>
5. Individual Submission	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Strongly agrees that applicants should follow the design process. Strongly agrees that new developments should reflect the local distinctive character of an area and considers local distinctiveness is highly important. Strongly agree that joint principles of placemaking and sustainability should influence design of development. Strongly disagrees that there should be a mixed approach to parking (no comments offered)</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
6. Individual Submission	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to</p>	<p>The key diagram on p.8 needs to place more emphasis on sustainability, particularly SUD's, rain gardens and little car dominance. Doesn't consider that the status of the design guide is clear or its links to the garden town or how the document should be used. 'The concept of the Garden</p>	<p>Agreed</p> <p>Agreed</p>

	<p>incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Town Vision and the link to the design guide is tenuous. The concept of why garden towns were created is not explained and is ignored. It is not just designers that should use this guide but general public who wish to develop their space thus making this document limited and unwelcoming to non-designers, talking down to them’.</p> <p>Strongly agrees that applicants should follow the design process.</p> <p>‘A theme that runs through the whole document is the lack of landscape character that relates to development’.</p> <p>‘Landscape – this has been totally ignored and all the local distinctiveness is detailed in depth in national character areas, district and local landscape types as well as AONB design guides’.</p> <p>‘There is a strong over emphasis on the use and design around the car, whereby in the future car usage will change and up to date reports state this. Place making is not just about street scene but how the community will use the space’.</p> <p>Section 5 – blatant lack of reference to landscape. Needs thought into future proofing and progressive design ideas.</p>	<p>Noted</p> <p>Agreed</p> <p>Agreed</p>
<p>7. Individual Submission</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of</p>	<p>New developments must have foot/cycle ways that easily and directly link into existing communities to encourage integration. New homes should be built with Lifetime homes in mind and be easily altered to meet occupiers changing needs.</p> <p>Strongly agrees that applicants should follow the design process. ‘A standard process must be used so all</p>	<p>Agreed</p> <p>Agreed</p>

	<p>placemaking to achieve viable resilient neighbourhoods.</p>	<p>developers know what is expected from them during the planning process’.</p> <p>Strongly agrees that new developments should reflect the local distinctive character of an area and considers local distinctiveness is highly important. ‘New developments should blend in with the existing built and natural landscape’. ‘Local communities and new development must be distinctive to their own area and not appear to come from a national catalogue of ideas’.</p> <p>Strongly agree that character areas are important and that their features need to be addressed in design and layout.</p> <p>Strongly agree that joint principles of placemaking and sustainability should influence design of development.</p> <p>Strongly agrees that buildings should make good streetscapes.</p> <p>Strongly agrees that streets are designed for all users and are designed considering how vehicles and streets/junctions to determine their size.</p> <p>Strongly agrees that the design guide should be more specific on parking standards in the district.</p> <p>Disagrees that all parking bays should have kerbside electric charging points.</p> <p>‘These idea are good for development in an urban area but if applied to a rural village will detract from the uniqueness of the village. Many villages have narrow roads and cannot accommodate tow way traffic movement. If electric cars are to be encouraged then charging points must be available’.</p> <p>A portion of new homes must be Lifetime Homes.</p> <p>Properties should be built to be flood resilient.</p> <p>Glossary covers most points.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
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<p>8. Individual Submission</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Considers that houses should be 'Homes for Life' and capable of adaption. When developers consult with local residents, this should be meaningful and take on board local views. Outline planning applications do not give sufficient detail for the consideration of the design of a development proposal and can be misleading. West Somerset had two consultants looking at characterisation, why is this information not being used? Concerns that proposals for the former Watchet paper mill site include high rise development.</p> <p>Hedges are important landscape consideration which should be respected in development proposals. Coastal characterisation needs to be considered Visitor parking is lacking in new developments Life time homes should be available not just in the Taunton Garden Town The design quality shown in outline applications is followed through which what is delivered on the ground. Design details are important. Glossary section is useful</p>	<p>Noted and already covered in design guide</p> <p>Noted</p> <p>Noted, however we are unable to request more information at outline since this is establishing the principle of development. This information is incorporated into the new districtwide Design Guide.</p> <p>These proposals are yet to come forward; however pre-application has proposed no more than small town scale. Agreed</p> <p>Agreed Parking guidance has been developed in association with SCC Highways Noted</p> <p>Noted</p> <p>Noted</p>
<p>9. West Somerset Community Land Trust</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>WSCLT is concerned that the draft design guide relates mainly to Taunton and the Garden Town Vision.</p> <p>The degree to which the design standards can be enforced is unclear. The availability of Design Review at an early stage is very helpful.</p>	<p>Noted but not agreed. The West Somerset area is fully analysed in the character section and principles of placemaking are applicable throughout the Ditsrict. It is stressed in the design process section the importance of relating proposals to the context and the site. Noted. The status of the document will be further clarified once adopted as SPD.</p>

		<p>Strongly agree that applicants explain how their proposals follows the design process.</p> <p>Most potential development land in West Somerset already has outline permission so will not be affected by the design guide. Impact is limited unless sizeable rural exception sites become available.</p> <p>Design fashions change - some designs built 50 years ago are now considered acceptable. It is a question of good design.</p> <p>Local distinctiveness is important as long as sustainability and affordability are not compromised.</p> <p>Use of local materials is very significant.</p> <p>Strongly agrees in bringing together the principles of placemaking and sustainability for influencing the layout of new neighbourhoods and street making.</p> <p>Strongly agrees that active travel is important however this is difficult in rural areas when the availability of public transport is often lacking. Provision of cycle and footpaths with existing roads should create an integrated network.</p> <p>WSCLT is committed to flexible designs and life time homes to ensure that residents can live in their homes for as much of their lives as possible.</p> <p>Storage is very important especially for recycling</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
10. House Builder (Cherwyn Developments)	Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of	<p>Agrees in the LPA's commitment to a healthy, distinctive and sustainable built environment.</p> <p>Considers that the status of the design guide is clear and how it should be used.</p> <p>Agrees that applicants should follow the design process. SCC currently will not accept the in formalisation of roads, verges, footpaths and parking. They need to</p>	<p>Noted</p>

	<p>placemaking to achieve viable resilient neighbourhoods.</p>	<p>change to allow the principles of the design guide to be delivered.</p> <p>I would question the ability to deliver electric charging points to all parking spaces. Do we think this is going to be the only form of energy to power cars? There will be alternatives.</p> <p>Design Topics – Whilst the design guide endeavours to promote good placemaking and the ideas are positive, SCC from my experience will not allow informal road layouts, shared space, green verges etc. Until they change we will not be able to accommodate some of the good ideas the design guide is promoting.</p>	<p>Noted and amended</p> <p>Noted</p>
<p>11. Individual Submission</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Agrees in the LPA’s commitment to a healthy, distinctive and sustainable built environment.</p> <p>Considers that the status of the design guide is clear and how it should be used.</p> <p>Strongly agrees that applicants should follow the design process.</p> <p>Strongly agrees that local distinctiveness is important.</p> <p>Strongly agrees in bringing together the principles of placemaking and sustainability for influencing the layout of new neighbourhoods and street making.</p> <p>Strongly agrees that active travel is important.</p> <p>Strongly disagrees that all parking bays should have electric charging points.</p> <p>Considers that good walking and cycling infrastructure is key.</p>	<p>All noted</p>
<p>12. Individual Submission</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to</p>	<p>Agrees in the LPA’s commitment to a healthy, distinctive and sustainable built environment.</p> <p>Considers that the status of the design guide is clear and how it should be used.</p> <p>Agrees that applicants should follow the design process.</p> <p>Agrees that local distinctiveness is important.</p>	

	incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	Agrees in bringing together the principles of placemaking and sustainability for influencing the layout of new neighbourhoods and street making. Strongly agrees that active travel is important. Considers that provision should be made for parking bays for car club vehicles.	All noted
13. Cycle Somerset		No responses given	
14. SW&T Affordable Housing Group	Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<ul style="list-style-type: none"> • Agrees in the LPA's commitment to a healthy, distinctive and sustainable built environment. • Considers that the status of the design guide is clear and how it should be used. • Considers that clarity is required on how the design guide will be applied to smaller schemes as it appears to be aimed at large scaled developments. • Questions whether there is adequate resource within SW&T Planning Dept to embed the design aspirations and engage in the proposed early consultations? • Questions whether this will result in more detailed pre-application advice which offers value for money and whose comments are respected through the planning determination process. • Questions whether there is capacity for the Design Review process to assess all these schemes and what size of scheme should be critiqued in this way. • Considers that time taken at pre-app and Design Review will put pressure on viability. • Agrees that applicants should follow the design process. 	<p>Noted</p> <p>Noted</p> <p>Staff training already carried out for DM officers and further planned</p> <p>Noted</p> <p>Noted see section on Design Review</p>

		<ul style="list-style-type: none"> • Considers that for the majority of the time that new developments should complement the existing built environment in a creative and innovative way, however that there will be times when a unique scheme may be required that may not directly correlate to the existing built form. • Disagrees that all parking bays should have electric charging points. • Flexibility to car parking layouts is welcomed, considers that the design guide should encourage car share opportunities. • Considers that SCC highway standards need to be aligned to ensure a clear a consistent approach, particularly on shared space. • Consideration should be given to other green car technologies not just electric charging points. • The main concern is the potential additional costs that these considerations will add to schemes and this may effect viability. 	<p>Noted. Design guide is a springboard for good design and not a straightjacket. It gives the agenda for good design.</p> <p>Agreed</p> <p>The LPA has been in active negotiations with SCC on parking and changing points etc.</p> <p>Noted however there is a surplus in the grid with a proportion of new homes with PV's feeding back into the local power grid. Noted, however when applicants know what is required upfront from the design guide, they can reflect this in the purchase price of land. The vast majority of requirements follow the requirements set out in the NPPF and MfS. In most cases a slight increase in density would be acceptable in sustainability terms and would help off-set the costs/unit. In general the design guide is advocating simple building shapes and forms, with simple construction and footprint; we are not advocating fancy finishes. We are also advocating that less space is taken up by highway layouts.</p>
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		<ul style="list-style-type: none"> • Whilst we welcome higher quality design, the potential increase in costs in an already financially challenging market must be considered. This is a real risk that potentially could prevent the delivery of affordable housing. • Adoption of open spaces and service charges is an issue. Clarity is required on who will pay for the on-going maintenance of the open spaces in new developments. Will SCC adopt street trees? • There is a risk of high unaffordable service charges for management and maintenance to cover estate management. 	<p>The LPA have been in active negotiations with SCC on parking, commuted sums and changing points.</p>
<p>15. Individual Submission</p>		<ul style="list-style-type: none"> • Agrees in the LPA's commitment to a healthy, distinctive and sustainable built environment. • Considers that the status of the design guide is clear and how it should be used. • Comments that 'It's refreshing to see the introduction of a SPD, employed by other forward thinking authorities, to create a biodiverse and sustainable development, finally created for Taunton Deane after years of lost development opportunities'. • Strongly agrees that applicants should follow the design process. • Strongly agrees that local distinctiveness is important. Comments that 'What makes our part of the world unique and special is its distinctive character and preserving and enhancing this is vital'. 	<p>All Noted</p>

		<ul style="list-style-type: none">• Strongly agrees in bringing together the principles of placemaking and sustainability for influencing the layout of new neighbourhoods and street making.• Strongly agree that character areas are important and that their features need to be addressed in design and layout.• Strongly agree that joint principles of placemaking and sustainability should influence design of development.• Strongly agrees that buildings should make good streetscapes.• Strongly agrees that streets are designed for all users and are designed considering how vehicles and streets/junctions to determine their size.• Strongly agree that neighbourhoods should be based on active travel. Comments that building capacity for cycling and walking and public transport is essential if we are to reduce the rate of global warming.• Comments that 'This is a unique opportunity for the Council to create a watershed moment in the design of new building stock in Taunton and West Somerset'.• Comments that 'Local people have tried to influence planning policy with little success – a SPD will make all the difference and allow greater jurisdiction over those developers who have seemingly been allowed by previous council's to fling houses down with little regard for the legacy they leave behind'.	
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		<ul style="list-style-type: none"> Comments that 'It's been disheartening to see bland and lifeless developments spreading across the area with little thought given to early wins for biodiversity, wildlife and ultimately human well-being'. 	
16. Individual Submission		<ul style="list-style-type: none"> Agrees in the LPA's commitment to a healthy, distinctive and sustainable built environment. Diagram could mention cyclists. Considers that the status of the design guide is clear and how it should be used. Strongly agrees that applicants should follow the design process. Comments that the agenda for improved housing should include i) more sustainable requirements and adaptability to life styles. Strongly agrees that local distinctiveness is important. Comments that 'Harmony between built environments and their settings is deeply satisfying it improves the quality of life for those who live there and retains the distinctive character that areas need, to continue being attractive tourist destinations. This doesn't mean slavishly copying existing building design in an area, but it does mean making use of traditional shapes, heights, materials, and colours in formulating new designs.' Strongly agrees in bringing together the principles of placemaking and sustainability for influencing the layout of new neighbourhoods and street making. 	<p>Agreed</p> <p>Noted</p> <p>Noted</p> <p>Agree</p> <p>Noted</p>

