

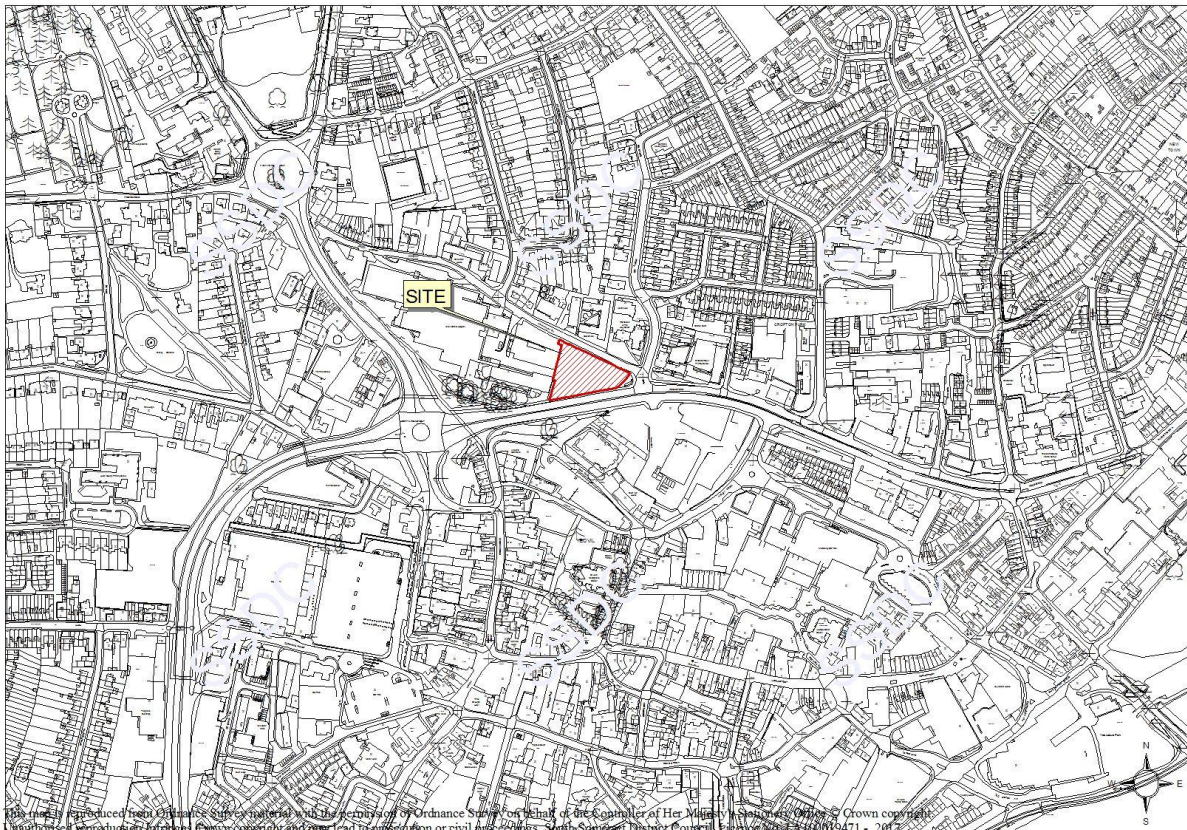
Officer Report On Planning Application: 17/01997/FUL

