



JOINT AREA COMMITTEES IN SOUTH SOMERSET
Officer Report On Planning Application: 08/04519/FUL
(Excepted Business)

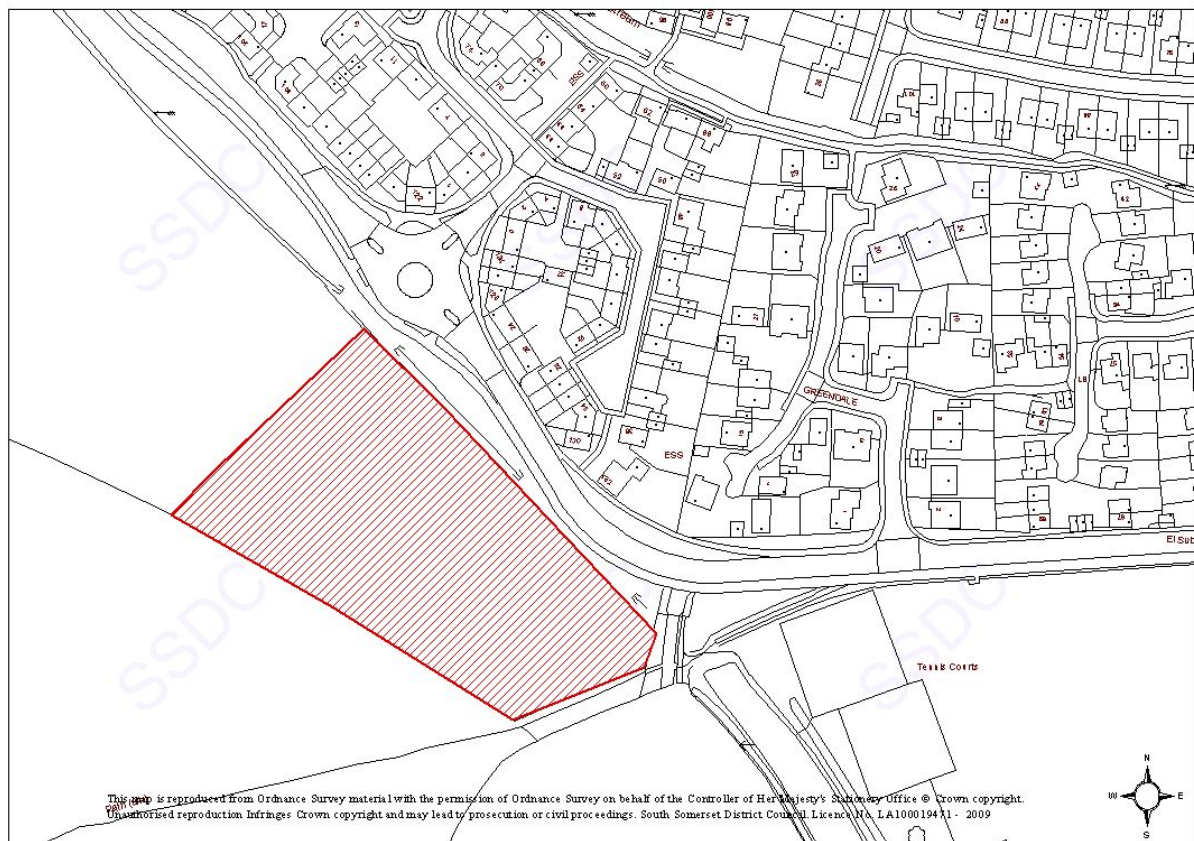


Proposal :	The erection of a medical centre with pharmacy and formation of new vehicular access thereto (Revised Application) (GR 335456/114376)
Site Address:	Land South West of Canal Way Ilminster
Parish:	Ilminster
Ward : (SSDC Member)	ILMINSTER TOWN: Miss N Court (Cllr) & Mrs. K. Turner (Cllr)
Division (SCC Member)	ILMINSTER: Mr. T Shire (Cllr)
Recommending Case Officer:	Andrew Gunn Tel: (01935) 462192 Email: andrew.gunn@southsomerset.gov.uk
Target date :	17th January 2009
Applicant :	Summervale Medical Centre and North Street Surgery
Application Type :	Major Other f/space 1,000 sq.m or 1 ha+

REASON(S) FOR REFERRAL TO COMMITTEE

The application has been referred to the Joint Area Committee - West at the request of the Ward Member/Chairman to allow the issues of parking provision and site layout to be considered further.