		<ul style="list-style-type: none"> • Strongly agree that character areas are important and that their features need to be addressed in design and layout. • Strongly agree that joint principles of placemaking and sustainability should influence design of development. • Strongly agrees that example sketches to show placemaking and sustainable principles should be used. • Strongly agrees that buildings should make good streetscapes. • Strongly agrees that streets are designed for all users and are designed considering how vehicles and streets/junctions to determine their size. Comments that cyclist safety is vital. • Comments that space standards are minimal in new development and that trees should be incorporated into new developments. 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Agree</p>
<p>17. Councillor Nicholas Sloan, Stoke St Gregory Parish Council</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<ul style="list-style-type: none"> • Agrees in the LPA's commitment to a healthy, distinctive and sustainable built environment. • Not clear about the status of the design guide and how to use the document. • Comments that 'Generally an excellent well considered document, but how this translates into well designed buildings and environments will depend on the imagination with which it is interpreted. Judgement will need to be exercised between conflicting demands to achieve the better good'. Officer training should be provided in making nuanced judgements on design matters rather than 	<p>Noted</p> <p>Noted. Has been amended</p> <p>Agreed and DM staff and Member training will address these points.</p>

		<p>following formula in order to balance subjective and objective criteria’.</p> <ul style="list-style-type: none"> • Agrees that applicants should follow the design process. • Comments that ‘The design guide encourages respect for vernacular forms of building design and groupings, but the current Local Plan in its concentration on development boundaries discourages natural infill, even in areas that have traditionally been developed organically within loosely built rural areas. Provided that applications are sympathetic and well-designed we feel that the use of natural infill, particularly of back land plots which share existing highway entry points should be actively encouraged in rural contexts where it is an appropriate response to the local vernacular evolution.’ • Comments that ‘There is a passing reference to the acceptability of good contemporary design, but a heavy emphasis of blending with the local vernacular. A major issue with contemporary design is making a judgement on good or bad; a distinction in the recognition of which planning officers have not had a particularly good track record. We feel that an element of high quality modern architecture does enhance the area, but that the planning department should retain architectural consultants to advise them on the merits of contemporary projects. The implication is that larger developments at least will be assessed by Design Review Panels. It is to be hoped that creative architects will be well represented on such panels, but it is also to be 	<p>Agreed and has been amended.</p> <p>Agreed and staff design training has been undertaken and more is planned.</p>
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		<p>hoped that they will be called in to assess smaller developments where appropriate’.</p> <ul style="list-style-type: none"> • Strongly agrees in bringing together the principles of placemaking and sustainability for influencing the layout of new neighbourhoods and street making. • Disagrees that design guide should be more specific on parking standards • Comments that section 5 point 12 could include innovative flood resilient design solutions • Improve navigation between section in section 5 and the document overall 	<p>Noted</p> <p>Noted</p> <p>Agreed. Contextual guidance on parking has been provided in association with SCC Highways</p> <p>Noted and will consider</p>
18. Individual Submission	Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<p>Strongly agree that joint principles of placemaking and sustainability should influence design of development. Strongly agree that neighbourhoods should be based on active travel.</p> <p>‘All new housing developments should be carbon neutral and fit for a more sustainable future’</p>	<p>Noted</p> <p>Noted</p> <p>Agreed</p>
19. Forum 21 Community Group	Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<p>Reservations that design guide relates mainly to Taunton and the garden town, while Forum 21 remit is to achieve a zero carbon economy in West Somerset.</p> <p>‘The rural nature of that area presents different problems especially connectivity’.</p> <p>Unclear how the design guide is to be used. Unclear about enforceability of the aims of the design guide. In view of climate emergency these must be non-negotiable. Is this the case?</p>	<p>Agreed and small scale developments has been included as a specific topic</p> <p>Noted</p> <p>Will be a SPD and a material consideration</p>

		<p>Strongly agrees that applicants should follow the design process.</p> <p>‘It is not clear if this process (the design process) can be applied to the many development which have been approved, but not yet developed. In addition will the actual construction be sufficiently monitored to ensure that the aims are actually achieved with the benefits this will bring in the future. The current self-certificating building regulation system and lack of local government resources appear to be failing in this regard’.</p> <p>‘The issue of materials; which should be as low carbon and non-fossil fuel based as possible, appear to be towards the end of the process’.</p> <p>‘Modern designs should not be excluded. It is a question of good design rather than replicating older inefficient homes which make up about 60% of the stock in West Somerset’.</p> <p>Agree that local distinctiveness is important ‘as long as sustainability and affordability are not compromised. Some flexibility to enable the use of non-fossil fuel materials should be allowed and local distinctiveness could be achieved with cladding’.</p> <p>Strongly agree that joint principles of placemaking and sustainability should influence design of development.</p> <p>Strongly agrees that buildings should make good streetscapes</p> <p>Strongly agree that neighbourhoods should be based on active travel.</p> <p>Strongly agree that all parking bays should have access to kerb side changing points.</p> <p>‘Some developments could be made car free if public transport and safe walking and cycling is available’.</p>	<p>Noted</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Noted</p> <p>Noted</p>
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		<p>Section 5 – agree that secure recycling and bike storage would encourage better use. ‘There is no mention of energy efficiency standards and methods, including heat exchange systems and retro insulation of hard to heat homes. All these are needed in view of severely reduced national government standards and lack of enforcement of the current ones’. The TGT Charter & Checklist mentions this but not as a requirement. Section 6 – little mention of renewables.</p>	<p>Agreed although solar and PV’s is already advocated but has been expended to include heat exchange</p>
<p>20. Resident (Ian Bright)</p>	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>The design guide has too many broad aims which may not be deliverable. The design guide could be simpler for the general reader. Doubts whether modern buildings are reflecting local character. Strongly agree that local distinctiveness is important. Height of buildings in Taunton should be restricted to 3 storeys. Strongly agree that joint principles of placemaking and sustainability should influence design of development. Strongly agrees that streets are designed for all users and are designed considering how vehicles and streets/junctions Disagrees with a mixed approach to parking. Strongly agree that neighbourhoods should be based on active travel. ‘In line with the Council’s objectives regarding climate change and sustainable transport, far more needs to be done to discourage private car use. Far better infrastructure needs to be put in place in new developments to make walking and cycling for everyday</p>	<p>Noted</p> <p>Agreed</p>

		<p>activities...It is also very important that the paths and cycle ways are linked...This can only be achieved by more balanced funding for walking and cycling locally. Planners must be fully on board for this to happen’.</p> <p>Doubts whether tall buildings can be incorporated into the existing fabric of Taunton without adverse impacts on neighbouring buildings.</p> <p>Glossary – useful for reference</p>	<p>Noted</p> <p>Noted</p>
21. Magna Housing Association	<p>Agree that SW&TC needs a Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<p>Doesn’t agree that the relationship of the design guide to the Garden Town guidance is clear</p> <p>Strongly agrees that applicants should explain how their proposal follows the design process</p> <p>‘Please review the planning pre-application process in light of this (the design process) so that it adds value, especially if there will continue to be a charge. It would be helpful to discuss financial viability issue in broad terms at this stage to assist feasibility studies’.</p> <p>Neutral as to whether local distinctiveness is important and that development should reflect local character.</p> <p>Disagrees that character areas are important.</p> <p>Regarding highways and transport ‘Somerset Highways need to be an integral part of this discussion both in policy and operation terms. The theory is laudable but a long way from the current practice. Consideration also needs to be given to the transport infrastructure, especially in rural areas where use of the car is current unavoidable for many journeys. Also it is not reasonable to expect developers to pay for the electric car charging infrastructure’.</p> <p>We support the principles and approach on the Design Topics with the following comments:</p>	<p>Noted however there are clear links to Garden Town Guidance</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

		<ul style="list-style-type: none"> • Should modern methods of construction be mentioned; could this be incorporated in a pattern book approach to housing typology • Agree with statement on minimum space standards • Management of communal spaces must be considered, especially when LA's unwilling to adopt amenities and facilities e.g. service charge costs • Include other items for external storage e.g. pushchairs • More flexibility needed on backland site planning especially by SCC Highways 	<p>Agreed</p> <p>Agreed detailed discussions have been undertaken with SCC Highways</p>
<p>22. Volume House Builder (Redrow)</p>		<ul style="list-style-type: none"> • The designer should assess the client's budget and manage the development proposal cost accordingly. • Achieving design quality invariably requires an increased development cost. • The design guide should acknowledge economic viability as a key component of sustainable development • Increased development value can be created through careful design. The design guide should aim to encourage developers to assess which design interventions can be afforded and have the greatest impact. • There is no evidence to support the claim that from public opinion people want the design of new development to be locally distinctive • 'We agree that the design guide should reflect the desires of people likely to live in the new homes'. 	<p>Noted. However numerous respondents have raised this and with previous consultations carried out for the Garden Town.</p> <p>Noted</p>

		<ul style="list-style-type: none"> • Redrow market research shows that people buying a new home want spacious, practical homes designed for modern life styles with parking close to the front door. They prefer traditional styles of architecture, particularly Arts & Crafts and detached homes. • Nation Design Guide statement that new development should be based on an understanding of the existing situation, including 'the architecture prevalent in the area, including the local vernacular', the respondent claims therefore that new development should respond to the architecture existing in the immediate locality, rather than seek to introduce vernacular styles which may be some distance from the site. • 'We agree that outdated approaches to highway design based on the needs for private cars have led to standardised streets. We support the creation of streets and spaces designed around the needs of pedestrians and cyclists'. • Response to local distinctiveness must be proportionate and appropriate to each place and be balanced with the tastes, needs and aspirations of new communities. If a development is adjacent to a conservation area, comprising a locally distinctive palette of materials it would be appropriate to reflect those in new design. If locally distinctive architecture is some distance from the site it is 	<p>It is agreed that in designing for urban/suburban contexts that the promotion of rural traditional vernacular would be inappropriate. However in these cases standard suburban status quo rarely achieves the objectives of good sustainable place making and efficient site planning. The effect is usually standard 'anywhere' housing and highway layouts. In these cases Manual for Streets and good placemaking should be essential. Architectural styles are secondary to these objectives.</p> <p>Agreed</p> <p>Local distinctiveness is not merely the application of copying local styles, it is about response to setting, topography and the creation of good streetmaking.</p>
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		<p>not appropriate to replicate that except in limited individual cases.</p> <ul style="list-style-type: none"> • Rural architecture vernacular precedent is inappropriate in Taunton urban settings. • Responses include references to the NPPF guidance encouraging design to fit in to the existing built environment • No evidence from the community that new development should have regard to and reflect positive aspects of the character of the area • The proposed house types are claimed to reflect the needs, tastes and lifestyles of the potential house buyers • The design guide omits a typical housing typology of the interwar suburban areas and therefore a part of the character of Taunton • Comments regarding car parking and street standards should be compliant with the requirements of SCC Highways • House typologies should include detached units 	<p>Noted. Taunton urban character comprises a number of distinct character areas ranging from higher density town centre to smaller settlements that have been absorbed in to the settlement boundary. Proper character appraisals need to identify this.</p> <p>Noted. Although the requirement is to have regard to the character and local distinctive of that architecture.</p> <p>The comment quoted refers to the extensive public consultation programme undertaken prior to the suite of design guidance which highlighted the need for new development to be locally distinctive.</p> <p>Noted. Studies show that house buyers also value distinctive building forms.</p> <p>Noted. The areas to which the respondent refers whilst having a faint reference to garden city architecture and layouts are not particularly distinctive to Taunton and are found many peripheral housing estates in towns through the country. We would welcome innovative thinking about garden city planning and design.</p> <p>Noted. We have had detailed discussion and agreement on this matter with SCC Highways.</p> <p>Agreed, see addition of 'villa' type.</p>
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<p>23. Volume House Builder (South West Taunton Comeytrowe Consortium)</p>		<ul style="list-style-type: none"> Disagrees with key diagram which reflects the LPA's commitment to a healthy, distinctive and sustainable built environment. Not convinced it represents a Garden neighbourhood and that the zero low carbon aspirations are too specific and neglect scheme viability 	<p>Noted. This diagram represents the broad aims of sustainable residential development over the next 10 year period. It is presenting an agenda not totally specific to a Garden neighbourhood or particular house types.</p>
		<ul style="list-style-type: none"> The status of the design guide and its relationship to the Garden Town Vision, Charter & Checklist is unclear Design Guide is geared towards outline planning applications for green field sites, it gives little advice on the process to be carried out on reserved matters The Taunton character area section could be expanded to include other house typologies Many examples of what the LPA wants without the rationale for these. Can lead to DM officers misunderstanding the principles behind the illustrations. The viability of installing PV panels and charging points is not addressed Placemaking guidance should be extended towards lower density development Few references to innovation The case study showing the design process would be better located at the end of this chapter. 	<p>Noted. However the key diagram and the introduction do mention this.</p> <p>Guidance on making applications has been included.</p> <p>Noted.</p> <p>Noted. DM staff have undergone significant training on this and more is planned.</p> <p>Noted. These will be increasingly required over the design guide life period. It also good practise.</p> <p>Noted. This point could be given more emphasis although the principles of placemaking are applicable to all densities. Note. The introduction makes it clear that the guidance should be seen as a springboard for good design, not a straightjacket.</p> <p>Agreed. There is a slight change needed in the page ordering.</p> <p>Noted. Wide front types are appropriate in many situations but not all.</p>