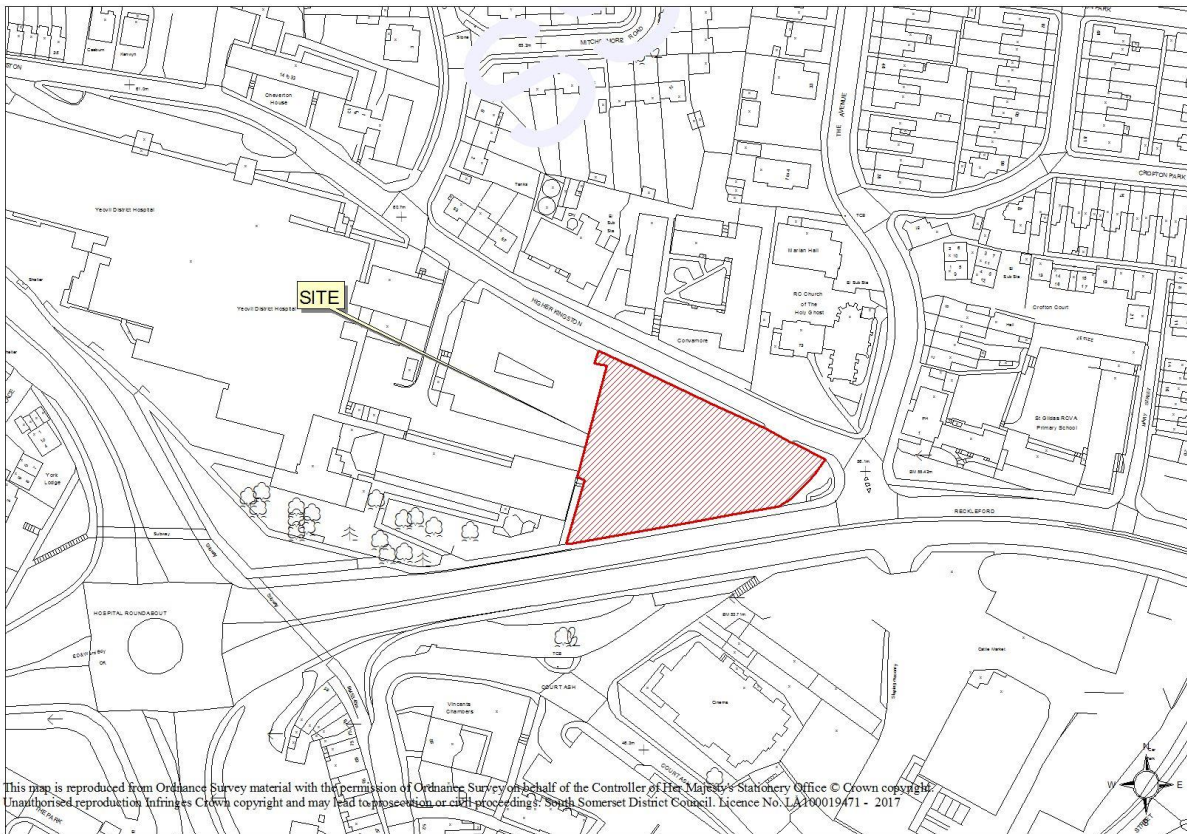
Proposal :	The erection of a specialist Acute Day Surgery Unit and associated external Plant Room
Site Address:	Yeovil District Hospital Higher Kingston Yeovil
Parish:	Yeovil
Yeovil (Central) Ward (SSDC Member)	Cllr K Hussain Cllr A Kendall Cllr P Gubbins
Recommending Officer:	Case Simon Fox – Lead officer for area south
Target date :	2nd August 2017
Applicant :	Yeovil District Hospital NHS Founda
Agent: (no agent if blank)	One Creative Environments Ltd Unit 5 The Triangle Wildwood Drive Worcester WR5 2QX
Application Type :	Major Other f/space 1,000 sq.m or 1 ha+

Reason for Referral to Committee

This application is referred for Committee consideration at the request of the Development Manager in accordance with the scheme of delegation and with the agreement of the Chairman due to other previous applications comprising part of the YDH masterplan being debated by the committee in the public interest.

Site Description and Proposal





The application site is situated within the Yeovil District Hospital estate. The site is separated from the town centre by the Reckleford highway, which also forms part of the boundary of the Conservation Area (Princes Street).

Submitted by the Yeovil District Hospital NHS Foundation Trust the application seeks planning permission to erect a purpose built day surgery unit on the former visitor's car park which has become vacant since the construction and opening of the multi-storey car park elsewhere on the estate. The former visitor's car park comprises two halves linked by a narrow bridge over the sunken urban footpath known as Red Lion Lane. This footpath runs north south and links Higher Kingston, which provides the vehicular access to the car park, to Reckleford.

The proposal relates to the eastern half of the former visitor car park. Whilst the car park is more-or-less level with Higher Kingston it is some 2-3 m above an internal service road that runs along its southern boundary where undercroft parking exists, and similarly crosses Red Lion Lane. Beyond this toward the Reckleford boundary are some parking bays and a landscaped boundary incorporating large mature plane trees.

On the junction of The Avenue with Higher Kingston opposite the site lies the Catholic Church of the Holy Ghost and the attached Presbytery (both Grade 2 listed).

With regards to floor area the proposed day surgery unit extends to 3574.5sqm over three floors. The composition of the elevations with accentuated horizontal and vertical elements is split into single two and three storey feature standing seem panels designed to reduce the mass by sufficiently articulate the facades into smaller proportioned elements. Principle cladding elements include a metal standing seem cladding panel coloured to replicate patinated copper, white grey curtain walling plus brickwork and vertical green living walls to continue features and ideas used in the recently completed multi-storey car park. A flat roof and parapet is proposed which will hide some plant and machinery from streetview.

There is also a separate external plant compound proposed to the south of the day surgery unit building. This extends to 378.44sqm over two floors. Similar materials are to be used. The building also requires a stainless steel flue pipe which will be attached to the Women's Hospital and discharge 1.5m above its roof.

