

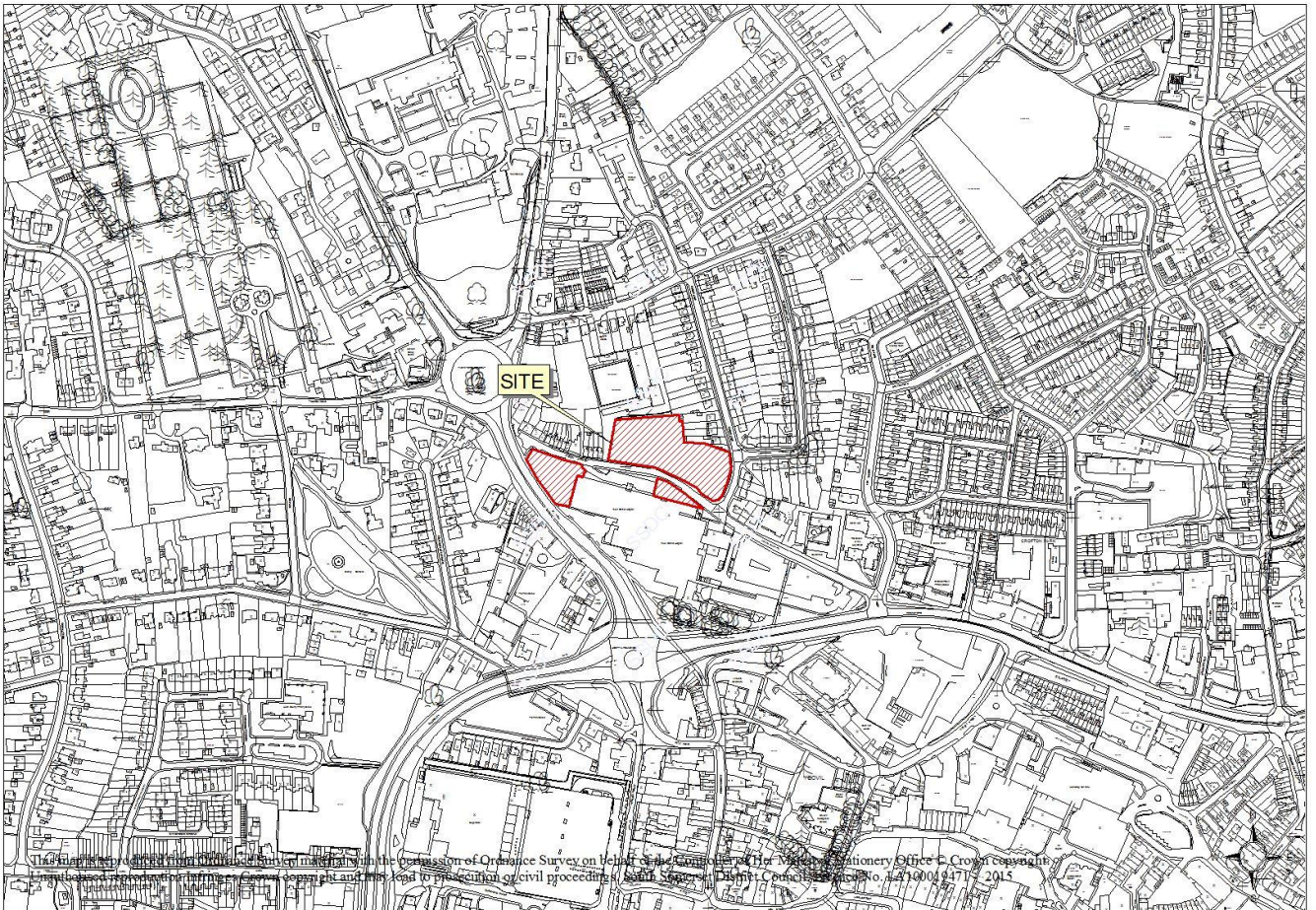
Officer Report On Planning Application: 15/03002/FUL

Site Address:	Yeovil District Hospital Higher Kingston Yeovil
Ward :	Yeovil (Central)
Proposal :	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. (GR 355505/116348)
Recommending Case Officer:	Simon Fox – Area Lead Officer (South)
Target date :	28th September 2015
Applicant :	Yeovil District Hospital NHS Foundation Trust
Type : 05	Major Other f/space 1,000 sq.m or 1 ha+

REASON FOR REFERRAL

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, also as Ward Member, to allow the application to be debated in public given the concerns raised locally and the significance of the development.

SITE DESCRIPTION AND PROPOSAL





The application site is situated within the Yeovil District Hospital site. 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).

The proposal, whilst one project, can be viewed in two distinctive elements:

1. construct a four storey 654 space multi-storey car park and create a pedestrian access to the main hospital entrance; and
2. create a new vehicular exit onto Kingston.