SITE DESCRIPTION AND PROPOSAL



The site is a Greenfield site located on the south western side of Canal Way, Ilminster, to the west of the recreation ground and playing fields. Herne Hill is located 400 metres to the south and a modern housing estate is immediately adjacent on the northern side of Canal Way. The application site is bounded by hedgerows along the rear boundary and running parallel with

Canal Way. There is currently no physically defined boundary along the north west boundary. The site slopes down by 1.80 metres from the rear boundary in the south western corner to the roadside (northern) corner.

This application seeks consent for the erection of a purpose built medical centre to accommodate the 2 existing GP practices located within Ilminster. The 2 practices are known as the North Street Surgery and Summervale Surgery.

The whole development will cover an area of 0.95 hectares. The medical centre building will be located to the rear of the site along the southern boundary with provision for 87 parking spaces spread along the front of the building. Vehicular access will be created off the existing roundabout along Canal Way in the northern corner of the site. A 27 metre stretch of hedgerow will be removed to provide the new access. Pedestrian and cycle access will be gained alongside the new road access, with pedestrian access from the east being achieved via a direct link from the pavement along Canal Way. A small section of roadside hedgerow (1.8m) will be removed to provide this link. Cycle parking will be provided adjacent to the 2 main entrances.

The medical centre will be predominantly two storey and constructed using reconstructed stone with a tiled roof for the main building and the use of profiled sheets for the lean-to roof at the rear of the building. Architectural detail will include quoins, cills and plinths. Samples of all of the materials will be conditioned as part of any consent. In design terms, the building will have 2 rear wings and 2 front single storey wings, with the lean-to at the rear, all with pitched roofs.

A landscape assessment has been undertaken and landscape scheme submitted. This includes retention of the existing hedgerows, other than the removal of 2 sections to provide the vehicular and pedestrian access points, new hedgerow planting along the south west side of the new road entrance and a range of tree and shrub planting within the site, particularly throughout the car park, to the rear of the building and at the western and eastern ends of the site. The 2 existing oak trees, one in the south west corner and north east corner will be retained and protected during construction.

HISTORY

07/05692/FUL - The erection of a medical centre with pharmacy and formation of new vehicular access (application withdrawn).

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise,

Relevant Development Plan Documents

Regional Spatial Strategy (RSS) for the South West (RPG10) (adopted September 2001)

VIS 1 - Expressing the Vision.

VIS 2 - Principles for Future Development.

Somerset and Exmoor National Park Joint Structure Plan (adopted April 2000)

STR1 - Sustainable development

STR2 - Towns

Policy 5 - Landscape character.

Policy 49 - Transport Requirement of New Development

South Somerset Local Plan (adopted April 2006)

ST3 - Development Areas.

ST5 - General Principles of Development.

ST6 - The Quality of Development.
EC3 - Landscape character
TP1 - Pedestrian provision.
TP2 - Travel Plans
TP3 - Cycle Parking
TP5 - Public Transport

Policy-related Material Considerations

PPS's/PPG's
PPS1 - Delivering sustainable development
PPG 13 – Transport

Other Relevant Documents:

None.

CONSULTATIONS

Ilminster TC:

No objections. The Town Council has concerns at the safety of users of the neighbouring pedestrian and cycle paths along Canal Way in the vicinity of the vehicular access to the site and would ask for a satisfactory resolution of that issue.

Adjacent Parish

N/A

Local Highway Authority

Original comments:

As I am sure you are aware the Highway Authority in the previous application (No 07/05692/FUL) raised concerns regarding the level of parking allocated for the development. In the previous proposal a total of one hundred and thirteen spaces were allocated for the development. The Highway Authority had concerns that this was an over provision of parking especially given that the Council's Parking Strategy recommended that the development should be served by approximately forty. The Highway Authority also felt that given the proximity of the site to the residential catchment of Ilminster and the continuous pedestrian and cycling facilities connecting the site with the town the proposal could reduce the level of parking further as customers of the proposed development are able to access the site by alternative modes to that of the private car.

This current proposal has allocated eighty-seven spaces. Whilst this is a reduction in the level compared to the previous application this is still considerably higher than the level recommended by the Council's parking strategy. The justification for this additional parking is set out in the additional information submitted by the applicant. According to the additional information this level is required due to the number of proposed staff as well the requirement of a large proportion of the staff to travel to visit patients off site and their need for direct access to a private vehicle.