In order to construct both buildings four large plane trees will need to be removed. The application does include a landscaping plan for the southern boundary including four new plane trees and the removal and replenishment of the boundary hedging.

Also within the application is a scheme for the improvement of Red Lion Lane by primarily removing the above ground solid parapet sides and their replacement with open railings, plus decoration of the walls.

There is no proposed additional parking proposed as the unit will rely on the new provision at the multi-storey car park. Currently the application site contains 103 parking spaces - 59 in the eastern half of the former visitors car park, 12 in the undercroft parking, and another 32 in parking bays off the internal services road.

The proposal seeks the retention of only 4 spaces as disabled spaces immediately adjacent to the access to the day surgery unit.

The application is supported by the following documents:

- Design and Access Statement
- Transport Assessment
- Preliminary Ground Investigation Report
- Heritage Assessment
- Tree Survey
- Flood Risk Assessment
- Utility Survey
- Noise Impact Assessment
- Ecological Survey
- External Lighting Appraisal Report

HISTORY

Most relevant and recent:

15/03002/FUL: The construction of a new multi storey car park with new link road and access, demolition of 3 properties, construction of new residents car park and relocation of oxygen tank enclosure: Application permitted with conditions: 12/10/2015.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

In March 2015 South Somerset District Council, as Local Planning Authority, adopted its Local Plan to cover the period 2006 to 2028.

On this basis the following policies are considered relevant:-

South Somerset Local Plan (2006-2028):

SD1 - Sustainable Development

SS1 - Settlement Hierarchy

TA1 - Low Carbon Travel

TA3 - Sustainable Travel at Chard and Yeovil

TA4 - Travel Plans
TA5 - Transport Impact of New Development
TA6 - Parking Standards
EQ1 - Addressing Climate Change in South Somerset
EQ2 - Design & General Development
EQ3 - Historic Environment
EQ4 - Biodiversity
EQ5 - Green Infrastructure
EQ7 - Pollution Control

National Guidance - National Planning Policy Framework:

Chapter 4 - Promoting Sustainable Transport
Chapter 7 - Requiring Good Design
Chapter 8 - Promoting Healthy Communities
Chapter 10 - Meeting the Challenge of Climate Change, Flooding and Coastal Change
Chapter 11 - Conserving and Enhancing the Natural Environment
Chapter 12 - Conserving and Enhancing the Historic Environment

Other

Somerset County Council Parking Strategy (March 2012)

CONSULTATIONS

Yeovil Town Council:

"Approval subject to improvements to the southern end of the lane in the interests of public safety".

Highway Authority (Somerset County Council):

Traffic Assessment -

While a Transport Assessment (TA) has been provided for the DSU, it is based in large part upon that supporting the MSCP that was provided at this hospital.

While the conclusions of the previous MSCP TA were accepted by the Highway Authority, a number of deficiencies have been noted regarding the TA provided for the DSU, including:

- o The traffic surveys used have not taken into account that the multi-storey car park is now operating, and thus may not be a true reflection of current vehicle activity on site;*
- o No evidential information has been provided to support the trip calculations (based on a 2009 staff survey);*
- o The currently existing parking demand has not been demonstrated for the new development, with the previously spare capacity assumed to still exist; and*
- o Traffic impact assessments have not been updated from the MSCP TA to reflect recent developments and highway improvements.*

It is also noted that section 6.2.3 of the TA includes an assumption that the existing space within the main hospital building will not be used for any new services. This existing space would likely generate additional transport demand if repurposed or used to enhance existing services, which remains a possibility without the need for further planning consideration.

In view of the deficiencies in the current TA it has not been possible to accurately determine the impact on the highway network. An updated, stand-alone assessment would be required, and this would be expected for any future development at this site to ensure that transport impacts have been properly assessed.

However, it is acknowledged that, while the TA in support of this application should be a stand-alone document, the MSCP TA included an allowance of approximately 100 parking spaces in the new car park to allow for future development at the hospital, such as that now proposed, and as such the Highway Authority is reasonably confident that the DSU would not lead to any severe impact on the highway network. With this in mind no objection is raised against these proposals.

Travel Plan -

A Travel Plan (TP) was included as Appendix 3 of the DSU TA, although this TP was dated 2013. In

order for the Highway Authority to comment on the suitability of the TP, it must be updated to reflect current modes and measures around the site.

It is also noted that there does not appear to be any provision for fees or safeguarding sums relating to travel planning for this site, and the Local Planning Authority is recommended to ensure suitable arrangements for this are put in place with the developer.

I therefore recommend that a condition be imposed on any approval granted to ensure that a current TP is produced and resourced.