The application is supported by the following documents:

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

Part 1

Part 1 of the project is to construct a multi-storey car park. This part centres on an area opposite the main hospital frontage on Higher Kingston, with one longer south side adjoining Higher Kingston and a shorter east side to Roping Rd. Parts of the northern and western boundaries adjoin the Yeovil Bowling, Squash and Tennis Club grounds. Otherwise the

boundaries adjoin residential gardens. The area contains 2 single storey buildings (Caeburn and Kenwyn) previously used for a children's nursery (up to 45 children), now vacant, and formally two blocks of flats. One was 6 storey's high and was called Cheverton Tower and the other was 3 storey's high as was called Cheverton House. Between them they accommodated 121 bedrooms within 33 flats, which were used by hospital staff. The Cheverton buildings were demolished in late 2014 and a new surface level car park was constructed pursuant to planning application 13/02965/FUL. The remainder of this part of the application also includes No.3 Roping Rd, a two-storey detached dwellinghouse which is to be demolished. The site is such that the northern boundary is some 5m higher than its southern boundary at Higher Kingston. The site has been excavated to varying degrees and retaining walls on the northern side are evident.

The proposed multi-storey car park is rectangular in floorplan and on its Higher Kingston frontage stands at circa 12m, with the central stairwell standing at nearer 14m tall. The length of the Higher Kingston frontage is circa 114m and that facing Roping Rd circa 35m. There are elements of brickwork on the sides and rear, to break up the mass, for fire protection and also aligned to the internal up and down slopes between the floors to mitigate headlight glare and noise. The brickwork elements on the rear and Roping Rd side will also have vertical planting on wires installed. The plan does include the removal of a prominent London Plane but the retention of a Holm Oak.

The central stairwell is the main design focus on the front elevation in brickwork and materials that allow the corporate colours of the hospital to be echoed. Otherwise the car park is proposed to be clad in light grey vertical profiled tubes. On the frontage these are also to have indentations to provide a flowing pattern.

The car park will function in a manner whereby vehicular access via a separate lane is achieved at the eastern end via an altered Higher Kingston/Roping Rd junction. Within the body of the car park two entry lanes will exist before the barriers are reached. The exit from the car park is located at the western end of the building. The highway between entrance and exit is modified to the extent of allowing one-way traffic only. Current roadside parking will be altered to create dedicated spaces for the Police and for ambulances with six bays retained for general parking in accordance with the current Traffic Regulations. Importantly a crossing point is to be created linking the main stairwell of the car park to the main entrance of the hospital. This includes a flight of steps and the consequential proposed removal of three Norway Maple trees protected by a 2011 Tree Preservation Order. A ramped access is also provided to a separate crossing point to the main entrance of the hospital.

Part 2

This part of the site is located to the east of the main hospital building adjacent to Kingston. It currently comprises a small car park for hospital staff and is where the hospital's oxygen tanks are located. The proposal includes creating an exit for vehicular traffic onto Kingston, relocation of the oxygen tanks and the creation of a car parking area.

The area is located a couple of metres above the level of Kingston, retained by the distinctive retaining wall inclusive of tree planting. A sloped exit is proposed, and so some more retaining structures will be required. 10 trees would be removed. 14 spaces are proposed in a car park that the Hospital Trust suggests could be made available to local residents at Higher Kingston, subject to management arrangements being firmed up. The slight deflection in the alignment of Higher Kingston, in the vicinity that access is achieved to the Badger car park, means there would be some roadside spaces lost and so the extra car parking is seen as compensation and dedicated to local residents rather than general use.

The impact of this exit, the layout of the multi-storey car park and the alterations to the

junction of Higher Kingston and Roping Rd is the creation of a one way system that would preclude vehicles turning west back towards Roping Road.

The whole proposal is accompanied by a full landscape strategy inclusive of a commitment to replacement/additional tree planting.

It is understood the current main patient/visitors car park would be closed once the multi-storey is used for the first time.

Work is planned to start in January 2016 and last until January 2017.

HISTORY

Most relevant:

13/02965/FUL: The demolition of Cheverton Tower, Cheverton House, Caeburn and Kenwyn bungalows and the use of land as a temporary car park for the Hospital: Application permitted with conditions: 25/09/2013

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.

On 5th 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
TA3 - Sustainable Travel at Chard and Yeovil
TA4 - Travel Plans
TA5 - Transport Impact of New Development
TA6 - Parking Standards
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 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:

Support the principle due to evident need but wish to see issues relating to:

- landscaping, trees, ecology;
- residential amenity; and

- pollution

considered in light of neighbour representations before referral to Area South Committee.

