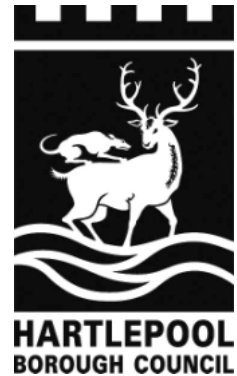


PLANNING COMMITTEE AGENDA



Monday 12th October 2009

at 2.00 pm

**in the Council Chamber
Civic Centre, Hartlepool**

MEMBERS OF PLANNING COMMITTEE:

Councillors Allison, R W Cook, S Cook, Cranney, Fleet, Griffin, Laffey, G Lilley, London, J Marshall, McKenna, Morris, Plant, Richardson, Wallace and Wright.

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. ITEMS REQUIRING DECISION

3.1 Planning Applications – Assistant Director (Planning and Economic Development)

1. H/2009/0335 - Outline application for Hospital Development with associated landscaping, access and ancillary uses including on-site car parking and energy centre – Land at Wynyard Park, Billingham

4. ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT

5. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

EXEMPT ITEMS

Under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in the paragraphs referred to below of Part 1 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) Act 1985

6. EXEMPT ITEMS REQUIRING DECISION

No items

7. ANY OTHER EXEMPT ITEMS WHICH THE CHAIRMAN CONSIDERS ARE URGENT

8. FOR INFORMATION

Next Scheduled Meeting – Wednesday 4th November 2009 in the Civic Centre at 10.00 am.

No: 1
Number: H/2009/0335
Applicant: North Tees & Hartlepool NHS Foundation Trust University Hospital of North Tees North Wing, Hardwick Stockton on Tees Teesside TS19 8PE
Agent: Entec UK Ltd Ms. Katherine Britton Northumbria House Regents Centre Gosforth NE3 3PX
Date valid: 16/06/2009
Development: Outline application for a hospital development with associated landscaping, access and ancillary uses including on-site car parking and energy centre
Location: Land at Wynyard Park Billingham

Background

1.1 In order to set the context for this proposed development which currently forms the basis for an outline planning application, it is important to understand the background and decisions made prior to the submission of the planning application.

1.2 Various reviews of healthcare provision have been ongoing since 2003 in relation to the Teesside region. In 2003 to 2004 a general services review was undertaken which focused on primary and community services as well as acute care. Following the Green Paper 'Independence, Well Being and Choice' the Government carried out public consultation which resulted in the White Paper 'Our Health, Our Care, Our Say' which set out a new direction for health services. In the consultation process, stakeholders and the public told the government that they wanted care to be provided in or as close to their homes as possible with only the things which need to be in hospital taking place there.

1.3 Lord Darzi then reported to Government in 2006 and 2007 through interim and final reports on his 'Our NHS, Our Future' review, and stated that a new world class National Health Service should be focused on quality improvements accessible to all. His vision was that a new NHS should be; Fair, Personalised, Effective and Safe. Prior to that however, he had also assessed the key performances of the University of North Tees and University Hospital of Hartlepool in a 2005 report entitled "Acute Services – Hartlepool and Teesside". A Joint Scrutiny Committee was set up and a 3 month period of consultation was undertaken with key healthcare stakeholders. During this consultation period which aimed to address Darzi's recommendations (Acute Services Review– Hartlepool and Teesside, July 2005), emphasis was placed on reconfiguring maternity and paediatric services. This prompted an Independent Reconfiguration Panel (IRP) Review and accompanying report which was submitted to the Secretary of State for Health in December 2006 for consideration. This report set out 10 recommendations to the Secretary of State for Health, including recommendation 3, which stated:

"A modern hospital to replace the existing out of date hospital buildings should be provided on a new site in a well-situated location accessible to the people of Hartlepool, Stockton-on-Tees, Easington and Sedgfield."

1.4 The justification for this recommendation being that until relatively recently, the population south of the Tees also received its acute care from four different hospital sites. However, patient services have now been brought together onto one hospital site at James Cook University Hospital in Middlesbrough. The IRP, at the time of the report, believed that people north of the Tees should also receive their hospital care from a modern 21st century hospital. The report considered that a new hospital would give residents north of the Tees area sustainable clinical facilities of high quality comparable to those that exist south of the river. It would bring an end to the uncertainty that has blighted appropriate development of hospital services in the area for so many years. It recommended that planning for it should start at once. In making this recommendation, the Panel considered that the effective provision of hospital services north of the Tees, including maternity and paediatric services, could only be sustained if all clinical services are to be viable and fully integrated. The Secretary of State for Health (at that time the Right Hon. Patricia Hewett) agreed that the recommendations should be taken forward.