Access -

The proposals show that the access road through the site is to be maintained, using the existing vehicle access points to Higher Kingston. This access road currently operates on a one-way basis (east to west), and while it appears this arrangement is to remain it is not completely clear that the four proposed accessible bays at the eastern end will be prevented from exiting onto Higher Kingston at the nearby entry. This could cause conflict with vehicles entering the site, and would result in vehicles using an access for egress from the site that has poor visibility to the right. It is recommended that a condition be imposed to ensure that this eastern access to Higher Kingston remains used for entry only. With egress continuing thorough the adjacent hospital site.

Other Highways Matters -

The developer should be aware that any structure in the final design that crosses or overhangs the public highway would require a licence from the Highway Authority pursuant to Section 178 of the Highways Act 1980. In addition, any works undertaken on or adjoining the public highway would require a licence under Section 171 of the Highways Act 1980, and the applicant may be required to enter into a legal agreement with the Highway Authority to secure the construction of any highway works that may be necessary as part of this development. It is recommended that an advisory note be attached to any planning certificate to remind the applicant of the need to allow sufficient time for any approvals, agreements and licences to be arranged before construction works commence".

Conditions proposed in the event the application is approved (travel plan, clarity over access and egress of internal service road, parking to be kept free of obstruction and submission of CEMP).

Historic England:

"...we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant".

SSDC Conservation Officer:

"I have no objection to this scheme. I am satisfied that the setting of the Catholic Church and Presbytery will not be harmed by the proposal. These buildings already have a fairly altered urban setting, within which the existing hospital, car park and dual carriageway are already significant components.

I would add to your observations regarding the overall colour choice. I agree that the proposed use of white render is at odds with the strong character of natural stone colours in the area. This also applies to the use of white framed aluminium windows, as I note solid white panels are proposed within areas of glazing, which also have the potential to appear quite stark. I suggest that buffs, creams, greys and biscuit colours will be more appropriate here".

Archaeologist:

No archaeological implications.

Lead Local Flood Authority:

"The development indicates an increase in impermeable areas that will generate an increase in surface water runoff. This has the potential to increase flood risk to the adjacent properties or the highway if not adequately controlled.

The applicant has indicated an intention to attenuate surface water on site within underground attenuation tanks, surface water will then be discharged to the existing Wessex Water surface water sewer located within the highway. Flow will be held back to existing rates.

The LLFA has no objection to the proposed development, as submitted".

SSDC Tree Officer:

"I have carefully checked on-site the suitability of the submitted tree protection measures provided for the retained trees adjoining the attenuation crates. I am pleased to confirm that they ought to be sufficient to prevent significant damage to their health.

Whilst the proposal does involve the loss of significant mature trees, a welcome effort has been made in regards to proposing some suitable replacement tree and shrub planting within the constraints of the red line".

Tree protection condition proposed.

SSDC Environmental Protection Unit:

"Contaminated Land -

The initial ground investigation report submitted by the applicant has not brought to life any issues of serious concern regarding this site. Indeed the report states that

"the findings of the foregoing quantitative contamination risk assessment indicate that the site is effectively uncontaminated, where there is no perceived risk to human health nor risk to controlled waters."

I concur with this assessment. However the report also states that

"Ground conditions may vary between investigation points however; hence a careful watch should be maintained for any abnormalities encountered during site strip etc."

Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with Local Planning Policy.

Air Quality -

An air quality management area has been declared for Yeovil due to identified exceedances of Nitrogen Dioxide (NO₂). The primary source of the NO₂ is road traffic and furthermore measurements have confirmed that the area adjacent to Reckleford dual carriageway are subject to elevated concentrations of NO₂. The introduction of a potential receptor to this area may lead to unintentional exposure of staff and patients. From the plans submitted it appears that the main air intake for the building is on top of the plant room compound, which is adjacent to the A30 Reckleford and hence in an area of elevated NO₂ concentrations.

Can the developer confirm that this aspect of the development has been considered and what, if any, mitigation measures are being put in place in order to ensure that good levels of indoor air quality are assured for the building?"

Upon additional information being submitted the concern regarding air quality was removed and just a condition concerning contaminated land is required.

Access For All:

No comments received.

Crime Prevention Officer:

No objections, subject to detailed design advice being followed. Efforts to improve Red Lion Lane are welcome and supported.

SSC Climate Change Officer:

No objections, advice given regarding PV installation.

Wales and West Utilities:

No objections, apparatus may be at risk during construction works and so the applicant is advised to take note and discuss with WWU to ensure to impact on infrastructure.