		<ul style="list-style-type: none"> • Advocating wide frontage typologies could be seen as the only solution • Illustration showing countryside edge treatments, could be seen as specific for every scheme • Section 3.2, key principles should be stated in relation to the examples shown • Local paving materials are useful but difficult to deliver • Vernacular building materials, should these be referred to in specific character areas? • Nothing on Taunton vernacular other than on three storey buildings • The consortium consider that the following proposals are too specific , untested and can effect viability: <ul style="list-style-type: none"> a) 90% of house have PV panels on roofs b) Bat, swallow and owl nesting encouraged in the design of some houses c) Use of sedum planting on flat roofs and green walls • Placemaking principles lack clarity regarding principles, instead there is a list of requirements and an indicative scheme • The indicative scheme shows development forms which would be difficult to implement in developments such as Comeytrow. Particularly 	<p>Noted. The indicative illustration shows 4-5 edge conditions as examples. This is an indicative diagram.</p> <p>Noted. The identification of local paving materials is intended to show i) they are important components of local distinctiveness, and ii) that they should be retained where ever they exist, and iii) sourcing of these materials is possible although limited. Each character area has a heading relating to materials.</p> <p>Amended</p> <p>These are all aspects of good practice which are already incorporated in some schemes. Given the climate emergency and the increasing emphasis on sustainable housing, these features will become significantly more common place over the life span of the design guide.</p> <p>Noted. We will improve the statements on the emphasis on the principles.</p> <p>This is an indicative scheme to show how places making principles could be achieved. The drawings show a mixture of individual</p>
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		<p>the types of perimeter block, predominantly terrace housing and extensive use of parking streets.</p> <ul style="list-style-type: none"> • Parking streets are shown as an alternative to on-plot and rear parking courts solutions. As not all developments can have on-plot parking, parking street are a more effective and user friendly than rear parking courts. • Would agree that housing typologies shown would achieve good streetscapes, although would not necessarily support all details. • Do not support the blanket inclusion of on-street charging points without understanding viability etc • Illustration on p.75 shows very car dominated environment with little planting. • Lifetime homes – unclear as to the principles to be followed. Street section very prescriptive, recommend that guidance on street sections and hierarchy be provided. • Bike and recycling storage – they support the objectives but would like flexibility to devise their own solutions • Boundaries – generally support the objectives and suggest there are more contemporary solutions • 6.1 – missing text • Confusion about the difference between a design guide and a design code 	<p>houses, semi-detached, short terraces and apartments. The principles are similar at whatever scale and density that is likely to be proposed.</p> <p>Parking streets are shown as an alternative to low density on plot parking solutions and are more effectively than rear parking courts which are often under used.</p> <p>Noted.</p> <p>Noted. We are exploring this issue.</p> <p>Disagree.</p> <p>Noted. We will consider these points.</p> <p>Noted. We would welcome innovative solutions. The diagrams are intended to stimulate good integrated design.</p> <p>Noted. We would welcome innovative solutions. The diagrams are intended to stimulate good integrated design. This will be provided.</p> <p>Noted. However the districtwide design guide is clear about the definition of a design guide and design codes.</p>
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<p>24. Volume House Builder (Redrow Planning)</p>		<ul style="list-style-type: none"> • Disagrees with key diagram which reflects the LPA’s commitment to a healthy, distinctive and sustainable built environment. The respondent agrees with the objectives but questions the depiction of the built form shown. • There is no evidence to support the claim that from public opinion people want the design of new development to be locally distinctive • National Design Guide statement that new development should be based on an understanding of the existing situation, including ‘the architecture prevalent in the area, including the local vernacular’, the respondent claims therefore that new development should respond to the architecture existing in the immediate locality, rather than seek to introduce vernacular styles which may be some distance from the site. • The degree to which new development reflects local character depends on varying aspects such as the degree of local distinctiveness of the immediate context and the appropriateness of replicating certain individual features at a much larger scale of units • New developments should respect the aspirations, lifestyles and tastes of people likely to live in them • The design guide should draw lessons from much loved places and this should provide a framework for housing aimed at modern 	<p>Noted. This illustration is diagrammatic only. It would be counterproductive to show every types of development in what is a stylised diagram</p> <p>Noted. However this is based on responses to the design guide consultation and Garden Town workshops.</p> <p>It is agreed that in designing for urban/suburban contexts that the promotion of rural traditional vernacular would be inappropriate. However in these cases standard suburban status quo rarely achieves the objectives of good sustainable place making and efficient site planning. The effect is usually standard ‘anywhere’ housing and highway layouts. In these cases Manual for Streets and good placemaking should be essential. Architectural styles are secondary to these objectives.</p> <p>Agreed</p> <p>Agreed but this needs to be balanced with the wider objectives of planning policy including good placemaking, sustainability and wellbeing.</p>
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		<p>lifestyles and should not be subject to a design guide.</p> <ul style="list-style-type: none"> • ‘We agree that outdated approaches to highway design based on meeting the needs of private cars have led to streets that area standardised and we support the creation of streets and spaces designed around the needs of pedestrians and cyclists’. • Distinctiveness should be measured in a number of ways (see previous Redrow response above) • The character of Taunton area is over simplified and focused on a narrow set of house typologies • The design guide omits the interwar suburban housing type which is attractive and popular <ul style="list-style-type: none"> • Whilst agreeing with the principles of good placemaking the guide underplays lower density housing typologies and street making. 	<p>Agreed. The design guide does not specify detailed house design. Individual lifestyle aspirations have to be balanced with the wider objectives of planning policy including good placemaking, sustainability and wellbeing. Noted. Agreed.</p> <p>Noted.</p> <p>There are few areas of suburban Taunton of the interwar period that can be distinguished from those in any other town and city. In particular garden city layouts and distinctive Arts & Crafts houses are extremely limited. We would welcome innovative 21 Century thinking regarding garden city type layouts which are responsive to the local context. The placemaking principles shown are applicable at a range of densities. Very low densities are rarely conducive to active travel and the delivery of public transport. In deed a recent report has shown that most new garden city developments are highly car</p>
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		<ul style="list-style-type: none"> The design guide should encourage the use of house types that meet the tastes, aspirations and requirements of potential customers 	<p>dependent. This raises the question whether the original garden city principles can be adapted to sustainable placemaking. Perhaps a workshop between the developers and the LPA might explore this theme?</p> <p>The purpose of design guides is to recognise these factors whilst promoting national and local policies on placemaking, sustainability and wellbeing.</p>
<p>25. Volume House Builder (Persimmon Homes)</p>		<ul style="list-style-type: none"> Unclear about relationship of the documents in the design guidance suite and their relatively weight and relationship to the emerging Local Plan. Concerned that the design guides are creating more bureaucracy in a highly bureaucratic system leading to delay. The design guide advocates certain housing types but there is little transparency as to the rationale for these. Interwar and post war housing has been discounted and thus heritage is emphasised over sustainability and modern design. Modern design should be promoted and can be more important than local distinctiveness. 	<p>The relationship of the design guides is shown in the diagram in policy context section. The role of the design guide will be SPD relating to the local plan. Central government advice in the NPPF and the National Design Guide both advocating producing design guides at the local level. Design guides have been a familiar planning tool since 1973 and are intended to coordinate design based policies with the authority.</p> <p>Noted. The rationale for the advocacy of housing types to create good streetscapes is we feel fairly clear. It is agreed that slightly lower density types could be included. We disagree that there is an emphasis on heritage over sustainable progressive modern design and argue that interwar and post war housing is neither substantially sustainable nor progressive. The guide emphasis that it is a springboard for good design, not a straightjacket.</p>

		<ul style="list-style-type: none"> • Strongly disagrees that the design guide should be more specific on parking standards in the district. • Concerns that indicative drawings on parking could be used to force developers into specific 'unsaleable' solutions. Home owners prefer parking spaces near their homes. Many issues related to kerbside electrical charging points. On plot charging is preferred. 	<p>Noted. The guide welcomes innovative approaches to the sensitive response to context and sustainability. Response to site and local conditions is an essential ingredient of local distinctiveness. We would welcome innovative thinking in this respect. Noted and guidance provided on context related parking, see emerging SCC Highways guidance.</p> <p>The indicative parking diagrams show how cars can be parked very close to the fronts of houses where on-plot parking may not be achievable at medium to higher densities. This does not preclude other innovative solutions which can be demonstrated as achieving the same objectives. The LPA have been in extensive discussions with SCC Highways on parking and changing points etc.</p>
26. Community Organisation (Arts Taunton)	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<ul style="list-style-type: none"> • Include easy access to arts and sport, regarding being connected • Emphasise how private sector house builders should use the design guide • Strongly agree that applicants should use the design process • Strongly agree that new development should reflect locally distinctive character. Use local design cues of distinctiveness including building materials and landscape features and unique features at the local level. • Strongly agree that local distinctiveness is important. The less dramatic and undesignated 	<p>Noted. We will consider as being part of the wellbeing agenda</p> <p>Noted. Although developers have not made this point.</p> <p>Noted</p> <p>Noted</p> <p>Agreed</p>

		<p>landscape is in many ways as important as AONB's.</p> <ul style="list-style-type: none"> • Strongly agree that character areas should be used to influence design. • Excellent knowledge of the area but could be illustrated better in some photographs • Strongly agrees with the principles of placemaking integrated with sustainability and wellbeing. • Strongly agrees with the approach of the integrated and inclusive street design 	<p>Agreed</p> <p>Agreed</p> <p>Agreed</p>
27. SCC Highways		<p>SCC Highways submitted a letter rather than completing the online survey (24/04/2020). Whilst SCC supports the broad purpose of the document in taking a strong lead in placeshaping to promote sustainability, quality and behavioural change, SCC has strong concerns on a number of matters of details. These are based on the clash that it sees between conventional highway engineering as exemplified in the 'Red Book' and the 'Design Manual for Roads and Bridges' and the type of street making solutions more akin to Manual for Streets and other current good practice advocated by the Chartered Institute of Highways & Transportation. Specifically SCC consider that the road hierarchy and the split of responsibilities between district and county should be clarified.</p> <p>They raise a number of detailed points regarding safety and design and wish to clarify where SCC is a key consultee.</p> <p>Other matters concern detailed of road design and adoption.</p>	<p>Noted. Following consultation period LPA officers and their consultants have had an extensive period of negotiations with SCC Highways, especially as SCC are in the process of radically revision their 1991 standards. An enlarged section has been produced and key principles.</p>

28. SCC Ecology		SCC Ecology submitted a letter rather than completing the online survey (1/05/2020). Generally SCC considers that biodiversity is not well represented in the design guide and that more specific guidance should flow through many of the sections. This could also permeate the character area analysis section. SCC suggest that biodiversity should be specifically mentioned as a design topic due to its benefits and that consideration should be given to including a biodiversity checklist.	Noted.
29. Internal Staff	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	Request for guidance on the design principles for change of use from commercial retail to residential.	Agreed and a new section has been provided.
30. Internal Staff	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	Request that the current infill guidance is expanded to take into account tandem infill on suburban and rural plots. Also guidance could be given on the parameters used for determining where an existing open plot should remain undeveloped.	Agreed and appropriate amendments made.
31. Internal Staff	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	Request that the existing guidance (Section 5.9 – Residential Alterations & Extensions) is considerably expanded to reflect the former West Somerset guidance on this subject.	Agreed and changes carried out.