Highway Authority (Somerset County Council):

"As the Planning Officer will be aware this application was the subject of pre application discussions in line with government advice and that the Highway Authority was involved in a number of these meetings providing advice and guidance where necessary on the various technical aspects of the proposed development.

As such much of the initial work was undertaken prior to the submission of the application to the LPA and this has enabled the Highway Authority in this particular case to provide the LPA with a prompt consultation response, which can confirm that from planning policy viewpoint the Highway Authority has no objection in principle to the proposed multi-storey car park.

In terms of the detail of the application, both the traffic impact of the development on the network and the safety / technical aspects of the application have been reconsidered by the Highway Authority for completeness and to ensure that any details that may have been previously agreed have not changed or altered in the intervening period.

Therefore following an in depth analysis of the plans and documents submitted with the application to SSDC, I can confirm the following:-

- Firstly that the overall impact of the development on the highway network is considered to be acceptable, with all relevant impacts on the network having been considered by my colleagues in the traffic modelling team who have confirmed that once completed, the development would not have a detrimental impact on the operation of the surrounding junctions.
- Secondly that following a Stage 1 Technical and Road Safety Audit I can confirm that the proposed access arrangements and off site works being proposed (including the provision of a left slip lane onto the A37) are considered to be generally acceptable to the Highway Authority, subject to some minor alterations at the detailed design stage which will follow the grant of planning consent should it occur.

That said, it will of course be necessary to ensure that both the on and offsite highway works themselves (including the provision where necessary of Traffic Regulation Orders (TRO's) in the vicinity of the site to control or restrict car parking) are referred to in suitably worded negative planning conditions to ensure they all take place in a timely manner, although in the case of the TRO's, these will need to be included with the S278 Agreement as they themselves subject to a public consultation exercise and therefore cannot be guaranteed to be successful and as such cannot be the subject of a planning condition(s).

Furthermore the on and off site highway works themselves will need to be enshrined within a separate suitable legal Agreement (eg S278 Highways Act 1980) between the applicant and the Highway Authority to ensure that they occur without having a detrimental effect on highway safety or physically on the existing highway network.

It will also be necessary to ensure that a number of other planning conditions are attached to any consent controlling the traffic movements which will result during the construction phase, as well as others relating to parking, turning, visibility, drainage etc details of which will be sent to the LPA in due course along with the previously mentioned negative planning conditions".

SSDC Ecologist:

The ecological survey does not identify any particularly significant issues. No recommendations to make.

SSDC Environmental Protection Unit:

"I have assessed the applicant's noise, lighting and air quality assessments and I am satisfied with the information provided and have reached the view that there will be no significant adverse impact.

I do however have concerns regarding the potential for noise and air quality impacts during the construction phase". Condition proposed.

SSDC Tree Officer:

"The proposal includes the loss of x 3 of the highest quality trees on-site - x 2 Tulip trees (T 38 & T 39) adjoining the new junction onto Kingston and the superb London Plane (T100) adjoining the frontage of the proposed car-park. Whilst I accept that the removal of the x 2 Tulip trees appears necessary to accommodate the new road layout, I cannot understand why it is proposed to remove the London Plane (T100).

Good care was taken to avoid damaging Plane T100 during the recent demolition of the former accommodation block. In the vicinity of the Plane, the proposed footprint of the carpark appears quite similar to that of the former accommodation block. The Plane is young, vigorous and ought to be adaptable to changes in its environment. The Plane offers far greater amenity value than anything that has been proposed to be planted and it ought to continue increasing in value for the next couple of centuries.

The positioning of the large bicycle shed adjoining the London Plane street-tree within Roping Road is also a concern - the concrete slab floor could be rather damaging - I'd be grateful if it could be relocated beyond the Root Protection Area. A more prominent, secure location might also help to encourage its use by cyclists.

Whilst the Tree Survey details appear accurate, the tree protection details are not satisfactory - I would be grateful if a condition could be imposed to ensure a revised scheme of tree protection, including on-site arboricultural supervision and a pre-commencement site-meeting attended by the appointed Project Manager and myself.

It is encouraging to note that there are proposals to plant trees. However, the submitted tree planting scheme lacks installation detail, species-diversity and appears inappropriate matched for the site conditions. For example, the use of *Acer rubrum* (Canadian Maple) as street trees, with *Sorbus aria* and *Betula pendula/utilis* 'Jacquemontii' planted elsewhere. The well-known tree nursery - Barcham Trees; provide the following warning about the use of *Acer rubrum*:

"However, as a warning note, for all the attributes of this tree it is very rarely seen thriving in the UK as it is dependent on accessing the trace element manganese which it can only derive from acid soils."

Therefore, I would also be grateful if you could ensure a revised scheme of tree planting".

SSDC Engineers and Flood Authority:

No objections.

Archaeologist:

No comments received.

Access For All:

Initial verbal consultation raised no objections.