Whilst the Highway Authority would not wish to see a proposal that provides an insufficient level of parking, therefore resulting in vehicles parked on Canal Way, a major distributor road through the town, there are still concerns that the eighty-seven parking spaces proposed, forty-seven more than the County's recommendation is still excessive.

Within the additional information submitted by the applicant it states that given the scale of the development the application does not need to be supported by a Travel Plan. However, having had a meeting with our Work Travel Plan Coordinator, Mr Reginald Tricker, it is felt

that as the proposed Medical Centre exceeds a Gross Floor Area of 2000sqm it is a requirement that a Travel Plan be submitted.

As a consequence, I would advise the applicant to submit a Travel Plan as part of this proposal. In the absence of such a document a full assessment cannot be made and therefore I would have no alternative but to recommend that the application be refused.

Officer comment:

Following the receipt of the Highway Authority comments, and discussions with the applicant's agent, a consultant was instructed to prepare a draft Travel Plan. This has been attached at appendix A to this report. A copy was also forwarded to the Highway Authority who have submitted additional comments:

Additional Highway Authority Comments:

As I am sure you are aware the Highway Authority in the original response raised issues regarding the need for a Travel Plan and the apparent excessive parking provided within the site. Having had a meeting with our Travel Plan Coordinator it appears that this could be conditioned and any issues that come up within the current draft could be addressed through liaising with our Travel Plan Coordinator, Mr Reginald Tricker.

The second issue relates to the level of parking proposed to serve the development. Somerset County Council's Parking Policy is a County wide policy which sets out guidance on the maximum level of parking a development should provide to enable a proposal to function efficiently as well as promoting alternative modes of transport to that of the private vehicle. The Highway Authority has consistently agreed with the developer that under no circumstances would we wish to see a development that is likely to encourage the parking of vehicles on Canal Way. However, there is a need not to over provide the number of parking spaces. I understand the comments made by Mr Rutter regarding the need for flexibility when assessing the parking requirements for the development however I am bound by the standards as set out in the Policy document. As a consequence, the Highway Authority still has concerns that the proposal provides an excessive level of parking.

Other

Council Landscape Architect

As with the previous application, I am concerned with the scale of the build proposal, which is exacerbated due to the building laying in a singular location, outside the current development footprint of the town. However, I note that there is no site available within the town's curtilage, and it is a reasonable expectation that in the medium term, the town will grow into the fields to the west of the site, to thus provide an urban context.

Hence whilst wary of the scale, I do not view it as being so great as to create an adverse impact, and thus do not raise a landscape objection. Yet there is a clear need to mitigate against the scale, and to that end, an outline landscape proposal has been submitted as part of the application, comprising a planting design statement, and layout landscape plan (drawing is ipd 01a).

I can confirm that I am broadly supportive of the design approach, as outlined in the statement. As for the planting plan, I would advise the need for a number of minor changes, which can be conditioned to be incorporated into a fully detailed drawing if consent is gained;

- a) The main aim of planting mitigation should be to break up the mass of the 2-storey form, particularly as viewed from the Canal Way east and west approach, and the immediate frontage. To that end, I propose that tree planting within the scheme is tightened to better counter the impact of large scale, in the following locations;

- i) the avenues aligning on the medical centre front, are strengthened by planting at 3.75 metres. This will enable the addition of at least 2 trees per avenue, including 2 rather than 1 in bed between the parking bays by the single story element;
- ii) supplement planting to create tree groups between line of Canal Way (East) approach and building;
- iii) create tree groups of 6 or 7 trees by the end of the west wing; to the immediate right of the site entrance (between parking area and site boundary); and on the opposite side of the entrance, to more strongly intercede in views from the Canal Way (West) approach and frontage, and;
- iv) strengthen tree group by southeast corner of building, similarly to intercede in views from the housing edge on this side, and access walk to Herne Hill.

I have marked this on the submitted plan to clarify.

- b) The number of tree species should be reduced, to provide greater cohesion to the tree presence within the site. I would advise that no more than 7 species are utilised, with 5 species making up circa 90% of the planting. Omit alnus and betula from the list toward meeting a reduction in species numbers.

Council Ecologist:

No objections to the ecological survey submitted as part of the application.

Council Engineer:

No comments.