32. Internal Staff	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<p>Request for the following changes:</p> <ul style="list-style-type: none"> • Household extensions needs to be expanded • Guidance required on the assessment of contemporary designs • Guidance required on the design of agricultural buildings • There is an apparent antipathy towards flat roofs in the design guide 	<p>See comments above. Agreed and wording clarifies this point.</p> <p>Noted and guidance carried out</p> <p>Noted. There are some instances where flat roofs are appropriate, e.g. on large span buildings. If flat roofs are used in more domestic circumstances it is not unreasonable to expect them to be 'green', i.e. to be sedum roofs, or to take the form of roof terraces. Roofs with a variety of pitches are efficient in water run-off, the integration of PV panels, increased insulation and the provision of storage space.</p>
33. Internal Staff	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<p>Section 1 – request for clarification in why the guide is necessary and how it should be used.</p> <p>Section 2.3.2 – add Scheduled Monuments and mention hedgerows and boundaries</p> <p>Section 2.4 – add more details about requirements</p> <p>Section 2.4 – emphasis the need to convert existing buildings rather than demolish</p> <p>Section 3 – a number of detailed observations</p> <p>Section 3 – more landscape consideration needed</p> <p>Section 4.2 – emphasise connectivity</p> <p>Request for guidance on conversion of buildings</p> <p>Request for guidance on lighting and signage of historic shop fronts</p> <p>Greater consideration needed on impact of development with the setting of conservation areas, including green corridors and hedgerows</p>	<p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Noted</p> <p>Agreed</p> <p>Noted and agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Noted although guidance does exist</p>

		<p>More guidance needed on pavements and treatment of new boundaries</p> <p>Emphasise the desirability of integrating renewables on roofs of retail developments and historic buildings</p>	Noted
34. Internal Staff	<p>Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.</p>	<ul style="list-style-type: none"> • Clarify text on Garden Town designation and aims • Diagram showing sequence of design appraisal needs to consider landscape character, settlement development pattern and position in the landscape • Appraisal of context and setting – refer to minor comments in the text • Minor comments on scheme in design process • Confusion over character areas and character types • Map of character areas in the district needs to mention that this is only a summary and that more detail for both protected and unprotected landscapes can be referred to in districtwide landscape characterisation. • Clarity needed on vernacular stone distribution • Manage expectations of views to the sea against need for strong structural landscape treatment that may hinder views • Instead of Central West Somerset refer to this area as Doniford Valley • Central West Somerset landscape character area needs to mention that this landscape is visually vulnerable and need to protect views. • The Quantocks landscape character area – refer to minor comments in text. Refer to light pollution. 	<p>Agree</p> <p>Agree</p> <p>Agree</p> <p>Agree</p> <p>Has been clarified</p> <p>Agree</p> <p>Noted</p> <p>Agree</p> <p>Will consider</p> <p>Will consider</p> <p>Will include points in text</p>

		<ul style="list-style-type: none"> • Taunton landscape character area – refer to varied geology within the town and how this defines character areas. • Streets and placemaking – sufficient room required for tree planting in and around parking spaces • Taller buildings - rephrase to emphasise impact of building on wider landscape context 	<p>Noted, amendments carried out.</p> <p>Agree</p> <p>Agree</p>
35. Internal Staff		<ul style="list-style-type: none"> • ‘I think it is a great document and I really like the character area approach for the landscape and building materials. I was also pleased to see that sustainability and green infrastructure play a major role. I’m a keen advocate of GI and think it is an important tool in helping to layout masterplans.’ 	Noted
36. Internal Staff	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<p>The design guide seems to be emphasising the need to fit in with the local context and traditional built form, perhaps ignoring contemporary solutions.</p> <p>Design process (section 2.1) and the design process at a glance should include more on sustainable and low carbon master planning and reconsider the example to include less car based solutions and higher density. General comments on the best use of open space and site capacity for higher densities. Active design principles need more emphasis. Refer to Somerset Waste Partnership’s developer guidance on waste and recycling</p>	<p>The importance of respecting character and local distinctiveness is a primary planning aim. The illustrative design process indicates that any design solution could be appropriate if it demonstrates that key contextual considerations have driven the design solution. The indicative drawings show generic forms and are for guidance only.</p> <p>Noted.</p> <p>Noted.</p> <p>Agreed</p> <p>Agreed</p>

		<p>Electric vehicle charging strategy is due in July-September 2020, please include in guidance. In 'fabric first', design concepts are missing</p> <p>Make it unequivocal that good design requires considerations of climate impact and resilience are critical.</p>	<p>Agreed</p> <p>Noted and amendments carried out.</p> <p>Agree and has been emphasised.</p>
	STREETS, PLACES & PARKING SECTION CONSULTATION COMMENTS	11 DECEMBER – 5 FEBRUARY 2021	
Consultee	General Agreement/Disagreement	Detailed Comment Received	SW&TC Response
1. Taunton Design Circle	Districtwide Design Guide to help raise the quality of design of new developments is both sensitive to the positive aspects of the character of a local area and to incorporate the principles of placemaking to achieve viable resilient neighbourhoods.	<p>Welcome the approach for foregrounding street making and public realm.</p> <p>Masterplanning and design process explored in a very fluent manner.</p> <p>Excellent presentation.</p> <p>Very good didactic document.</p> <p>Good to have agreed an approach with SCC Highways to achieve a more joined up approach to street and place designed highways.</p> <p>Suggest new projects/applications be evaluated in short term to monitor how they have addressed the guidance.</p> <p>Suggest training to update officers and Members on latest highway thinking.</p> <p>Street parking and parking squares should provide for car club vehicles and some electric vehicles.</p> <p>Suggest some design criteria for car free areas in town centres.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>We will consider this.</p> <p>Agreed</p> <p>Agreed.</p> <p>We will consider this.</p>

		Careful thought should be given to the location and type of shrubs in the public footway in terms of person safety.	Noted.
2. Carhampton Parish Council		<p>Street building standards and parking standards should differentiate between, neighbourhood, village and countryside only if planning enforcement is sufficiently staffed to pick up where the design matches the actual building.</p> <p>Compliance with 20mph designed speed of the street is impossible to achieve</p> <p>Designers and builders will have different perspectives regarding the proposal to create street hierarchy</p> <p>The section over focuses on parking for private cars, rather than public transport.</p> <p>Electric vehicle charging is difficult other than on-plot.</p> <p>Whilst the guidance proposes that street design takes into the needs of pedestrians and cyclists, few residents walk very far and cycling is not well used</p> <p>Regarding the inclusion of street trees, rain gardens, verges and SUDS, the question remains who is going to maintain these and how is the maintenance to be enforced?</p> <p>Questions whether designers and builders will be forced to use the proposed palette of materials and to replace those not in accordance</p>	<p>Noted.</p> <p>Noted however street design is more likely to achieve lower speeds than purely signage</p> <p>Noted</p> <p>Noted. Agree that public transport provision should be increased but in most parts of the district reliance will be on private cars.</p> <p>Noted, however improvements in provision for on-street charging are being made all the time and technology moves on.</p> <p>Noted however active travel can be increased by improvements in provision</p> <p>This can be achieved through commuted sums, adoption and planning conditions</p> <p>Noted this can be conditioned and the usual enforcement procedures applied</p>
3. Active Travel Specialist		<p>Strongly agrees that streets in residential areas should be designed for 20mph</p> <p>Strongly agrees that the guidance proposes a street hierarchy</p>	<p>Noted</p> <p>Noted</p>

		<p>Pleased to see the focus on a street hierarchy based on creating place character, especially as this prevents car users having the illusion of priority</p> <p>Welcomes the inclusion of tight junctions and constrained site lines and raised platforms at intersections.</p> <p>Concerned that cycles might be permitted anywhere there is a footway, causing conflict/confusion. Suggests providing segregated cycle ways in new developments.</p> <p>Strongly agrees that tracking should be a major determinant in street design.</p> <p>Strongly agrees that street design takes into account the needs of pedestrians and cyclists in the choice of lighting, signs and street furniture.</p> <p>Strongly agrees that street design should be as green as possible.</p> <p>Questions whether no priority junctions are safe for cyclists.</p>	<p>Noted</p> <p>Agree that in all but minor routes segregation is desirable.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted we will consider this point.</p>
4. Taunton Area Cycling Campaign		<p>Strongly agrees that streets in residential areas should be designed for 20mph</p> <p>Strongly agrees that street design takes into account the needs of pedestrians and cyclists in the choice of lighting, signs and street furniture.</p> <p>Strongly agrees that street design should be as green as possible.</p> <p>Supports 20mph in residential areas and the proposed design criteria. Likes the idea that intersections are places. Adds certain technical specifications</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
5. Arts Taunton		<p>Strongly agrees that street building standards and parking standards should differentiate between town, neighbourhood, village and countryside</p>	<p>Noted</p>

		<p>Strongly agrees that the guidance proposes a street hierarchy</p> <p>Strongly agrees with the proposal for a range of parking solutions and that these should be integrated into street design</p> <p>Strongly agrees that street design takes into account the needs of pedestrians and cyclists in the choice of lighting, signs and street furniture.</p> <p>Strongly agrees that street design should be as green as possible.</p> <p>I concerned that the guidance could be avoided, compromised or abandoned by developers owing to lack of robust implementation.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Agreed. However SCC Highways guidance will need to coordinated in this matter.</p>
<p>6. Somerset Waste Partnership</p>		<p>Whether streets are designed for different contexts, it is important that parking does not impede access to bin stores and waste collection as this can be very disruptive.</p> <p>Whenever a street hierarchy is proposed, it is important that parking does not impede access to bin stores and waste collection as this can be very disruptive.</p> <p>Agrees that road design should use tracking however this should not impede access to bin stores and waste collection as this can be very disruptive.</p> <p>Agrees that a range of parking solutions is important however this should not impede access to bin stores and waste collection as this can be very disruptive.</p> <p>Strongly agrees that street design should be as green as possible.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