Crime Prevention Officer:

No objections, subject to detailed design advice being followed.

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.

Somerset Waste Partnership:

No objections.

REPRESENTATIONS

64 neighbouring properties to the site have been notified in writing, 2 site notices have been displayed and a press advert placed (Major Development).

Several representations have been received, a summary of comments:

No.5 Roping Road - The objection relates to the scale of the building and the devaluation in property value to the noise and emissions from the car park.

No.6 Roping Road - The objection refers to poor design not at all in keeping with any surrounding architecture. 4 storeys seems excessive. This height will block light. Smells and pollution is another concern. Noise will be amplified by the multi-storey design. Increase in traffic in Roping Road. Pedestrian safety will decrease.

No.7 Roping Road - The objections refers to the height of the car park and concerns regarding privacy, noise pollution and anti-social behaviour (especially on the grass area to the rear of the building). The design seems to have changed from earlier public meetings. The design is not in keeping. Property value will decrease. Shadow will be cast especially with a low sun in winter. Traffic congestion backing up from dual-carriageway a worry.

No.9 Roping Road - The objection relates to the impact on residential amenity by reason of overlooking, loss of privacy and overshadowing, security and anti-social behaviour, visual impact, highway safety and risk to pedestrians.

No.15 Roping Road - The proposal is oversized and not in keeping with the area. Light pollution and noise suffered from the existing car park on site. Far too high.

No.26 Roping Road - The structure and design is totally out of keeping for a primarily red-bricked residential area. The car park will not be used as there is free on-street parking in the area. A scaled down subtle design should be thought of.

The full representations can be viewed in the officer's case file or via the online file on the council's website.

CONSIDERATIONS

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

Principle/Need

The need for better car parking provision at Yeovil District Hospital has been an issue for many years both in terms of overall provision and the arrangements of access and layout. The experience for patients and visitors would be improved considerably by the presence of readily available, safe and convenient parking.

As part of the wider ambitions of the Hospital Trust a series of public meetings has taken place over the last two years. A final exhibition was held in May 2015 to present the plans that now comprise this application. SSDC Area South Members were given a presentation by the CEO in May 2014 concerning the masterplan that had been formulated in consultation with the SSDC planning department. This application represents the second element of that masterplan, following the demolition of Cheverton House and Tower, and is part of a bigger picture.

A supporting paper has been produced by the Hospital Trust reinforcing the importance to them of this project and how it fits into opening up the opportunity for other projects that more directly support the clinical and care services provided to the town and surrounding area. For completeness this supporting paper is attached as **APPENDIX 1**.

To reinforce this further an application to provide a further 24 bed spaces has already recently been approved, ref 15/03130/FUL.

We clearly have an application to enable the future growth and adaption of health services which are under greater demand than ever. It is not all about building buildings per se but often criticism is levelled at the development industry, the local authority and the NHS that infrastructure lags behind population growth. 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.

Design, Layout, Landscaping and Impact on Residential Amenity

The proposed erection of a multi-storey car park does, to an extent, limit the architectural flare available to impart on the design. Representations from local residents have criticised the design and many have said it is not in keeping. It is a functional building and this is reflected in its efficient shape and layout. It is also worth pointing out that it will sit within the shadow of the main hospital building, an 8 storey building from the Higher Kingston side and on the site of the former Cheverton House and Tower (3 and 6 storeys respectively) all buildings of a distinctive style in their own right (and arguably not in keeping?). It is known from the extensive pre-application discussions that have taken place and evident from the plans that there has been considerable attention paid to the design of the car park resulting in elevations that create interest in the street scene and in the building itself. The central stairwell, inclusive of corporate colours, creates a focal point visually and in terms of the function of the building. The landscaping scheme and the general topography of the site will also help couch and anchor the building into its surroundings.

Overall, whilst clearly different in style and in materials from other adjacent buildings the elevation design of the building is considered acceptable in its context for the purpose identified. One unifying aspect to the design is the brick stairwell towers that echo that of the main hospital building and that of Cheverton Tower itself.

All of the representations received refer to the potential impact on residential amenity. This relates to overlooking, overshadowing and creating a dominant relationship. Each of these factors will now be assessed.

At its Higher Kingston elevation the predominant part of the building would stand at 12m high. The building floor level is proposed slightly higher than road level. The garden level to No.5 Roping Road to the north, and the nearest property to the proposal, is some 5m above the proposed ground floor level of the car park. Its ridgeline is marginally higher than the predominant height of the car park, excluding the rear emergency stairwell towers.