REPRESENTATIONS

The application was advertised, a site notice displayed and adjoining neighbours notified. 2 letters have been submitted; 1 from the Somerset Primary Care Trust supporting the application. They have made the following comments:

- a lack of clinical space in the existing practices - operating at 61% of the recommended minimum space requirement for providing primary medical services to the registered population. This is currently preventing the full primary care team from working on the same site, particularly from the North Street, Ilminster practice.
- Parking has been identified as a real concern for patients accessing services from the current practices, particularly for those who are elderly, with children or feeling unwell, walking to the building may not be the preferred or most reasonable choice;
- Between the 2 practices there are currently just over 10,000 registered patients, increased services being delivered locally will mean less travel for many of these patients;
- We believe this site presents the best option in terms of proximity to the town, access to public transport, the support of local patients and value for money for the tax payer. Other sites do not provide equal benefits.
- Stressed the point that should progress not be made with the current application, the scheme is likely to be delayed and slip down the list of priorities.

1 letter has been received from a local resident raising concerns about:

- the setting of a precedent for development on the south side of Canal Way,
- obstructing the view of Herne Hill from Canal Way and;
- suggesting that the medical centre would be better located in a more central location in the town, affording easier access for all residents.

CONSIDERATIONS

The main planning considerations with regard to this application are the suitability of the chosen site, identification of other possible sites, the layout, scale and design of the development and parking provision.

The key issue with an application for this type of development is identifying an appropriate site. An applicant is required to demonstrate that all possible options have been explored for new sites within the existing development area before identifying a site that is located outside of the development area.

The agent has outlined the reasons for seeking new premises as the 2 existing practices are now inadequate for modern day standards and are not capable of being extended or expanded to the necessary requirements on their current sites. Details of the requirements for new medical centres has been outlined. The size of a building is mainly determined by the standards set out in the General Medical Practice Premises document published by NHS estates with guidance on design principles. This includes the building itself but also external requirements in terms of staff and patient parking and additional space for 30% minimum expansion and ensuring privacy in consulting rooms. Compromise can be made in terms of external space requirements in town centres that are highly accessible but the space standards are usually minimum standards.

The agent further outlines that a site should be accessible and convenient to staff and patients. In terms of this proposal, land to the north of the town centre was ruled out due to the topography and narrow lanes. The cost of land is also a critical factor when assessing alternative sites. The agent outlines that the cost of a site needs to have a low value i.e. non residential or commercial value, with support by the District Valuer to ensure the cost is within the budgetary constraints imposed by government and the public purse.

Taking into account the above factors, various sites were considered and assessed. A list of 13 sites within the town are outlined in the supporting documents. All of those were discounted for reasons of cost, poor access, not available, received planning permission, no parking and lack of room to expand. It is clear from the list provided that a genuine and extensive attempt has been made to identify possible alternative sites within Ilminster. Attention therefore turned to identifying suitable alternative sites on the edge of the town and the preferred site is the application site along Canal Way.

The Canal Way site has been identified as the preferred choice for the following reasons:

- the site is reasonably close to the centre of the town allowing opportunity for most people in good health to walk to the centre
- approaches to the site are relatively level encouraging walking or cycling
- good approach road and access from around the town avoiding the market place or Ditton Lea.
- Access off an existing roundabout
- Land is owned by the County Council and have agreed the sale in line with the District Valuer.

In terms of assessing the planning merits of the site, the application site is located outside of the development area and thus occupies a countryside location. However, it is located directly opposite a modern housing estate and adjacent to playing and recreation fields. Therefore, it is considered to be well related to the existing settlement and in close proximity to areas of the town that are currently used for sport and recreation. Furthermore, precedent has been set for development on the southern side of Canal Way with a significant housing development, known as Adams Meadow, constructed 300 metres to the west of the application site. The application site has also been included in a recent landscape study of the major settlements in the district undertaken by the Council's landscape officer as a site, in landscape terms, with a high capacity to accommodate development. In addition, a high percentage of greenfield land on the northern edge of Ilminster is considered to be sensitive in landscape terms and, therefore, unlikely to be acceptable in landscape terms for a development of this scale.

Therefore, in terms of the suitability of the site, it is considered that the site is acceptable in principle. The main issues then to be considered relate to the layout, scale and design of the development and parking provision.