REPRESENTATIONS

11 neighbouring properties to the site have been notified in writing, 2 site notices have been displayed and a press advert placed (Major Development, Affecting Setting of Listed Building & Affecting Setting

of Conservation Area).

No representations had been received at the time of writing this report.

CONSIDERATIONS

The application raises several issues that will be considered in turn.

Principle/Need

As part of the wider ambitions of the Hospital Trust a series of public meetings has taken place over the last two-three years. A final exhibition was held in April 2017 to present the plans that now comprise this application. SSDC Area South Members were given a presentation by the Hospital CEO in May 2014 concerning the estate masterplan that had been formulated in consultation with the SSDC planning department. This application represents the third element of that masterplan, following the demolition of Cheverton House and Tower and the construction of the 650 space multi-storey car park which recently opened. That development has rendered the previous main visitor car park obsolete; an area indicatively earmarked as a Health Campus within the original estate masterplan.

The Design and Access Statement sets out the rationale for the development namely the creation of a day surgery unit to ensure more efficient and highly specialised care. The hospital's current day surgery and endoscopy unit, located in the main building, will be relocated freeing up floorspace for other clinical services to absorb. The separate external plant compound has been included to not only serve the new day surgery unit but also to provide space for plant to provide greater resilience to the wider estate.

We clearly have an application to enable the future growth and adaption of health services which are under greater demand than ever. Here is an opportunity to allow the progression of the masterplan, and by consequence provide the potential for better services to be delivered to the town and its hinterland which should be given significant weight in the planning balance.

Design, Layout and Setting of Heritage Assets

The proposed elevational design follows features and aspects of the multi-storey car park to promote continuity. The building has been carefully laid out to maximise efficiency and to respond to the working practicalities of intended users.

The design, although modern, bulk and scale is considered to be acceptable within this setting. A three storey building works well within the context of the two-storey development at The Avenue and against the backdrop of the imposing Church and YDH Convamore building. There are also semi-mature trees that abound the hospital estate that the building will nestle amongst.

The materials choice is considered acceptable. There has been dialogue regarding the patinated copper cladding and its colouration. The colour shown on plan seems appropriate and the final shade will be reviewed via a planning condition. In addition the initial use of white cladding panels has been refined to a white grey to reflect concerns regarding the use of white which has not been used elsewhere on the estate where greys and sandy colours dominate. The routing of the large flue from the separate external plant compound has also been amended to limit its visual impact given the surface treatment of stainless steel could not be changed.

A Historic Environment Assessment has been submitted to appraise the impact of the development on designated and non-designated heritage assets in the vicinity of the site. The assessment opines the site in its current form makes no contribution towards the setting of the Yeovil Conservation Area or the listed buildings within the Conservation Area and a neutral contribution towards the setting of the Roman Catholic Church of the Holy Ghost (Grade II) and Presbytery adjoining (Grade II). The report goes on to suggest the change in character of the site via the proposed development will not result in harm to the heritage significance of the Listed Buildings or to how the architectural and historical

interests of the Roman Catholic Church of the Holy Ghost and Presbytery can be appreciated and experienced within their immediate setting.

The proposal is considered to be a positive design that safeguards the setting of heritage assets thereby satisfying policies EQ2 and EQ3 of the local plan.

The Design and Access Statement sets out that the building will be constructed to meet the BREEAM 'Excellent' rating in line with policy EQ1.

Impact on Residential Amenity

There are no immediate adjoining residential properties, other than the Presbytery and given the relative distances and juxtaposition it is considered that no harm will arise to residential amenity, thereby according with the NPPF (para 17).

Landscaping, Trees and Ecology

There are few landscape features on the site of the former main visitors car park other than two mature London Plane trees on the eastern side. Both are circa 13-15m high and are in good health. The proposed footprint of the building means that neither tree can be retained and are proposed to be lost. There is a further group of four good quality London Plane trees situated in the vicinity of the proposed external plant compound. Again due to the footprint requirements two of these trees are proposed to be felled. None of these trees are subject to Tree Preservation Orders. Whilst any tree removal is to be viewed cautiously the benefits of the scheme are deemed significant and there is a firm commitment on plan to replant 4 London Plane trees within the boundary with Reckleford, whilst also renewing the hedged boundary. Tree protection will be afforded to those retained trees via details secured by condition. This complies with policy EQ5.

The application is supported by an ecological assessment. It concludes that the site supports a low diversity of habitats but does present opportunities for nesting birds and foraging birds, bats and small mammals but the sites poor connectivity and ecological context will limit the importance of such. Enhancement measures are proposed and these can be carried through by condition in compliance with policy EQ4.