With No.3 Roping Road to be demolished, the proposed building would run at an angle to the next nearest property, No.5 Roping Road, and as such certain parts of the proposal are closer to certain parts of No.5 and some are further away. The emergency stairwell tower in the northeast corner of the car park would be approx. 9m from the side gable of No.5 (which contains no windows) and be several metres above its ridge. The building almost touches the south-western corner of the garden boundary to No.5 which is located 27m away from its back elevation. The proposed elevation plans show that above a standard fence height of 2m the top 5m of the rear elevation of the car park would be visible.

Sun-path drawings supplied by the applicant illustrate, and local evidence confirms, that during winter months the main hospital building blocks natural sunlight to the north and properties on Roping Road. It is considered the main hospital building is the most significant factor affecting the natural effect of daylight to those nearest properties to the proposed car

park.

It is felt that given Roping Road rises to the north and therefore the impact of the developments height and proximity diminishes as you move north and so it is No.5 Roping Road on which the greatest impact will be felt.

The composition of the visible elevation to No.5 along its 27m length of the garden is mostly solid brickwork. There are two 'void' panels which are comprised of a solid vehicle barrier for the first 1.1m and then a mesh is used to infill the remainder. The nature of this mesh is an expanded metal sheet that has very limited visibility through it, but maintains airflow for ventilation. This type of mesh is used on the upper two decks (the top floor screen height is 1.8m) and extends beyond the ends of the gardens to properties in Roping Road to expressly mitigate any opportunity for overlooking. The same mesh is proposed on the east and west elevations to similarly protect the amenity of those properties facing the proposed car park across Roping Road and those side on to the car park at Higher Kingston.

It should be remembered that both Cheverton House and Cheverton Tower had windows on their respective north elevations. Views northwards could also be sought, if desired, from Level 4 and above of the main hospital building.

Upon a site visit to No.5 Roping Road to assess the impact of the development it was observed that on the southern boundary to No.3 there was a single storey pitched roof garage building, circa 3m on the boundary line with a line of established trees and shrubs at circa 4m high which together comprised 20m of the 27m boundary length. This illustrates that the garden is already bound by a dominant boundary.

The proposed plans show the planting of trees between the car park and No.5. The nature of this planting, its height, species and density could be agreed with the owner of No.5 out of courtesy should the application be approved. This could also include any new solid boundary treatment (means of enclosure) and the retention of the existing planting on the boundary.

Other concerns raised relate to noise and artificial lighting from cars and ceiling lights. Specialist reports concerning lighting and noise have been submitted in support of the application.

The car park will be internal lit on the parking levels by LED-based enclosed luminaires. Lighting for the top deck will be from lighting columns fitted with lanterns having cut-off characteristics that seek to prevent upward spill. The report assesses the impact of such lighting using modelling software.

The east elevation model result show predicted vertical illuminance to those properties on Roping Road facing the development to be well within the lux limit pre-curfew but slightly above recommended level at post-curfew (10pm-6am).

The model for the northern elevation facing No.5 Roping Road shows a high spot towards the rear gardens of Nos. 5-9 Roping Road. Again the post-curfew level is slightly exceeded.

The report concludes that careful positioning and selection of luminaires within the main parking decks, particularly at ramp locations, will ensure obtrusive light spill is eliminated. In addition at night during curfew hours a reduction in lighting levels by 50-65% is recommended as there will be less traffic and occupancy during this period and safety would therefore not be unduly compromised. It is also noted that that inclusion of the dense mesh on the upper levels to preclude overlooking will have also changed the vertical illuminance levels to an extent but this later change to the elevation design will not have been captured

by the lighting report and so it is envisaged this will create betterment. As such it is proposed that a condition relating to the detail of the lighting scheme, hours of operation and illuminance levels throughout the day is imposed with the comfort that a scheme can be agreed that would not cause undue harm to residential amenity.

The noise report assesses current background levels against that likely from the proposed car park. The calculations indicate that levels for noise breakout from the car park will be below the lowest night time background sound level. Assessment concludes a low impact at the nearest dwelling at Roping Road and Higher Kingston both in terms of internal standards at all time of the day when windows are open and within preferred limits for gardens.

Whilst an objection has come from a resident of Roping Road that faces the east elevation no representations have come from any residents of Higher Kingston, to the west of the proposed car park. It is considered that given the assessment given here for mainly those properties north of the proposed car park on Roping Road that the main conclusions are equally applicable to other properties facing the site on Roping Road and those properties at Higher Kingston.

Whilst this assessment on the impact on residential amenity has concentrated on the 'as built' situation it is also necessary to consider the construction period. As is fairly standard for construction projects in residential areas a condition could be imposed limiting construction hours. A construction management plan can also be requested seeking commitments to hoardings, dust suppression and vibration mitigation. The comments of the Environmental Protection Officer are noted in this regard.

It is noted the Town Council made reference to residential amenity and noise/light pollution and it is considered these issues have been adequately assessed and mitigated where possible/necessary.