In relation to the layout of the scheme, there has been much discussion about the merits of siting the building either to the rear or front of the site. The current application sites the building to the rear of the site with the parking extending across the whole of the site frontage. The Planning Statement submitted with the application outlines the main reasons for the location and layout of the main building and parking. It states as follows:

'The first factor is that by setting it further back and cutting it further back and cutting in slightly as the land begins to rise towards Herne Hill this brought it closer to the established hedgerow and helped reduce its impact in the landscape by screening part of the building. Importantly, it also meant the ridge line was brought down when viewed from Herne Hill such that it is absorbed more easily into the general backdrop of the recent development along Canal Way. Secondly, it allowed parking to be placed at the front of the building, making it both more convenient for patients, logical in layout terms with the aspect of consulting rooms kept private and more peaceful with the building screening the car park from vantage points to the south and the existing and proposed new planting screening and 'softening' the building from the north. Options to break up the parking could with some at the rear and to the side, result in the building being seen as if in a 'sea of car parking' which because of the reflections and colours can be more intrusive in the landscape than buildings'.

The eastern front wing of the main building will be located around 18 metres at its nearest point from Canal Way and the western front wing around 38 metres from Canal Way. Whilst the parking provision and additional landscaping will be located between the building and Canal Way, it is considered that the main focus of the development i.e. the medical building will be physically detached from Canal Way, particularly when compared with the strong roadside development of the modern residential development opposite the site. However, the main considerations in terms of assessing the siting and scale of the building and general layout is whether the proposed development is acceptable and whether it harms the character and appearance of the setting.

In terms of the setting, the landscape officer has not raised an objection on landscape grounds regarding the proposed development. Whilst raising concerns in relation to the scale of the building and the need for mitigation via a revised planting scheme, concludes that the scale is not so great as to create an adverse impact. Furthermore, does not raise landscape objections either in terms of the siting of the building in its proposed location to the rear of the site nor the significant area of parking to the front of the building. The landscape officer has sought a revised landscaping scheme to soften the impact of the built form as viewed from the east and west approaches along Canal Way and from the housing estate opposite and the right of way to Herne Hill. Therefore, with the provision of adequate landscape mitigation, it is considered that the scheme would not be harmful to the setting and is acceptable in landscape terms.

In terms of design of the building, there is an acceptance that due to the particular needs of the medical service, serving two practices, that a fairly substantial building will be required. However, that in itself is not a reason to refuse a development unless it can be demonstrated that its design is unacceptable. The agent outlines that the building has been designed with a main 2 storey element combined with wings to make a welcoming forecourt for visitors and providing permeability through the site. Entrances have been designed along the principal elevation with strong gables and arches that provide strong architectural detail and interest. 2 central gable features with arcaded openings at ground floor level add to this detail along the frontage. The building has been designed to provide a modern building but one that also needs to be very practical and accessible for staff and patients. In addition, the landscape officer has concluded that the impact of its design and scale can be suitably mitigated by a comprehensive planting scheme. The design of the building is considered to be acceptable and would preserve the character and appearance of the area.

With regard to parking provision, the Highway Authority has raised concerns in relation to the number of parking spaces being provided. 87 spaces are proposed which is significantly above the Somerset County Council's parking strategy for such a development, which indicates around 40 spaces for such a development. The agent has outlined that the proposed maximum level of staffing for the new centre will be 57. These include GP's, practice nurses, health care assistants, health visitors, drug workers and dispensary staff.

Importantly, the above figure does not include patients and any other non-medical visitors. The centre will cater for a population catchment of around 10,000 patients, many outside of Ilminster, with limited public transport provision. Therefore, whilst opportunities for walking and cycling are provided, it is likely that most visitors to the centre, other than those in good health and living in close proximity to the centre will travel by private car. Thus, whilst it is accepted that transport policies seek to provide maximum parking spaces and to encourage other modes of transport, in this case, there is a concern that providing only 40 spaces is likely to create an undersupply of parking particularly when the centre is busy. This may then lead to parking in non-designated areas and particularly along Canal Way. As a key route into and out of Ilminster, it is considered that parking along Canal Way should not be encouraged. Therefore, for this form of development, it is concluded that the proposed provision of 87 spaces is acceptable. The agent has suggested limiting the number of spaces to 40 via condition and agreeing any increase in the total number of spaces through a Travel Plan. However, with the concerns of undersupply of parking and the fact that the application proposes 87 spaces, it is considered that the application should be determined based on the 87 spaces.

With regard to a Travel Plan, the Highway Authority originally objected as the application lacked a Travel Plan. The agent was concerned that an objection was raised by the Highway Authority as the submission of a Travel Plan would not alter the size or nature of the proposal only the management of how its users arrive and depart and then only to staff (as opposed to patients). The agent outlined that Staff (not employed by the practices but the PCT's) and GP's will generally need access to their car in undertaking their job, or because they need to get to more than one location (other surgeries) in the course of the working day so that any travel plan could not apply to them. This leaves generally employed medical staff and administration staff and thus a Travel Plan would only apply to a relatively small number of people. Whilst, that may be the case, this is a major application and a Travel Plan is required to help achieve more sustainable travel patterns.