<p>7. SCC Highways</p>		<p>P.75 – diagram could be clarified</p> <ul style="list-style-type: none"> - Red Book should be included in references as current guidance - Under scope, SCC Highways should be consulted with LPA and as early on in the design process - Questions optimum corner radii and raises questions of visibility at junctions - Suggests that tactile paving could be used at uncontrolled crossings - Note that DFT requests a pause for shared space design -Consideration should be given to The Equality Act 2010 regarding duties for LPA and LHA -Regarding hierarchy distributor road design this should be carried out in consultation with LHA and LPA from the outset to ensure it functions as intended -Secondary Street – courtesy crossings are not liked by Disabled Persons Advisory Committee and therefore are not accepted by the LHA. Any reference to courtesy crossings should be removed. - Peripheral Lane – corner radii should be 4m instead of 3m and visibility should not be obscured - Home Zones – request removal of reference to home zones as LHA currently does not have any in Somerset. 	<p>Noted. This sketch will be finalised.</p> <p>Noted. We recognise that the existing Red Book (1991) will be used in the short term until the new highway standards are adopted.</p> <p>Noted. Will add reference to early consultation with Highways Authority in this section</p> <p>3m radii are all standard stock items (not specials). Visibility at junctions will be provided in accordance with Manual For Streets.</p> <p>Accepted. This is a standard detail. Will include reference to DETR guidance.</p> <p>Noted. However this comment is based on a partial quotation of the government advice which refers mainly to non-residential shared spaces.</p> <p>Agreed. The Design Guide allows for inclusivity.</p> <p>Noted.</p> <p>Noted. We will replace reference from courtesy crossings to informal crossings in accordance with Manual For Streets (Fig 6.3.9)</p> <p>Noted. 3m radii are all standard stock items (not specials).</p> <p>Noted. Home Zones are a long established street design principle. Home Zones are the same as the Shared Surface Street as shown</p>
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		<ul style="list-style-type: none"> - Entry Places – whilst principle is accepted, roundabouts do have a place in certain contexts - Courtesy crossing references should be removed. Raised crossing definitions should be clarified. If pedestrians are to have a right of way over traffic, then the intersection should be built as a vehicle crossover - Private drives – LHA requires amendments to state that private drives be set back 25m from junction with main highway - On street parking should be setback from private drive access - Parking spaces cannot be allocated on the public highway - Electric vehicle charging provision is welcomed by the LHA - With on-street and on-plot parking courtesy crossings should be replaced with uncontrolled crossings - Granite setts on ramps may not be appropriate as they cannot be painted with road marking requirements 	<p>on pages 19/20 on SCC’s new emerging guidance Noted</p> <p>Noted. We will replace reference from courtesy crossings to informal crossings in accordance with Manual For Streets (Fig 6.3.9)</p> <p>Agreed</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted. We will replace reference from courtesy crossings to informal crossings in accordance with Manual For Streets (Fig 6.3.9)</p> <p>In 20 mph zones no road marking are required therefore granite is acceptable in these areas. The Design Guide is based on 20 mph speed limits in residential areas.</p>
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	DISTRICT-WIDE DESIGN GUIDE CONSULTATION COMMENTS	5 JULY 2021 – 16 AUGUST 2021	
Consultee	General Agreement/Disagreement	Detailed Comment Received	SW&TC Response
Councillors			
1. Cllr Dave Mansell (Wiveliscombe)		<ul style="list-style-type: none"> - It should also be clarified that the Council has declared climate and ecological emergencies and adopted the Climate Positive Planning guidance. - The Towards Zero Carbon Design & Construction topic is not clear enough, although, until a new Local Plan is adopted, it may be necessary to show both the policy requirement and aspiration. I would like to see it made clear that the Council encourages developers to adopt a full zero carbon approach or as close to this as possible. It should be stated that it is essential we all do what we can to move towards carbon neutrality as soon as possible and why (to reduce and avoid worsening impacts of global heating and climate change). 	<p>Noted. The declaration on climate and ecological emergencies will be reflected more accurately in the Design Guide.</p> <p>Noted. However, the SWT Climate Positive Planning guidance is not policy or SPD but at present reflects the Council's aspirations in this direction. Control regarding zero carbon requirements is exercised through the Building Regulations. It is hoped that this situation will change over the life of the Design Guide.</p>
2. Cllr Caroline Ellis		<ul style="list-style-type: none"> -There is no reference to public art and its relationship to the Cultural Strategy or the Taunton Deane Public Art Code. - Suggestions are made regarding the definitions and guidance on public art. - It is suggested that the Design Guide refers to public art guidelines as in PublicArtOnline.org.uk - A design topic on public art is also suggested 	<p>Noted. This will be included in both the SWT Design Guide and the Taunton Public Realm Design Guide. It will also cross reference with the NPPF requirement to consider beauty as part of the design process. It is also suggested that this may be a criterion for consideration by the Quality Review Panel.</p> <p>Agreed</p> <p>Consideration will be given</p>
Town & Parish Council's			

3. Stogursey Parish Council		Stogursey Parish Council resolved at their August meeting, to support the draft Districtwide Design Guide	Noted
Amenity Bodies			
4. Canal & Rivers Trust		<ul style="list-style-type: none"> - Commented that canals and waterways are historic, natural and cultural assets forming part of the strategic and local green-blue infrastructure network. They contribute to well-being through active travel. - New development alongside the waterway should treat the canal as part of the development and address the waterspace. 	<p>Noted and agree</p> <p>Noted and agree</p>
Statutory Consultees			
5. Highways England		-Welcomes the council's intension to deliver sustainable development across the district by encouraging the development of sustainable transport opportunities, thereby the reducing the reliance on the private car.	Noted
6. Wessex Water		<ul style="list-style-type: none"> -Welcomes the promotion of early consideration of site appraisal where sustainable drainage measures are to be located. -Wessex Water supports the uses of sustainable drainage systems to manage flood risk, sewer flooding and the improvement of water quality and biodiversity. 	<p>Noted</p> <p>Noted</p>
7. Avon and Somerset Police		<ul style="list-style-type: none"> - Stresses the need for security to be embedded in the design process. - Draws attention to the role of secure by design and crime prevention design advisors and their expertise. - Points out that government has placed obligations on police and local government to work together for dealing with crime and anti-social behaviour and that local planning policy, codes and legislation influence and address the need to design and crime and deliver safe and secure communities. 	Noted. The need for making places secure is addressed in the general design objectives, in the sustainable placemaking section and in Design Topic 5.6 – Privacy and Sociability. However, we will make reference to Secure By Design and the need to liaise with Crime Prevention Design Advisors.

8. Sport England		<p>- Suggests that the concept of active design be referenced as this relates closely to active travel and sustainable placemaking.</p> <p>- Suggest a number of references to support which could be consulted.</p>	<p>Noted. This closely relates to the objectives of active and healthy travel as advocated in a number of sections in the Design Guide, especially sustainable placemaking. Cross reference will be made to the Sport England Design criteria and the references will be included in the document.</p>
9. Office for Nuclear Regulation		<p>-Points out that ONR's land use planning processes may apply to some developments within the district and that development within a ONR consultation zone need to comply to requirements regarding hazards to the site and emergency planning.</p>	<p>Noted. This point will be incorporated under site appraisal.</p>
10. Environment Agency		<p>- Welcomes the flood resilience and sustainable urban drainage plus blue and green infrastructure recommendations in the Design Guide.</p> <p>- Makes specific recommendations regarding:</p> <ul style="list-style-type: none"> • Location of development • Flood risk assessments • Maintenance of water quality • Green and blue infrastructure detailing • Zero carbon design should include requirement to build at least to Level 4 in the Code for Sustainable Homes <p>-Reference should be made to the CIRIA guidance on water sensitive urban design.</p>	<p>Noted</p> <p>Noted all these points and will add and amend to the guidance as necessary</p> <p>Noted all these points and will add and amend to the guidance as necessary</p>
11. Historic England		<p>-Welcomes the preparation of the Guide as it is timely given the new NPPF etc. They commend its comprehensiveness and the design process and that it is clearly laid out, attractive to look at with many useful illustrations and signposts to useful information.</p> <p>-Some detailed comments include:</p> <ul style="list-style-type: none"> • Section 4 – could expand on how to design places where heritage assets are present 	<p>Noted</p> <p>Noted and additional points and amendments have been made</p>

		<ul style="list-style-type: none"> • Section 5 - some topics could include advice on historic environment aspects, e.g. in 5.2, 5.10 and 5.12. • Section 5.16 - Heritage Statements is welcomed, however there are numerous detailed comments regarding guidance • Section 6.4 – additional links are suggested 	
12. Natural England		We have no specific comments to make on the design guides. Natural England concurs with your findings that the design guides do not require SEA or Appropriate Assessment.	Noted
13. Somerset County Council		<p>On behalf of Somerset County Council, I have no further comments or suggestions towards the design plan for Somerset West and Taunton.</p> <p>We are in fact very much in support of this plan.</p>	Noted
14. Somerset County Council (Highways Authority)		<p>- Make a number of detailed technical points concerning:</p> <ul style="list-style-type: none"> • Reference needs to be made to the need to consult with the Highway Authority • Corner radii 	<p>Agreed</p> <p>Agreement has been reached about the interpretation about minimum dimensions regarding widths of narrow streets and corner radii for speed reduction purposes. A limited range of dimensions has been agreed and these would be interpreted on a case by case basis. The Design Guide advocated that corners should be determined by tracking and context rather than being unnecessarily prescriptive.</p>

		<ul style="list-style-type: none"> • Width of street • Street trees should not generally be located within the adopted highway limits • Reference to Home Zones should be omitted and the term 'Shared Surface Streets' should be used instead • SCC had some concerns regarding the design of entry places and had requested clarification on the approach to these spaces • SCC had some concerns regarding the length of platform intersections shown since they felt this was too narrow 	<p>Rather than including a prescriptive text we suggest a range 3.5m – 3.9m depending on context is included.</p> <p>Amendments have been made to the document to reflect concerns over maintenance. This involves the designation of tree pits to be separately managed by management companies etc, so not included as part of the public highway. SCC have agreed that if no other option could be found, then street trees might be adopted subject to commuted sums covering the lifetime management costs.</p> <p>SCC highways have requested deletion of all reference to Homezones (despite this term being widely used by DfT, including in the latest cycle design guidance LTN 1/20). Reference to Home Zones have been reduced and where they are mentioned, they have been explained and put with the SCC Highways terminology 'Shared surface Street'. The term Home Zone is a nationally recognised term.</p> <p>Dimensions shown are compliant with Manual for Streets. A range of dimensions have been agreed with SCC Highways and the principle was established that radius would be determined by context and considered on a case by case basis.</p> <p>The document has been amended because of discussions with SCC Highways</p>
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		<ul style="list-style-type: none"> • CCC had some concerns regarding the distance shown for private drives from main roads • SCC wanted assurance that parking on a main road would not obscure the entrance to private drives or visibility splays • SCC wished to have the term ‘courtesy crossing’ replaced with ‘informal crossing’ 	<p>It has been made clear in the document that the maximum distance would be 25m. Agreed and drawings have been amended to exclude parking overlapping with a visibility splay.</p> <p>The document has been amended as suggested.</p>
Developers			
15. Vistry Group		<p>-Design Guide is too long and could benefit from being more succinct, clear and accessible and in its current form could hinder the audiences understanding of good design. The document is repetitive as National Design Guide defines the principles of good design.</p> <p>-There are a number of detailed points regarding Section 5.2 on zero carbon:</p> <ul style="list-style-type: none"> • Supports the overall vision of the document, but questions whether all the principles of zero carbon can be implemented in the immediate short term • Vistry is committed to the recent changes in Part L of the Building Regulations and that the development industry is on the start of the journey to zero carbon and urges SWT to work with them flexibly • Doubt is expressed regarding the differentiation between policy and aspiration • Suggests updating of certain targets in relation to Building Regulation updates • P.100 is too prescriptive and detailed and should be consistent with Future Homes Standard 	<p>Noted. Given the ever-widening agenda for design and the requirements of NPPF and National Design Guide that LPA’s should produce their own Design Guide’s, it is considered that the scope and content of this Guide is appropriate.</p> <p>The “Towards Zero Carbon Design and Construction” topic sets out a design process to help move development towards delivering zero carbon buildings. Tackling carbon emissions and climate impact via such a design process is integral to good design and aligns with existing planning policies. The topic clearly differentiates between what is policy requirement and what is aspirational/illustrative as the document does throughout.</p> <p>Additional text is proposed to clarify the relationship with the Government’s proposed interim update to Building Regulations Part L (due December 2021) and the Future Homes Standard (due 2025). However, it remains valid and reasonable to illustrate how new development could and</p>

		<p>-Section 4.4.4 – Vistry do not consider that all new residential building plots should have electric vehicle cabling and charge points, but do support cabling route provision to housing groups with more than 10 units</p> <p>-Section 4.4.5 – the section is too prescriptive and should not request the size, colour or materials of roadway surfaces</p>	<p>should be looking to push ambition in this regard in advance of and beyond these standards in order to deliver on the adopted target of working towards carbon neutrality by 2030.</p> <p>Given government targets for electric vehicles and charging provision, it is reasonable that the Design Guide encourages the widespread use of charging points for the vast majority of homes. These materials have been agreed with the Highway Authority as a reasonable standard.</p>
16. Redrow Homes Ltd		<p>-Appraisal of the setting of the site – Redrow consider that postwar housing estates are desirable and sustainable and that locally distinctive materials can be used to relate such scheme to the locality. The Design Guide should draw lessons from these much-loved places and should provide this in a framework for the delivery of house types designed for modern living.</p> <p>-Redrow claim that volume housebuilder house types are an essential reality of commercial house building and that bespoke designs for each site is unrealistic.</p>	<p>Postwar housing estates by their nature (nationally standardised house types with uniform density layouts and standard road layouts) are not considered locally distinctive as they are widely seen in the UK. However, there are cases where Garden City design principles have been adapted to the topography of sites and have used references to local architectural features which are used more successfully. House types which are developed to make successful streets and places (as in Section 4.3) can help in this process. It is noted that Redrow would be willing to consider this approach in collaboration with SWT. Section 4.3 indicates that house types should be developed which create successful streets and can be used to create individual groupings and can be used in a wide variety of settings. Too often standard house types</p>