It is concluded that whilst on balance a degree of harm could result to the very nearest properties to the north of the car park the impact of this has been mitigated with good design, landscaping and technical assessment and recommendation.

Landscaping, Trees and Ecology

There are few landscape features on the site of the car park other than two large trees, one Holm Oak and one London Plane plus planting carried out under application 13/02965/FUL. Whilst the Holm Oak can be retained as part of this scheme the London Plane is currently proposed to be removed. The London Plane is considered to be a category A tree and was retained with some effort by both the LPA and the Hospital Trust during the demolition works of Cheverton House and Tower. The Tree Officer is of the opinion it could be retained under the current plans and therefore discussions will take place with the applicant to see if that can be achieved. Comments relating to the location of the cycle shelter relative to an off-site London Plane will similarly be discussed.

The creation of the pedestrian crossover point with steps also requires the removal of three Norway Maples, subject to a 2011 Tree Preservation Order. There are also 10 removals proposed to create the vehicular exit to Kingston. 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 circa 40 trees with the additional proposal of a birch copse at the car park entrance. Whilst there is a committee to plant some of the species are considered to be inadvisable and a new planting specification is sought via condition. Tree protection will be afforded to those retained trees via details secured by condition.

The application is supported by an ecological assessment. No evidence of bats was found,

the 'soft' demolition of the single storey buildings on the site will need supervision by an ecologist. If work has to take place during the bird breeding season then similarly an ecologist should check any affected trees. Although there is a badger sett approx. 80m to the northwest there was no evidence of badger activity on the site. Enhancement measures are proposed and these can be carried through by condition.

It is noted the Town Council made reference to landscaping, trees and ecology but the substance of any issue with the proposal in this regard was not sufficiently articulated. It is felt the proposal in terms of its impact on trees and ecology is acceptable.

Parking and Highway Impact

The Highway Authority has been involved in the pre-application discussions held by the LPA. As such the applicant has been advised and guided as to the approach to take with regards the highway matters.

The formal consultation from the Highway Authority states that the impact on the highway network is considered to be acceptable and that the proposed access arrangements and off-site works being proposed, including the exit onto Kingston, is also generally acceptable. This is important to note given works planned for the hospital roundabout in due course.

There will be a requirement for on-site and off-site Traffic Regulation Orders, to create the one-way traffic flow between the hospital building and the proposed car park, serving the exit to Kingston and to enact parking restrictions in the vicinity of Kenmore Drive and Milford Dip. The two latter TRO's have been suggested by Cllr Gubbins to seek to solve perceived on-street parking issues at Kenmore drive by hospital staff whilst the parking on each side of Milford Dip, again alleged to be hospital staff creates effectively a single lane, which affects the general flow of traffic including that of local buses. The TRO for Kenmore Drive would consist of an extension to the existing residents parking scheme evident at Roping Road, Mitchelmore Road and Sparrow Road whilst it is intended to install double yellow line along the southern side of Milford Dip. TRO's are themselves subject to public consultation and therefore cannot be guaranteed to successful and as such cannot be subject to planning conditions. As such the commitment on the part of the applicant is to provide sufficient funding to the Highway Authority to enact the TRO process. If the Kenmore Drive and Milford Dip TRO's fail, they will do so because the public do not want those changes to take place.

In terms of the creation of a one-way system in front of the hospital no objections have been made to the planning application and so it is envisaged so objections will be made to the TRO application either.

Moving to the proposed car park there are currently 202 visitor parking spaces and 316 staff parking space on site across several car parks. In terms of the proposed multi-storey car park it is noted that during the course of the application the floor plans were amended to replace 7 disabled parking spaces on the first floor with 11 ambulant spaces meaning a net gain of 4 spaces, raising the total to 654 spaces overall. In total there would be 25 disabled spaces on the ground floor. The removal of the first floor disabled spaces was due to mistaken overprovision that did not take into account the 10 disabled spaces being formed adjacent to the main entrance to the hospital.

So, with 654 proposed at the multi-storey, the retention of the Badger Car Park and the disabled parking spaces and drop off spaces at the front entrance of the hospital there would be circa 800 spaces on site. General parking on the current main visitor car park will not be permitted by the hospital (but not by planning condition). It should be noted that some capacity is also created for future development proposals at the hospital including the health campus.

In terms of usage, visitors will be allowed unlimited use of the multi-storey car park but must pay for the time spent. Staff will have a permit (to be paid for). Entry will be via a barrier system. It is unclear whether a ticket will be issued or the system administered by automatic number plate recognition. Given issues experienced with the main visitor car park the two entry barriers are recessed within the body of the car park, this allows two lines of traffic to queue without backing onto the highway. The entry and payment arrangements are seen to be acceptable.