Following discussions between the agent and the Highway Authority's Travel Plan Coordinator, it has been accepted that the need for a Travel Plan can be conditioned. Notwithstanding the above, the agent has commissioned a Travel Plan and a draft has been forwarded to the Highway Authority. An oral update will be given at committee in relation to any comments received from the Highway Authority in relation to the draft Travel Plan.

The application was accompanied with a Flood Risk Assessment. The site is not in a floodplain and the report has been assessed by the Council's engineer. Measures will be undertaken as part of the development to ensure surface water run off and overland flow from water from the south are dealt with in a suitable manner. Storage cells will be provided under the car park to deal with surface water with controlled discharge to the adjacent brook. The path around the building will be designed to allow water to flow towards the brook adjacent to Canal Way.

SECTION 106 PLANNING OBLIGATION/UNILATERAL UNDERTAKING

None.

RECOMMENDATION

Grant consent.

Notwithstanding the objections raised in terms of setting a harmful precedent for development on the southern side of Canal Way, the development is considered to provide a much needed new medical facility for Ilminster and surrounding settlements, it has been demonstrated that

there are no suitable alternative sites within Ilminster, will provide opportunities to access the centre by a variety of different modes of transport, will not cause harm to landscape character and would not harm any residential amenity. The scheme is therefore in accordance with Policy ST3, ST5, ST6, TP2, TP3 of the South Somerset Local Plan 2006, Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and guidance in PPS1 and PPG13.

SUBJECT TO THE FOLLOWING:

1. 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.

2. The development hereby permitted shall not be commenced until particulars of the materials (including the provision of samples where appropriate) to be used for external walls and roofs have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the character and appearance of the area in accordance with Policy ST5 and ST6 of the South Somerset Local Plan 2006.

3. Before the development hereby permitted is commenced details of the material and external finish to be used for all windows, doors and openings shall be approved in writing by the Local Planning Authority. Such approved details, once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: To protect the character and appearance of the area, in accordance with Policy ST5 and S6 of the South Somerset Local Plan 2006.

4. Before the development hereby permitted shall be commenced details of all eaves/fascia board detailing, guttering, downpipes and other rainwater goods shall be submitted to and approved in writing by the Local Planning Authority. Such details once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: To protect the character and appearance of the are in accordance with policy ST5 and ST6 of the South Somerset Local Plan 2006.

5. The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of the development, as well as details of any changes proposed in existing ground levels; all planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion 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 protect the character and appearance of the area in accordance with Policy ST5 and ST6 of the South Somerset Local Plan 2006.

6. No means of external lighting shall be installed within the application site unless details have been submitted to and approved in writing by the Local planning Authority.

Reason: To protect the character and appearance of the area in accordance with Policy ST5 and ST6 of the South Somerset Local plan 2006.

7. No development shall start until a Travel plan has been submitted to and approved in writing by the local Planning Authority. Once agreed, the Travel Plan shall be carried out in full accordance with the approved details unless otherwise agreed in writing by the Local planning Authority.

Reason: To promote sustainable and alternative models of transport to the development in accordance with Policy TP2 of the South Somerset Local Plan 2006.

8. Before any of the development hereby permitted is commenced details of the internal ground floor levels of the building(s) to be erected on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To protect the character and appearance of the area in accordance with Policy ST5 and ST6 of the South Somerset Local Plan 2006.

9. a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).
- b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.
- c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To protect retained trees during construction.

10. The treatment of surface water and overland flow shall be carried out in accordance with the details as outlined in the submitted Flood Risk Assessment undertaken by Michael Thomas Consultancy LLP.

Reason: To reduce the risk of flooding of the site and adjacent land in accordance with guidance in PPS25.

11. The area allocated for parking on the submitted plan shall be kept clear of obstruction and shall not be used other than for the parking of vehicles in connection with the development hereby approved.

Reason: In the interest of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review.

12. The development hereby permitted shall not be occupied until the spaces outlined on the submitted plan for bicycles have been fully constructed. the approved bicycle parking areas shall be retained and maintained thereafter.

Reason: To provide suitable cycle provision in accordance with Policy TP3 of the South Somerset Local Plan 2006.

Informatives:

1. In condition 9, 'retained tree' means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs a) and b) shall have effect until the full completion of the development.