		<p>-Under character areas, Redrow suggest that references should be made to the best post WWII housing developments.</p> <p>-Points are made regarding on-plot electric car charging</p> <p>-Redrow consider that the Design Guide shows a bias towards higher density housing which does not reflect the 30dph figure suggested elsewhere in the guide.</p> <p>-Redrow consider that the Design Guide must be revised to include more references to detached homes</p>	<p>do not perform the range of townscape functions necessary to create successful streets and places. They often are unable to effectively turn corners or create key groups due to their lack of flexibility.</p> <p>Whilst some reference can be made to the best of these areas, improved highway standards (Manual for Streets), best practice in urban design and the need to create walkable neighbourhoods means that the car based developments from the 1950's are not going to meet modern requirements. Standard low-density suburbia is no longer appropriate except in the minority of cases. Access to EV charging should be available for all on-plot parking spaces in order to meet zero carbon targets.</p> <p>Given the need to develop land economically and to encourage active travel, densities would need to be in a range from 30dph upwards. The diagrams show this range of densities even in a single block. The house typology shows both individual houses and how houses can be linked. (4.3.8 and 4.4.3d and 4.4.3g show a number of options for the grouping of individual or semidetached housing). Traditional streetmaking is not solely about detached house types since all too often traditional places have continuous frontages to enclose spaces and higher densities to make efficient use of land. Linked houses can be very attractive and desirable.</p>
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		<p>--Towards zero carbon and design construction, Redrow generally supports this ambition. However, it suggests that the Future Homes Delivery Plan should be included.</p> <p>- Sections 5.8 and 6.2, Redrow assert that design codes are not necessary given the Design Guide and masterplans for large development sites.</p> <p>-Section 6.1, Redrow welcomes the guidance on making a planning application</p> <p>-Section 6.5 Design Review, Redrow agrees that this is helpful at an early stage in the design process, however it would be helpful if the guidance could provide additional clarity in regarding what circumstances the panel is to be used.</p>	<p>Agreed</p> <p>Design codes are strongly advocated by government in the National Design Guide and National Model Design Code. Moreover, codes can coordinate house types and plot layouts with street design to ensure cohesion especially when a number of developers are involved in a scheme.</p> <p>Noted</p> <p>Noted and the types of scheme required to undertake design review is clearly shown in the document</p>
17. Taylor Wimpey		<p>-Strongly supports and welcomes the production of the Design Guide SPD and supports the Forward by Cllr Rigby as 'entirely laudable objectives which would assist in delivering good design outcomes'.</p> <p>-Acknowledges the extensive work which has been undertaken in the preparation of the design guide and the complexities of producing guidance for different types of areas within the district. Welcomes the statement that it is not a straight jacket and that the drawings are indicative but not exhaustive and hopes that the design guide is implied in this way.</p>	<p>Noted</p> <p>Noted</p>

		<p>-Section 2 – supports the design process stages. Section 2.6 on consultation and engagement, however the nature of the consultation needs to be tailored to particular circumstances especially for larger scale developments.</p> <p>-Section 3 – acknowledges that local distinctiveness is a crucial element in the design process. They point out that additionally the fenestration of standard house types to reflect local vernacular is appropriate. In the issues part of each character area description, they point out that there may be limitations of the availability of local building materials and traditional paving materials.</p> <p>-Section 4 – they wholeheartedly support the design principles set out in this section, particularly those in section 4.1 (integrating placemaking with sustainability).</p> <p>-The bullet points on p.70 concerning sustainable principles within an indicative scheme, are fully supported. However, the suggested requirements for PV panels and air sourced heat pumps should be extended to other technologies in larger schemes where the critical mass can justify these (as endorsed by the NPPF para 72).</p> <p>-Suggests the introduction of a parallel sustainability framework process alongside that in Section 2. The following headings are suggested:</p> <ul style="list-style-type: none"> • Define a sustainability framework that is bespoke to the site • Determine what ‘sustainable looks like’ within this sustainability framework • Develop solutions which achieve these objectives 	<p>Noted. This principle is accepted in the document and should be appropriate to the scale of the development (see 2.6.2).</p> <p>Noted. However, where local traditional building and paving materials can be sourced, they should be used in key parts of the development. It is stressed that where traditional paving materials exist, they should be protected in any development.</p> <p>Noted</p> <p>Noted and the document has been amended to reflect this.</p> <p>Noted. It is considered that this is already addressed in the document and that sustainability is shown as a key principle throughout the design process.</p>
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		<ul style="list-style-type: none"> • Develop the application proposals on the basis of these outputs • Review and report on the application proposals in support of the planning application <p>-Section 4.4.1- Seeks clarification that the inclusion of each of the measures shown for speed reduction have been discussed with the local Highway Authority and their inclusion in any scheme would not prohibit the adoption of streets.</p> <p>-Suggest that in low density areas the parking standards should recognise that car clubs and demand responsive transport could provide the opportunity to reduce the demand for second and third car ownership.</p> <p>-Section 4.4.5 – preference for footway surfaces outlined in the guide are noted and would seek clarification regarding the adoptability of these materials. Clarity is also sought regarding the commuted sums that would be payable for such surfaces, tree grilles and low planters.</p> <p>-Clarification is sought regarding on-street electric vehicle charging points regarding adoption, commuted sums, and future management.</p> <p>-Section 5 – generally agreed on design topics but need clarification on the status of 5.2 – Towards Zero Carbon Design and Construction.</p> <p>-Section 6.5 on Design Review – generally supports design review but suggests that the importance of ‘the local voice’ can be different to that of a panel of professional experts and whether this can be managed in the context of the community engagement guidance set out in the National Model Design Code. Clarification</p>	<p>Noted. These measures are the outcome of a series of workshops with the Highway Authority who agreed these principles, which are in line with Manual for Streets.</p> <p>Noted and this is advocated in the guidance</p> <p>The materials have been agreed with the Highway Authority. Agreement on tree grilles and planters would need to be discussed on a case by case basis.</p> <p>Noted.</p> <p>Noted. The guidance in the document when adopted will be a material planning consideration. The weight to be attached is for the decision maker.</p> <p>Noted. The design review panel is a different component of the engagement process which has to be weighed up alongside community engagement outcomes. Design Review taking place throughout the lifetime of the project and at</p>
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		is sought as to whether schemes over 50 homes would be informed by design review at both outline and reserved matter application stages.	an early stage is to be encouraged. Design Review Panels are keen to understand the results of community engagement as part of their evaluation of projects.
18. Hallam Land Management		<p>-Commends the draft Design Guide for being ambitious in scope and clearly communicating best practice for the design process.</p> <p>-Pleased to see the advocacy of increased density, encouraging a mix of uses and active travel.</p> <p>-Carbon neutrality – this principle is supported. However, SWT guidance and policy should progress in step and aligned with government guidance.</p> <p>-Electric vehicle infrastructure – supports the investment in electric vehicle infrastructure but the true costs are only just being understood and SWT should consider viability in terms of requirements.</p> <p>-National space standards – whilst supportive of the national space standards, SWT must adhere to footnote 49 of the NPPF requiring LPA’s to evidence need, viability and timing to support their implementation.</p> <p>-Design review – the flexible wording in relation to the requirement for design review – ‘the council will generally expect schemes of more than 50 homes or 5,000sqm of other floor space’, is considered too low to be effective. The design guide will not provide sufficient guidance to adequately inform a scheme at that scale. Suggests where used that design reviews should relate to large scale strategic sites of 500 – 1000 plus dwellings.</p> <p>Section 5.2 – Towards Zero Carbon Design & Construction – supports SWT for its ambition to encourage a collective move towards zero carbon in</p>	<p>Noted</p> <p>Noted</p> <p>Noted.</p> <p>Noted</p> <p>Noted. However, from 6/4/21 National prescribed space standards are now requirements under the GPDO.</p> <p>Noted.</p> <p>Noted. It is recognised that this section can only be advisory at this stage.</p> <p>Noted</p>

		design and construction and its pragmatic approach to set standards at a higher level than current building regulations. However, these aims should be in step with the scope of the Future Homes Standard.	
19. Burrington Estates		<p>-Supports the aim and objectives of the design guide, which if approached correctly should be a valuable and helpful tool to raise design and sustainability standards in the district. The challenge of producing a design guide for the full range of development types across a large geographical area and for both lay and professional applicants is fully recognised.</p> <p>-It should be recognised that the SPD does not seek to make and implement new planning policy of its own e.g. delivery of renewable energy solutions.</p> <p>-Concerned that the SPD is overly lengthy and appears too prescriptive which could stifle creative design. However, it is recognised that para 1.7 advocates the intention to be a 'springboard to good design, sensitive to context, not a straight jacket'. This is a crucial point and the design guide should never be dogmatic.</p> <p>-Concern that the design guide tends to reference very traditional forms and vernacular design examples, precluding innovative thinking and modern design solutions.</p> <p>-Suggests the replacement of the good/bad tool with further examples of more contemporary design solutions.</p>	<p>Noted</p> <p>Noted. The guidance is advocating best practice.</p> <p>Noted. Given the scope and ever-increasing agenda for good design in all contexts, the length of the document is considered appropriate.</p> <p>Noted. The design guide uses vernacular forms as a reference point to indicate the scale and context for development. The guidance drawings are illustrative and in the introduction it is stated that contemporary solutions are welcomed as long as they have regard to the design process and a proper understanding of site and context.</p> <p>Noted. The terms good/bad are not used in the design guide, but inappropriate solutions are included to encourage a more sympathetic approach to design.</p>

		<p>-The design guide should recognise technical feasibility and viability might override a preferred design solution, e.g. cost and availability of materials</p> <p>-To be deliverable, the design guide should have regard to the adoption requirements of the highway authority or water companies, especially regarding road materials, street trees and SUD's.</p> <p>- The draft design guide is very lengthy and wordy in trying to cover all bases, it has become prescriptive and unwieldy. Suggests a more focused user-friendly format as in the draft Taunton garden Town public Realm Design Guide.</p> <p>-Section 2 – generally supportive of the overall Design Process although questions how accessible this is given length and wordiness. Section 2.6 should recognise that consultation should be tailored to particular circumstances appropriate to site and location. This is especially the case where tailored stage engagement will be effective in larger developments.</p> <p>- Section 3 – repeats the concern about traditional vernacular examples which could stifle contemporary design.</p>	<p>Noted. A good solution in terms of layout, scale and form can be achieved with a variety of appropriate materials.</p> <p>Noted. The design guide has had regard to the requirements of the Highway Authority.</p> <p>Noted. Given the scope and ever-increasing agenda for good design in all contexts, , the length of the document is considered appropriate. It is hoped that the Key Requirements summary sheets, the use of bullet points as necessary and the frequent use of subheadings and indicative diagrams will help to give greater legibility of the document.</p> <p>Noted</p> <p>Noted. The design guide uses vernacular forms as a reference point to indicate the scale and context for development. The guidance drawings are illustrative and in the introduction it is stated that contemporary solutions are welcomed as long as they have regard to the design process and a proper understanding of site and context.</p>
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		<p>-Concern that the cost and availability of local materials to apply to standard house types need to be recognised.</p> <p>-Section 4 Sustainable Placemaking- this holistic approach is considered positive and figure 4.1.1 is helpful in demonstrating this.</p> <p>- The bullet points on p.70 should not be seen as exhaustive, as alternative measures to address renewables are increasingly available.</p> <p>-Subsections 4.4.1 (20mph zones) and 4.4.5 (materials for footways, tree grilles and planters, on-street EV charging), these need to be agreed with the Highway Authority in order to avoid objections, refusal of adoption or incurring unreasonable costs.</p> <p>-Section 5 Design Topics – Section 5.2 – concern expressed about the relationship of the aspiration goals and adopted Local Plan policies and how decisions would be made in view of this.</p> <p>Section 6 Supplementary Information – The design review process and its importance are recognised. However, it would be helpful if the SPD could confirm the weight given to the panel’s comments where they conflict with local feedback or the views of the officer. Clarification is sought as to whether schemes over 50 homes would be informed by design review at both outline and reserved matter application stages.</p>	<p>Noted. There is an ever-increasing drive from government to reinforce identity and local distinctiveness and the recent requirement to have regard to beauty in design solutions. We however recognised that this needs to be balanced with viability. Noted.</p> <p>Noted.</p> <p>Noted. The materials have been agreed with the Highway Authority. Agreement on tree grilles and planters would need to be discussed on a case by case basis.</p> <p>Noted.</p> <p>Noted. The recommendations of a design review panel will be a material planning consideration in the determination of proposals. Design Review taking place throughout the lifetime of the project and at an early stage is to be encouraged</p>
<p>20. Bourne Leisure Ltd (holiday site operator, including Butlins)</p>		<p>-Acknowledges the importance of the design guide, however the scope of the draft SPD, which is predominantly residential, needs to clarify that not all the requirements will be relevant to non-residential</p>	<p>Noted. However, the design process in section 2, is applicable to all types of development and will be expected to be</p>