Part of the proposal is to create separate car park of 14 spaces which the Hospital Trust suggests could be made available to local residents at Higher Kingston, subject to management arrangements being firmed up. The slight deflection in the alignment of Higher Kingston, in the vicinity that access is achieved to the Badger car park, means there would be some roadside spaces lost and so the extra car parking is seen as compensation and dedicated to local residents rather than general use. This is seen as a big improvement for those local residents and a valuable gesture on the part of the Trust.

The proposal includes the relocation of the oxygen tanks to ensure the suitable delivery vehicle can access it. Somerset Waste Partnership has also been consulted regarding the refuse and recycling collections and has raised no objections.

A new cycling shelter is proposed, along with improved crossing points for pedestrians moving between the car park and the hospital. The one-way traffic system will also improve pedestrian safety.

Planning conditions concerning highway matters are still awaited from the Highway Authority and so these will be orally updated.

Surface Water Drainage

The surface water issues envisaged with the multi-storey car park are considered as no greater than the current situation. Water will be collected on the top deck 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, a lift to all floors of the car park, a ramped level access to the highway and from the highway to the main entrance of the hospital. As such it is considered the design makes very reasonable provisions to ensure access for all.

Air Pollution

A comprehensive report concerning air quality impacts arising from the development has been submitted. The construction works have the potential to create dust and as such a package of mitigation will be required via planning condition. It should be recognised however that the local community may experience occasional short-term dust annoyance as the mitigation measures cannot be guaranteed given variations in weather etc.

The operational impacts of increased traffic emissions arising from the additional traffic on local roads shows that the impact is judged to be not significant.

The comments of the Environmental Protection Officer are noted in this regard.

Archaeology

The site is within an area of high archaeological potential but no comments have been

received from the Archaeologist. No comments were similarly received when the Cheverton site was cleared and the current car park constructed.

Crime Prevention

This relates to the concerns raised locally regarding public safety and the potential for anti-social behaviour. It should be noted that the building has been designed to achieve Park Mark Accreditation. The Park Mark Safer Parking Scheme is an initiative of the Associations of Chief Police Officers and is aimed at reducing both crime and the fear of crime in parking facilities

The management of the car park will be carried out by the Hospital Trust. CCTV, security boundary treatments and further security considerations as suggested by the Crime Prevention Officer will ensure concerns are well addressed. The lighting design in the car park has been a balancing exercise in both achieving suitable lighting for security & functional purposes and also ensuring that the lighting does not pollute the site and surrounding environment.

It is considered that concerns have been suitably addressed and mitigated to avoid issues occurring.

RECOMMENDATION

Grant planning permission for the following reason, subject to:

- (a) the prior completion or submission of an appropriate legal mechanism (in a form acceptable to the Council's solicitor) before the decision notice granting planning permission is issued, to:
 - (i) secure the necessary funding for Somerset County Council to progress Traffic Regulation Orders in the vicinity of Higher Kingston, Kenmore Drive and Milford Road.
- (b) the imposition of the planning conditions set out below on the grant of planning permission.

This proposal, for which there is an evident need, represents an appropriately designed development in its context, improves traffic flows and on site car parking provision and does not bring rise to significant demonstrable harm to residential amenity that outweighs the wider public benefits of the proposal. As such the application accords with the aims and objectives of the National Planning Policy Framework; the SCC Parking Strategy and policies SD1, SS1, TA3, TA4, TA5, TA6, 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. DR-1-002
 - b) Proposed Highway Layout, Drawing No. 26 RevB
 - c) Proposed Elevations, Drawing No. DR-1-001 RevF
 - d) Landscape Illustrative Masterplan, Drawing No. DR-5-003 RevE
 - e) Landscape Site Sections, Drawing No. DR-5-004 RevA

- f) Sections, Drawing Nos. 15-016(28)01 RevC, 15-016(28)02 RevB, 15-016(28)03 RevB, 15-016(28)06 RevC, 15-016(28)07 RevB, 15-016(28)17 RevB, 15-016(28)18 RevB, 15-016(28)19 RevB, 15-016(28)20 RevB, 15-016(28)21 RevC, 15-016(21.1)04 RevB, 15-016(21.1)05 RevA, DR-1-101
- g) Floor Plans, Drawing Nos. 15-016(43)01 RevH, 15-016(43)02 RevH, 15-016(43)03 RevG, 15-016(43)04 RevF
- h) Drainage, Drawing No.15-016(52)01 RevB

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

03. 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 for all stairwells/plinths to the multi-storey car park;
- b) Brickwork for new freestanding/retaining walls at the approved exit to Kingston;
- c) Brickwork and surfacing details of the pedestrian crossing point, ramp and steps;
- d) The colour and finish of the PPC vertical tubes and vehicle barriers; and
- e) The expanded mesh for all high level screens.