Parking and Highway Impact

The proposal technically results in the loss of 99 parking spaces previously forming part of the main visitor's car park and those bays located off the internal service road. The car parking strategy on site has focused on centralising parking into the new multi-storey car park and for staff within the retained Badger Car Park accessible off Higher Kingston. The multi-storey car park was built with additional capacity to cater for developments such as this. Four disabled spaces will be retained close to the access which can also be used for drop-offs. This satisfies policies TA5 and TA6.

The Highway Authority has sought a condition regarding the submission of a Travel Plan. Policy TA4 of the SSDC Local Plan does not specifically require a D1 use of this type to submit a travel plan. However any building with more than 25 car parking spaces and/or a floor area of 1000sqm could be required to produce a travel plan as a general principle. The policy is informed by the Somerset County Council (as Highway Authority) publication 'Travel Planning Guidance'.

Mindful therefore that the scope of a travel plan is to the discretion of the LPA the matter was discussed with the applicant. The key SCC elements for the travel plan were the requests for the inclusion of fees and safeguarding sums without stating how much money the applicant would need to commit. It is considered unfair at this stage to sign the NHS up to unknown and unqualified financial sums. As such though negotiation with the applicant it is proposed that the NHS Trust will, prior to occupation of the proposed building, carry out a full update of its existing travel plan covering the entire hospital complex. This would include surveying both staff and visitors. The updated travel plan would need to take into account the issues of on-street parking in surrounding residential roads that

were raised in relation to the recent multi-storey car park, and as such would not seek to limit parking use nor impose any conditions which might encourage staff to park on-street (to the detriment of local residents) rather than within the new multi-storey car park. Clearly the NHS Trust has no control over its staff parking on-street should this be a consequence of any travel plan actions. Equally, the nature of the land-use use (which commonly means that patients need to be transported to and from the hospital before and after treatment), the hours some staff work, the widespread and often rural nature of the population the hospital serves, and times at which people are typically able to visit (often during evenings when bus services are more limited) means that for many, use of the car is the only reasonable option. The travel plan needs to reflect this.

Hence the focus of the updated travel plan would very much be on encouraging use of non-car modes and car sharing, and ensuring as far as reasonably possible measures are in place at the hospital to facilitate travel other than by car. Set against this background, the NHS Trust would not want to see unrealistic or overly ambitious targets for reduction in car trips set, nor would it wish targets to be linked with financial obligations/penalties that would divert scarce resources from its primary healthcare objectives. However, the NHS Trust will commit to ensuring a Travel Plan Co-ordinator is put in place who will both input to the development of the plan and have responsibility for implementing the travel plan actions. Equally the NHS Trust will ensure that the Travel Plan Co-ordinator is provided with a revenue budget of not less than £2,500 per annum over the next 5 years for use in developing travel campaigns, travel initiatives, publicity and travel plan monitoring. The Hospital will also commit to a monitoring regime, including the carrying out annual travel surveys over the next 5 years, with an obligation to report back to the LPA and SCC as Highway Authority.

Finally while the NHS Trust has an existing travel plan, it will accept an obligation to pay SCC a sum not exceeding £2,000 plus VAT in respect of its Travel Plan fees as part of this planning application for the purpose of it inputting to the development of the hospital travel plan.

It is important Members note this approach and the parameters of the travel plan in deciding whether to approve this application and furthermore that SCC respect the decision of SDDC in dealing with the travel plan.

The outcomes of the travel plan plus the proposed installation of a cycle shelter will aid compliance with policies TA1 and TA3 of the local plan.

Improvements are proposed to Red Lion Lane. Red Lion Lane is the sunken urban footpath connecting Higher Kingston to Reckleford. As it is designated an urban footpath it is under the control and maintained by the Highway Authority. The path is named after the Red Lion Inn from where the path emanated. The Inn was demolished in the 1960s to facilitate the Reckleford dual-carriageway. The current footpath is not particularly inviting to use as it is high sided, with a lack of natural light and surveillance and with a mural decoration that is in poor condition. It is however a key pedestrian route for users of the hospital and so improvements have been requested. The proposed plan indicates this will be achieved by primarily removing the above ground solid parapet sides and their replacement with open railings and the application of anti-graffiti paint to the retained walls. This is seen as a valuable scheme of negotiated planning gain. This meets the Crime Prevention Design Advisor's and Town Council's comments who had been previously appraised of the request for improvements.

The Highway Authority has requested a condition requiring the submission of a Construction Environmental Management Plan. This would seek to control the movements of construction vehicles, construction operation hours, construction vehicular routes to and from site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental; Code of Construction Practice, a scheme to encourage the use of public transport amongst contractors and measures to avoid traffic congestion impacting upon the strategic road network.