		<p>development. Otherwise this could result in unduly onerous requirements if applied to all new developments.</p> <p>-Concern that as the design guide is being prepared in advance of the emerging Local Plan that it must not create new policy.</p> <p>-Concern that the electric vehicle charging strategy final report, referenced on p.91 has not been fully consulted upon. Until this occurs this may affect any requirements in relation to the new Local Plan.</p> <p>-Questions the policy relationship for the SWT area, for example is Policy DM5 (TDBC) relevant to the former West Somerset area, and vice versa.</p> <p>-Acknowledges the importance of public consultation during the development process but states this is not mandatory in legislation.</p> <p>-The design guide should recognise that the character areas are not homogenous and the site context important. As drafted, it reads that certain types and scale of development are restricted to certain character areas. This could lead to overly restricted guidance and prevent future delivery of proposals.</p> <p>-We consider that the provision of electric car charging points should be clarified in relation to particular types of development, in particular to infrastructure. It suggests that the paragraph on p.91 should be amended as follows: ‘With the declaration of a climate emergency by the Council...it will be expected that all developments SHOULD either provide charging points on plot or in convenient density in on street parking bays.’</p>	<p>adhered to especially in applications and Design and Access Statements.</p> <p>Noted. The policy context is clearly set out in the Introduction of the document.</p> <p>Noted. The Electric Vehicle Charging Strategy final report has been produced by the Highway Authority.</p> <p>Noted. Currently the policies relate solely to the former Local Plan areas and are not integrated. This will be revised in a future Unitary Local Plan.</p> <p>Public consultation is mandatory in the preparation of Development Plan Documents, SPD’s and planning applications</p> <p>Noted. The sensitivity and scale of certain character areas might make some forms of development difficult or inappropriate to deliver. The design guide stresses that all proposals are context driven.</p> <p>Noted. We have clarified this point.</p>
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		<p>-Design Topic 5.2 Towards Zero Carbon Design and Construction – endorses this approach.</p> <p>-P.120 Non-Residential Redevelopment – whilst endorsing the principles in this section, it notes that the draft SPD does not provide specific guidance on holiday parks and as such proposals should not be required to comply with the SPD.</p>	<p>Noted</p> <p>Noted. However, this general guidance, which of necessity cannot cover in detail every type of development, sets out broad principles that apply to all developments proposals and the design process that they will be expected to follow.</p>
<p>21. Abbey Manor Group</p>		<p>- The Introduction does not make it clear how this document should be used, the document reads as an instruction book on how to design a development. There is no room within this guide for contemporary or innovative design, all the examples quoted are of historic buildings.</p> <p>- what is unclear is whether the Design Process is a set format that must be followed. The document gives no flexibility or room for innovative design or creativity.</p> <p>- Whilst it is a consideration to reflect local distinctiveness, the word 'reflect' has been lost in this document.</p> <p>-Agrees with the broad principles of sustainable placemaking but considers that the draft design guide goes into unnecessary detail about how the principles should be implemented.</p>	<p>Section 1.7 – How Should It Be Used? Indicates the ways in which the design guide should be used and specifically states that this should be a springboard for good design and that quality contemporary design solutions are to be welcomed.</p> <p>Noted. Section 2.1 - The Recommended Design Process, indicated the stages of consideration in the development for any design scheme. These stages are recognised as best practice and they do not preclude innovative design (merely set a process not a specific outcome).</p> <p>Section 3 has been compiled to illustrate the salient aspects of character in the various parts of the district. It exists to inform designers of those characteristics which should be taken into account in context sensitive design responses.</p> <p>Noted. The principles and how they are implemented follows those set out in the National Design Guide, NPPF and general good urban design practice. The examples</p>

		<p>- The National Government has consulted upon and is bringing into legislation, improved Building Regulations and the Future Homes Standard. LPA's are not encouraged to adopt their own policies which are in excess of national standards. There is no reference to these National Standards in this guide and it appears that the LPA is seeking to adopt a higher standard than National policies</p> <p>- The document reads as very prescriptive and leaves no room for innovation or creative design but does leave the applicant and the Council open to challenge of non-compliance with the Design Guide if an application dared to stray outside of its strict parameters.</p>	<p>are used to illustrate the points and are indicative.</p> <p>Noted. This section sets out the Council's aspirations in regard to zero carbon design and construction.</p> <p>Noted. As already stated, in section 1.7, contemporary design solutions are welcomed as long as they can be justified in terms of addressing all the aspects set out in the design process (section 2).</p>
<p>22. South West Taunton Comeytrove Consortium</p>		<p>-The Consortium continues to support the design guide as SPD in that it responds to the requirements of the NPPF. Also supports the overall objective that design should be locally distinctive, be conscious of deliver a Garden neighbourhood and have a positive approach to placemaking and sustainability.</p> <p>-The Design Guide is mainly geared towards outline planning applications for greenfield sites as indicated in Section 2 – Recommended Design Process. It gives limited advice at the level of Reserved Matter applications.</p> <p>-There are too many specific examples and illustrations of what the LPA want but often not clearly setting out the guiding principles underpinning them. This leaves officers to pick the specific illustration they want, rather than allowing an interpretation of a guiding principle, e.g. the village edge drawing.</p>	<p>Noted</p> <p>The approach taken to the design process is valid at outline stage which underpins the basic approach and character of a scheme, but its heading and subsequent guidance is applicable to all stages.</p> <p>The illustrations are all supported by captions which indicate the salient points and principles to be considered. Illustrations throughout the document, as pointed out in the Introduction, are indicative to help explain principles to a wide audience ranging</p>

		<p>-Pre-application discussions have centred on interpreting a Taunton vernacular but there is little in the Taunton Character Area section that sets out an architectural style, details or house typologies other than 3/3.5 storey terraced housing.</p> <p>-No reference to the consideration of viability in meeting design expectations, especially around net zero.</p>	<p>from lay public to members, developer's and architects etc.</p> <p>The text on the Taunton character area identifies a wide variety of housing types, the 3-storey terraced type illustrated is part of a typology which is wide spread in the town in different styles. There is an illustration of a tree-lined street with Victorian villas and the analysis of a unique piece of townscape, i.e. Bath Place, in another part of the Design Guide. Additional information regarding the character of Taunton can be seen in the Garden Town Vision document, which highlights the essential character of Taunton townscape. It should be noted that there are many typologies that are found in most established town, such as by-law terraced streets, the distinctiveness of these is to be seen in the use of materials and details. These pointers to character of each area are indicative and should be used as a springboard for applicant's own appraisals.</p> <p>In connection with 5.2 Towards Zero Carbon Design and Construction, these are aspirations set out by the LPA in response to its declaration of a climate emergency and the national and international move towards zero carbon development. In that the Building Regulations are at present the main form of control; these measures have to be</p>
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		<p>-The Placemaking part of the Guide is more directed towards urban and higher density solutions with little guidance for consented Garden Neighbourhoods such as Comeytrowe where average densities are much lower.</p> <p>-Section 4.3 - Designing house types that make streets and places – agree with the conditions to achieve good streetscapes but not necessarily all of the sections of characteristics and illustrations. The limited number of illustrations means that officers will always point to those solutions when there are other ways of achieving the condition.</p> <p>-Section 4.4 – Streets, Places and Parking – encouraged to see this section has been developed with SCC Highways. There are also a set of clear ideas on how to control speed, many of which we would support.</p> <p>-Section 4.4.3 – Elements of the Hierarchy – supports the use of the hierarchy of streets, although would recommend flexibility in interpretation.</p>	<p>taken into account in project financial planning.</p> <p>The Sustainable Placemaking section outlines objectives for sustainable placemaking and indicates these in diagrams showing housing ranging from low to relatively high density, depending on distance from existing or proposed neighbourhood centres. This is advocated in the National Model Design Guide.</p> <p>Noted. Further illustrations of each condition and house types will be considered.</p> <p>Noted</p> <p>Noted and agreed.</p>
Social Housing Providers			
23. Magna Housing		<p>Agrees in general with the design process but questions whether the many advantages of Modern Methods of Construction in housing development have been taken into account. In particular, discussion about material and finishes need to be brought forward in the design process.</p>	<p>Noted. The design process is applicable to all methods of construction and the layout of residential blocks can easily accept this form of construction. For instance, the guidance on 4.2.1 specifically mentions the appropriateness of the solution to block</p>

		<p>-Whilst local character and distinctiveness is an important consideration, it cannot be the 'be all and end all'. The advantages of Modern Methods of Construction in delivery and quality should be recognised and whilst sympathetic finishes can be applied, 'bespoke' solutions to each site are not possible.</p> <p>- The Sustainable Placemaking section fails to address the sustainability benefits of Modern Methods of Construction, mainly in terms of production and delivery</p> <p>-The Zero Carbon design topic is welcome, but largely ignores the significant role of Modern Methods of Construction in delivering sustainable design and construction. The SPD should champion the role of MMC in this regard, but rather makes a limited reference in section 5.2. We would cite the following as important benefits of MMC housing in terms of carbon reduction:</p> <ul style="list-style-type: none"> • Consistency of build-quality 	<p>layout to Modern Methods of Construction. Considerations of site layout, form and scale should predominate over details of materials and finishes. The design decision making 'triangle' on p.16 is a logical sequence of considerations.</p> <p>Noted. It is recognised that construction considerations are important, however the relationship of a scheme to its surroundings is equally important, especially in its acceptability or not to local communities. The challenge for Modern Methods of Construction is that the products should make successful streets and places and relate to topography without compromising site constraints.</p> <p>Noted. The section is applicable to all forms of construction in that it stresses the need for individual dwellings or other units to be grouped to create successful streets and places and to address matters such as the use of renewables, SUD's, green infrastructure etc, which are not mentioned in the respondents comments.</p> <p>Noted. Section 5.2 advocates design approaches to achieve zero carbon whether by traditional construction, hybrid or MMC. Indeed on p.101 it mentions that MMC can play a significant part in achieving these general aims. Passive design, the use of renewables, fabric first and efficient building services can all be incorporated in improved MMC housing units. However as stressed</p>
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		<ul style="list-style-type: none"> • Enabling a “fabric first” approach to sustainability • Truly sustainable housebuilding • Reduced impact of construction on local residents <p>-</p>	<p>above, MMC should have regard to context and site constraints and opportunities.</p>
<p>24. Somerset West and Taunton Council - Affordable Housing Development Partnership</p>		<p>-Agrees with the general aims and objectives of the draft Design Guide. However, the guide should not preclude innovation which may not entirely reflect local existing built form.</p> <p>-Whilst accepting the desirability of street trees, questions are raised regarding ownership, location and management.</p> <p>-Generally, agrees with the aims of Zero Carbon Design and Construction however, SWT policies would need to be supported by Somerset County Council to ensure a clear and consistent approach to highways /parking requirement, particularly in relation to use of shared spaces. Argues that electric vehicle charging provision must take account of infrastructure capability and that other measures can achieve zero carbon transport.</p>	<p>Noted. There will always be limited exceptions to the general guidance, but adherence to sound urban design principles as in the NPPF and National Design Guide and the SWT Design Guide should be followed. The guide welcomes contemporary design solutions as long as the stages in the design process are followed.</p> <p>Noted. Amendments have been made to the document to reflect concerns over maintenance. This involves the designation of tree pits to be separately managed by management companies etc, so not included as part of the public highway. SCC have agreed that if no other option could be found, then street trees might be adopted subject to commuted sums covering the lifetime management costs.</p> <p>Noted. SWT has engaged with SCC Highways regarding electric vehicle charging infrastructure and SCC is in general agreement.</p>