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

04. The high level mesh screens as shown on Drawing No. DR-1-001 RevF shall be installed prior to the first use of the multi-storey car park hereby approved and shall be retained in perpetuity thereafter.

Reason: To safeguard the amenity of local residents to accord with the National Planning Policy Framework and policy EQ2 of the South Somerset Local Plan (2006-2028).

05. No works shall take place until details of a petrol/oil interceptor to the surface water management system have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with those agreed details and the petrol/oil interceptor shall be permanently retained and maintained thereafter.

Reason: To safeguard the water environment from organic compounds to accord with the National Planning Policy Framework and policy EQ2 of the South Somerset Local Plan (2006-2028).

06. Prior to the installation of any internal or external lighting to the multi-storey car park hereby approved a detailed scheme based on the recommendations of the submitted External Lighting Appraisal Report (Henderson Green Ltd, June 2015) shall have been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall explicitly reference the reduction in lux levels during curfew hours (10pm-6am). The lighting shall thereafter be installed and operated in line with the approved scheme unless any written variation is agreed with the Local Planning Authority.

Reason: To safeguard the amenities of the local area and that of local residents to accord with the National Planning Policy Framework and policies EQ2 and EQ7 of the South Somerset Local Plan (2006-2028).

07. Prior to the first use of the multi-storey car park hereby approved a comprehensive tree and hedge planting scheme (to include the vertical planting) shall have been submitted to and approved by the Local Planning Authority based on submitted Drawing Nos. 005 RevA and DR-5-002 RevE. 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 (2006-2028).

08. No works shall take place, including demolition, until a revised scheme of tree protection measures (phased if necessary and based on Drawing No.001) have been submitted to and approved in writing by the Local Planning Authority. The agreed revised tree protection scheme shall be implemented in its entirety for the duration of the construction of the development.

Reason: To preserve the health, structure and amenity value of retained trees to comply with the National Planning Policy Framework.

09. In tandem with Condition 07 a scheme for the boundary treatment with No.5 Roping Road shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The agreed scheme shall thereafter be implemented prior to the first use of the multi-storey car park hereby approved.

Reason: In the interests of residential amenity to accord with the National Planning Policy Framework and policy EQ2 of the South Somerset Local Plan (2006-2028).

10. In order to reduce the opportunity for anti-social behaviour and reduce the fear of crime:

- a) A scheme of gates/fencing to prevent public access to the area to the rear of the multi-storey car park hereby approved shall be submitted to and approved in writing by the Local Planning Authority and such preventative measures shall be installed prior to the use of the multi-storey car park hereby approved.
- b) The cycle store shall be an open sided canopy to reduce the opportunity of a hiding place.

Reason: To maintain a safe environment where crime and disorder and the fear of crime does not undermine the amenities of the area to comply with the National Planning Policy Framework.

11. Prior to the first use of the multi-storey car park hereby approved the recommendations contained within the submitted Ecological Survey (Abricon, 11 May 2015) shall have been fully carried out.

Reason: To protect and enhance biodiversity to accord with policy EQ4 of the South Somerset Local Plan (2006-2028).

12. Construction works (including the operation of any machinery) and the delivery or dispatching of any construction materials, shall not take place outside 0830 hours to 1800 hours Mondays to Fridays, and 0830 hours to 1300 hours on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity to accord with the National Planning Policy Framework and policy EQ2 of the South Somerset Local Plan (2006-2028).

13. Prior to the commencement of development, including demolition, a Construction Traffic Management Plan (phased if necessary) providing details on the routes for the delivery of the materials and equipment to the site plus compound parking area; shall be submitted to and approved in writing by the Local Planning Authority and fully implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and residential amenity to accord with the National Planning Policy Framework and policy EQ2 of the South Somerset Local Plan (2006-2028).

14. Prior to the commencement of development, including demolition, a Construction Environmental Management Plan (phased if necessary) shall be submitted to and approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust (and other air-borne pollutants), surface water run-off and site lighting. This should include the use of hoardings on sensitive boundaries where the Local Planning Authority deems necessary.

Reason: In the interests of residential amenity and to avoid unnecessary air, light and water pollution to accord with National Planning Policy Framework and policies EQ2 and EQ7 of the South Somerset Local Plan (2006-2028).

Informatives:

01. 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. With regards to Condition 14 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. Mitigation measures as defined in BS 5528: Parts 1 and 2:2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
02. In connection with Condition 08 the applicant is advised to refer to British Standard 5837: 2012-Trees in relation to design, demolition and construction. A pre-start site meeting with the Council's Tree Officer is advised (please contact Philip Poulton 01935 462670).
03. The applicant is reminded of the advice of Wales and West Utilities in their letter of representation on this application, dated 8th July 2015.
04. To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. The applicant is also advised to seek approval for any proposed piling operations.