This condition is considered onerous given the location of the site and the fact that the applicant has to also operate a Hospital alongside the building works. The site is very close to the Women's Hospital and so it will be in the Trust's own interests to safeguard amenity. This was successfully achieved with the construction of the multi-storey car park. Bearing in mind the lack of immediately adjoining residential properties, the fact the other half of the former visitors car park can be used as a compound and for contractors parking and the new link road onto Kingston will reduce impacts of traffic on Roping Road and Sparrow Road it is felt that the condition is not necessary.

Surface Water Drainage

The surface water issues envisaged with the day surgery unit are considered as not significantly greater than the current situation. However betterment is proposed as water will be collected and then piped to an attenuation feature underground for controlled release. The comments of the LLFA are noted.

Access For All

The proposal has taken into account access for all members of society, referencing disabled parking spaces, an internal lift to all floors and a ramped level access to the highway. As such it is considered the design makes very reasonable provisions to ensure access for all.

Noise and Air Pollution

The Environment Protection Officer has assessed the application for contaminated land and air quality impacts, raising a slight concern about the latter. However, with clarification that concern was withdrawn and there are not considered to be any issues in this regard and so the proposal accord with policy EQ7.

Archaeology

The site is within an area of high archaeological potential but after assessment the Archaeologist has advised the proposal will have no implications.

Crime Prevention

Comments of the Crime Prevention Design Advisor have been taken into account and plans have been amended accordingly.

Planning Gain, Section 106 and CIL

There is no need for a Section 106 Agreement as all matters can be satisfactorily dealt with by condition.

The development is not CIL liable.

RECOMMENDATION

Grant planning permission for the following reason, subject to:

01. This proposal represents an appropriately designed development in its context whilst safeguarding residential amenity and the setting of heritage assets. The proposal will support the function of the District Hospital and as such the application accords with the aims and objectives of the National Planning Policy Framework; the SCC Parking Strategy and policies SD1, SS1, TA1, TA3, TA4, TA5, TA6, EQ1, EQ2, EQ3, EQ4, EQ5 and EQ7 of the South Somerset Local Plan (2006-2028).

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

- a) Location Plan, Drawing No. YDH-DSU-ONE-EXT-ALL-DR-1-002(C)
- b) Block Plan, Drawing No. YDH-DSU-ONE-EXT-ALL-DR-1-003(B)
- c) Landscape Masterplan, Drawing No. YDH-DSU-ONE-EXT-ALL-DR-5-002(D)
- d) Planting Strategy, Drawing No. YDH-DSU-ONE-EXT-ALL-DR-5-0003(A)
- e) Proposed Elevations (Main Building), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-020(C)
- f) Proposed Ground Floor Plan (Main Building), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-010(F)
- g) Proposed First Floor Plan (Main Building), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-011(E)
- h) Proposed Second Floor Plan (Main Building), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-012(E)
- i) Proposed Roof Plan (Main Building), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-013(B)
- j) Proposed Elevations (External Plant Compound), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-026(C)
- k) Proposed Floor Plans (External Plant Compound), Drawing No. YDH-DSU-ONE-C1-ALL-DR-1-025(C)
- l) Drainage, Drawing No. YDH-DSU-ONE-EXT-ALL-DR-3-001(A)
- m) External Lighting, Drawing No. YDH-DSU-CPW-EXT-L01-DR-2-220 AND Exterior Lighting Concept RevC (Design Applications)

Reason: For the avoidance of doubt and in the interests of proper planning.

03. Notwithstanding the approved plans the specific materials (including samples where appropriate) for the following aspects shall be submitted to and approved in writing by the Local Planning Authority, prior to their use.

- a) Brickwork;
- b) Colour and finish of all cladding areas;
- c) Colour and finish of all windows, the brise soleil, louvre and rainwater goods; and
- d) any new hardstandings, freestanding/retaining walls, fences and gates.

Reason: In the interests of visual amenity to accord with policy EQ2 of the South Somerset Local Plan (2006-2028).

04. The development hereby approved shall not be used other than for those activities which fall within the definition of Use Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: in the interest of clarity to define the land use.

05. With respect to the email dated 25th May 2017 and the Pulse Mapping survey plan ref P160711 - P01 (Sheet 2of2) dated 12/08/2016 the Finished Floor Level shall be +57.875 unless otherwise varied in writing by the Local Planning Authority.

Reason: To maintain the character and appearance of the area to accord with policy EQ2 of the South Somerset Local Plan.