		<p>-Concern expressed about viability of the design requirements in terms of increased costs. There is a real risk this will prevent the delivery of affordable housing irrespective of scheme size.</p> <p>-Concern is expressed regarding the adoption of open spaces, maintenance charges and adoption of street trees. There is a risk of exceptionally high, unaffordable service charges for management and maintenance to cover Estate Management for all residents.</p> <p>-Questions whether the LPA has adequate staff resource in planning to cope with negotiations regarding design quality and the additional early consultations in the planning process.</p>	<p>Noted. The advantage of a design guide giving clear and coordinated quality expectations on the expanding agenda on design as required by government through NPPF, National Design Guide etc, these aspects need to be taken into account in the cost of land acquisition etc. To some degree the advocated increase in density could offset some costs in development. Additionally, Modern Methods of Construction can help in this respect on condition that good placemaking principles are adhered to.</p> <p>Noted. However, adoption of open space and maintenance charges are outside the remit of this design guide</p> <p>Noted. Ongoing training and advice will be provided to all Development Management staff on the contents and use of the design guide. The setting up the bespoke SWT Quality Review Panel will provide critical friend support on more significant schemes.</p>
Residents			
25. Individual Submission		<p>- Not all locally distinctive characteristics should be encouraged. The design guide should encourage improvement whilst reflecting positive local characteristics.</p> <p>- 5.2c illustrative key performance indicators seems to suggest that the base standard is illustrative of policy</p>	<p>Agreed</p> <p>Section 5.2 incorporates current best practice based on national guidance.</p>

		<p>compliance. Base standard is barely better than Building Regulations. It falls massively short of a zero or low carbon standard which I understood is central to both the garden vision and government policy.</p> <p>To accept anything less in respect of developments expected to have a useful working life comfortably in excess of 50 years represents a failure to embrace these fundamental aspirations.</p> <p>-Agrees with the content and scope of the design guide although section 5.2 could be strengthened. Questions whether there ought to be guidance on the weighting of various design aspects. Concerned that the vocal wishes of local communities can be overridden by planning officers in weighing up the planning balance of an application.</p>	<p>Compliance at this stage can only be through carried out through the Building Regulations.</p> <p>Noted and see small scale decisions. Response above regarding section 5.2. Weighting would be difficult to apply universally as each site and development has to be considered on its merits. However, the Decision 'Triangle' on p.16 indicates the order in which recommendations and decisions should be taken from strategic to small scale.</p>
<p>26. Individual Submission</p>		<p>-There are many anomalies and lack of references that would assist in using the design guide such as defraMAGIC.gov.uk and https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles for character areas which offer a better detail than that shown in doc</p> <p>It is a guide yet isn't as it suggests the solution but not all sites respond in that way and its wrong to suggest what is right and wrong design; that becomes more than a guide but a diktat on what should be designed to get permission.</p>	<p>Noted. Comment regarding the many anomalies does not include examples and is therefore difficult to respond to. There are many references used throughout the design guide and these are summarised in Section 7.2. Acknowledged that the reference suggested is not included and this will be considered.</p> <p>Noted. The guide indeed suggests solutions as well as setting out general guidelines. However these 'solutions' are indicative and illustrative in no way excluding others as long as the design process considerations are fully taken into account.</p>

		<p>section 6.5.3 of design review is good but fails on the last paragraph where by the rest of the chapter say its independent then 6.5.3 clearly is not independent and suggests that unless you use LA panel then it won't be accepted which goes against all government guidelines & policies , invites cronyism and flies in face of competition laws thus illegal</p> <p>-The importance of landscape appraisal and ecological appraisals are not emphasised enough as the professions are trained in recognising landscape character and appraisal. Its clear up to offering suggestions such as in 2.5.4 and 2.7.2 that offer solutions.</p> <p>-It is a guide yet isn't as it suggests the solution but not all sites respond in that way and its wrong to suggest what is right and wrong design; that becomes more than a guide but a diktat on what should be designed to get permission.</p> <p>- Sometimes a new development can create a positive unique character and does not follow the pastiche potentially dangerous design of copying what's around rather than really examining high quality design for that space</p> <p>National Character Area should be referred to, the documents exist for a reason and the summary of them in section 3 is not complete.</p>	<p>The Quality Review Panel has been set up and will be managed independently. Whilst applicants might seek to use other panels, they will be strongly encouraged to use the bespoke panel for SWT, since officers are keen to have a consistent approach.</p> <p>Noted. Landscape appraisal is both advocated and the landscape of SWT is analysed in adequate detail for a design guide. Additional landscape appraisal is referred to in 7.2 Taunton Deane Landscape Character Assessment 2011. The last sentence is unclear.</p> <p>Noted. The guide indeed suggests solutions as well as setting out general guidelines. However these 'solutions' are indicative and illustrative in no way excluding others as long as the design process considerations are fully taken into account.</p> <p>Agreed. There will be cases based on a perceptive appraisal of context and site which can differ from the existing built form. The guide does not advocate the use of superficial pastiche solutions.</p> <p>Noted. A reference to this document has been included in Section 7.2. However the design guide landscape characterisation is more closely focused at the more local level as required by the NPPF.</p>
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		<p>- Agrees generally with the objective to achieve tree lined streets but urges that SCC Highways need to be in agreement management and adoption of street trees. This also applies to raingardens within the highway.</p> <p>-Regarding zero carbon design and construction, there needs to be an emphasis on using and buying local materials or workforce</p> <p>- The third public consultation on the draft SWT Districtwide Design Guide has not been well advertised</p>	<p>Amendments have been made to the document to reflect concerns over maintenance. This involves the designation of tree pits to be separately managed by management companies etc, so not included as part of the public highway. SCC have agreed that if no other option could be found, then street trees might be adopted subject to commuted sums covering the lifetime management costs.</p> <p>Agreed</p> <p>Noted. The consultation has been carried out following the Council's Statement of Community Involvement. We have received comments from members of the public, statutory consultees, Councillors, amenity groups, developers etc.</p>
27. Individual Submission		<p>-Agrees that the promotion of local distinctiveness is an important aspect of design guides. However this should be applied flexibly as strict adherence may preclude innovative solutions which are nevertheless responsive to context.</p> <p>-Support the aims in Section 5.2 Towards Zero Carbon Design and Construction and considers it is 'absolutely crucial'</p> <p>- Overall, I was much impressed by the draft. It is refreshing to see a well thought out and logical document - very different from what much of Government produces these days.</p>	<p>Agree</p> <p>Noted</p> <p>Noted</p>

		<p>-My only general comment is that it is very important that planning officers are not didactic, that they view each submission on its merits within the context of what is attempting to be achieved. They should not be driven by 'process' to the exclusion of common sense and flexibility.</p>	<p>Agreed. A programme of training of Development Management staff on the content and use of the SWT Design Guide was undertaken in Spring 2020. It is proposed that further training will be carried out after adoption of the document.</p>
<p>28. Individual Submission</p>		<p>-Agrees with in Section 5.2 Towards Zero Carbon Design and Construction especially regarding the need to prioritise the retrofitting of existing buildings. -Regarding Section 5.10 – Taller Buildings, the storey height of buildings within Taunton’s historic core should be restricted to 4 storeys since above this height they do not make a positive contribution. Taller buildings will not contribute to placemaking on our high density historic areas. E.g. proposals to demolish lower buildings and replace with taller buildings will have a disruptive impact on the pattern of main streets and the skyline of historic areas and reduce their visitor image. The inner residential areas of Victorian and Edwardian terraced housing would also be overlooked by taller buildings. Replacement of high density housing with taller buildings means the loss of embodied carbon. Space should be reserved around tall buildings should be reserved for maintenance access and retrofitting cladding throughout the life of the building.</p> <p>-Regarding Making a Planning Application and the use of Design & Access Statements, he considers that ‘Access’ should include provision for maintenance access without the need to gain access to neighbouring properties.</p>	<p>Agree</p> <p>The Tall Building guidance in 5.10 sets out criteria for the assessment of the visual impact of a tall building regarding distant and streetscape views, amongst other key factors. This advice is based on Historic England guidance which is concerned with the relationship of historic areas and taller buildings. This has been changed in the document.</p> <p>Noted. This will be considered.</p>

		<p>-Beyond access issues, we will need personal space to store mobility carts and bike trailers</p>	<p>Noted. There is some guidance regarding storage in 5.7 and to some extent 5.3.</p>
<p>29. Individual Submission</p>		<p>-Planning policies at application approval stage and for any subsequent variations do not ensure developments are low carbon or zero carbon. What is required is closer coordination between the LPA and the Building Control/Approved Inspectors.</p> <p>-Building Regulations currently are the only ways to ensure zero carbon, yet these are minimum standards and not the ultimate. It is hoped that the forthcoming amendments to the Building Regulations will address this.</p> <p>-5.15 Residential Extensions and Alterations – the guidance is of some benefit although in light of increased permitted development rights, these can be detrimental to the aesthetics and the amenity of a locality. Extensions can mean the loss of on-plot parking spaces resulting in vehicles parked on front gardens or the highway.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. Where planning permission is required, these considerations are taken into account.</p>

		<p>-5.8 Boundary treatments – the design of boundaries is an important issue and the problem is their replacement with inappropriate design, height and materials which can have a negative impact.</p> <p>-Section 3 Local materials – supports the use of local materials however cites the loss of local brick manufacturers and closure of quarries as well as insufficient recycling of local materials. The LPA should provide a register of suppliers of local materials.</p>	<p>Noted and agreed. Often such structures do not need planning permission.</p> <p>Noted and agreed. Subject to the LPA having the necessary staff resource, a register of suppliers of local materials could be compiled. Alternatively, this could be suggested to the South West Heritage Trust.</p>
Internal Staff			
30. Internal Staff		<p>-Has found the draft design guide very useful, especially the character areas section</p> <p>-The design guide is less useful for smaller infill and extension sites, when dealing with non-architects. It is difficult to make individual judgements at this scale.</p> <p>-Section 6.5 Design Review – in my opinion this will involve DM officers in much more work in providing background information.</p> <p>Questions whether this is the right time to introduce Design Review since there is a delay in processing planning applications due to phosphates and pending local government reorganisation.</p>	<p>Noted</p> <p>Noted. Additional training on the use and contents of the Design Guide is proposed once the document is adopted.</p> <p>Noted. However, the total number of cases going to review will be approximately 20/year and the case officer will only be required to produce a briefing sheet with issues that he or she would require clarification. The DRP decision letter should assist the case officer in writing the recommendations.</p> <p>Noted.</p>
31. Internal Staff		<p>-5.16.11 Shop Front – do we need to add something on advertisement guidance from existing TDBC policy guidance</p> <p>-Section 6.5 Design Review – Questions what happens when an applicant doesn't agree to the procedure to attend DRP and who can request what schemes are to be invited to design review.</p>	<p>Noted and agreed. Will consider inclusion of this guidance.</p> <p>Noted. However, the LPA cannot require an applicant to attend DRP. A request for a scheme to be considered by DRP can come from an officer, Member or member of the</p>

			public. If a scheme fulfils the criteria for requiring DRP, it should automatically trigger a consultation.
32. Internal Staff		<p>-5.2 Towards Zero Carbon Design and Construction – should the adopted policy for TDBC be included in this chapter</p> <p>-5.5 Infill and Intensification – the illustrations could include guidance regarding questions of access, the appearance of blank gable walls facing rear gardens and acceptable windows on boundaries.</p> <p>-5.7 Storage for Cycles and Recycling – agree that this type of storage ought to be a covered structure. Can this be more explicitly stated.</p> <p>-5.10 Taller Buildings – Prefers a more restrained approach to the indicative illustration of the tall building to reflect the likely heights expected in the urban areas. Suggests buildings of approximately 6 storeys and points out that there is a considerable difference in character between 6 and 8 storeys. The existing illustration of a 10-storey building may suggest that this height will be generally acceptable.</p> <p>5.12 New Agricultural Buildings – sloping sites can be problematic and there is often insufficient information regarding the relationship of the proposed building to the sloping site.</p> <p>-Requests that the design guide sets out information required regarding finished level related to slope and that a section be provided. Additionally, the gradient of earth re-profiling should also be included to ensure blending with surrounding topography.</p>	<p>Noted. All relevant policy references are included in the introduction to the design guide. The Climate Positive Strategy (2021) incorporates the most up to date thinking. Noted and agreed.</p> <p>Noted and agreed.</p> <p>Noted. A more diagrammatic and lower building illustration will be considered.</p> <p>Noted and agreed</p> <p>Noted and agreed</p>

		<p>-Requests that the design guide discourages light grey roofs as they are more intrusive, should encourage more explicitly dark colours such as 'anthracite'.</p> <p>-Requests addition stating that 'permission for agricultural buildings will often be conditional on a landscape scheme being carried out'.</p>	<p>Noted and agreed</p> <p>Noted and agreed</p>
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