06. In the event that any signs of pollution such as poor plant growth, odour, staining of the soil, unusual colouration or soil conditions, or remains from the past industrial use, are found in the soil at any time when carrying out the approved development it must be reported in writing within 14 days to the Local Planning Authority (LPA). The LPA will then consider if the findings have any impact upon the development and development must be halted on that part of the site. If the LPA considers it necessary then an assessment of the site must be undertaken in accordance with BS10175. Where remediation is deemed necessary by the LPA a remediation scheme must be submitted to and approved in writing by the LPA and then implemented in accordance with the submitted details.

Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land to accord with policy EQ7 of the South Somerset Local Plan.

07. All planting comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the facility or the completion of the development, whichever is the sooner; and any trees or plants which within a period of fifteen years from the first use of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
Reason: To integrate the development into its environs and build on local character to comply with the National Planning Policy Framework and policy EQ2 of the South Somerset Local Plan.
08. No works shall take place, including demolition, until a scheme of tree protection measures (based on Drawing No.YDH-DSU-ONE-EXT-ALL-DR-5-01(A) has been installed. The agreed tree protection scheme shall be implemented in its entirety for the duration of the construction of the development unless any variation is first agreed with the Local Planning Authority.
Reason: To preserve the health, structure and amenity value of retained trees to comply with the National Planning Policy Framework.
09. Prior to the first use of the development hereby approved the recommendations contained within the submitted Ecological Survey (Seasons Ecology, November 2016) shall have been fully carried out.
Reason: To protect and enhance biodiversity to accord with policy EQ4 of the South Somerset Local Plan.
10. In the event that any signs of pollution such as poor plant growth, odour, staining of the soil, unusual colouration or soil conditions, or remains from the past industrial use, are found in the soil at any time when carrying out the approved development it must be reported in writing within 14 days to the Local Planning Authority (LPA). The LPA will then consider if the findings have any impact upon the development and development must be halted on that part of the site. If the LPA considers it necessary then an assessment of the site must be undertaken in accordance with BS10175. Where remediation is deemed necessary by the LPA a remediation scheme must be submitted to and approved in writing by the LPA and then implemented in accordance with the submitted details.
Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land to accord with the aims and objectives of the National Planning Policy Framework and policy EQ7 of the South Somerset Local Plan.
11. The scheme of works for the improvement of Red Lion Lane shown on Drawing YDH-DSU-ONE-EXT-ALL-DR-5-002(D) shall be fully implemented within 12 months of the first use of the building hereby approved, unless any variation is first agreed with the Local Planning Authority.
Reason: To improve the safety, legibility and visual amenity of pedestrian access to the site.
12. Prior to the first use of the development hereby approved a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. No part of the new development shall be occupied prior to implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation. Those parts of the Approved Travel Plan that are identified therein as capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.
Reason: To promote and encourage sustainable modes of travel to accord with policies TA1, TA3, TA4, TA5 and TA6 of the South Somerset Local Plan.
13. The eastern access to Higher Kingston shall be used for the purpose of "Entry Only" and appropriate signs and road markings shall be provided before the development hereby permitted is first brought into use and retained thereafter.
Reason: To avoid any conflicting movements on Higher Kingston in the interests of highway safety.
14. The four parking spaces shown on Drawing YDH-DSU-ONE-EXT-ALL-DR-5-002(D) shall be kept clear of obstruction and shall not be used other than for parking in connection with the development hereby permitted.
Reason: To ensure the dedicated disabled parking spaces remain available for use by the development hereby approved.

Informatives:

01. A site meeting between the appointed Project Manager/Building Contractors and the Council's Tree Officer is advised to be arranged prior to the commence of work to finally agree the scheme required by Condition 08, please contact Mr Phil Poulton on 01935 462670.
02. South Somerset District Council encourages all contractors to be 'Considerate Contractors' when working in the district by being aware of the needs of neighbours and the environment. The applicant is advised to devise procedures for maintaining good public relations including complaint management, public consultation and arrangements for liaison with the Council's Environmental Protection Team and the Highway Authority.
03. With regards to Condition 12 the terms on which the Travel Plan shall progress are set out in the email from the applicant dated 15 June 2017.
04. The applicant will be required to secure a licence and/or legal agreement from the Highway Authority for works on or adjacent to the highway necessary as part of this development, and they are advised to contact Somerset County Council well in advance of the development starting. All works in proximity to the existing Red Lion Lane subways and retaining walls will need to be approved in advance by Somerset County Council's Service Manager - Structures. A full package of detailed design drawings will therefore need to be submitted to Somerset County Council for consideration in due course and agreement reached on the methodology for any works that could affect these existing highway structures.
05. Licences under Section 50 New Roads and Street Works Act 1991 will be required to install the new drainage in Higher Kingston.
06. The applicant is reminded of the advice of Wales and West Utilities in their letter of representation on this application, dated 18th May 2017 a copy of which is available on the application file.