1.5 Following the conclusions of the above national and local reviews, a collaborative programme was devised to take forward the strategic planning and implementation of a new 21st century high quality modern and integrated healthcare system. The programme involves collaboration between the Primary Care Trusts and the North Tees and Hartlepool NHS Foundation Trust and is known as the 'Momentum Pathways to Healthcare' programme.

1.6 The programme was publicly launched in Spring 2007 followed by a Service Development and Design phase over a 17 month period from summer 2007 to autumn 2008. The design phase for the hospital was led by the procured Design team, comprising Laing O'Rourke and architects Anshen & Allen who have devised a conceptual model which meets the requirements of the clinical teams appointed to the project, with further detailed stakeholder input from patients, carers, their representatives, health professionals and managers. At the same time the Primary Care Trusts continued to develop their proposals for community health facilities (or integrated health centres) that would tackle a proportion of the routine and emergency treatments and consultations currently catered for at the existing hospital sites. A concise report entitled "Pathways to Healthcare: The Road Map to New Hospital, Primary and Community Services and Facilities for Teesside" was publicly released at the programme launch and identified the 5 key phases including delivery of the hospital. The five key phases are:

- Phase One – Project Launch (April to June 2007).
- Phase Two – Service Development and Design (July 2007 to December 2008).
- Phase Three – Public Consultation (January to April 2009).
- Phase Four – Capital Planning, Development and Procurement (Spring 2008 to summer 2011) [This includes submission and determination of the Outline Planning Application and Outline Business Case for funding].
- Phase Five – Commissioning and building new hospital and facilities (Summer 2011 to 2014).

1.7 In March 2008 a site selection process was undertaken, led by Turner & Townsend and DTZ as Land Agent Consultants to the Trust, to identify a preferred location for the proposed new hospital. The Site Selection process identified 10 potential sites across the Hartlepool and Stockton area.

1.8 The site selection exercise as well as the wider principles of reforming the healthcare services for Hartlepool, Stockton and parts of Sedgefield and Easington, formed the basis for a largescale public consultation exercise between June and September 2008.

1.9 On 23rd October 2008, following the 3 month consultation period the NHS Joint Committee (comprising North Tees and Hartlepool NHS Foundation Trust, Stockton on Tees Teaching Primary Care Trust and Hartlepool Primary Care Trust) held a meeting and determined that the location at Wynyard Business Park site north of the A689 was the preferred site.

1.10 The Foundation Trust are now in the process of seeking outline planning permission and then pursuing the necessary project and funding appraisals at regional and national levels over late 2009/early 2010, including a meeting scheduled with the Secretary of State for Health on the 15th October 2009.

1.11 It is anticipated that should the Trust received a positive determination of the Outline Business Case and the Outline Planning Application, the detailed design would be formally submitted for planning consideration and the construction and implementation team will be procured to deliver the scheme on site at currently projected timescales of summer 2011 through to 2015.

The Application and Site

1.12 The application is located at Wynyard Business Park on the proposed third phase of the development (known as Wynyard 3) north of the A689 and west of the A19. The red line site boundary lies wholly within the administrative area of Hartlepool Borough Council. The site is bounded to the north and west by existing agricultural land, with the northern area broken up by wooded embankments. To the south the site is also currently bounded by agricultural land and to the south east by recently constructed business units within Wynyard 2. It should be noted that the land to the south, west and north has planning consent for further commercial development, although this is not yet built. Beyond the approved southern commercial area lies the A689 dual carriageway and then the Wynyard residential estates. To the east the site boundary follows the edge of a dense tree belt (Swart Hole Plantation) that does not form part of the proposals and beyond this lies the remainder of the Wynyard Business Park development (Wynyard 1 and 2).

1.13 The site is approximately 19 hectares in size. It is greenfield and was formerly used for grazing and straddles several field boundaries. Across the central part of the site is a linear plantation of mature trees and in the south east corner of the site are some recently demolished farm buildings. There is a variation in level on the site which slopes from a high point at its western end to a linear depression at the eastern end.

1.14 Access to the site is already provided by Hanzard Drive, which is a single carriageway connecting to the A689 serving the commercial units already occupying Wynyard 2. Presently this access road terminates to the south east of the hospital site. This access road forms part of the consented development for Wynyard

Business Park Phase 3. Whilst the application is in outline form the applicant does seek to have access considered at this stage.

1.15 The outline application proposes the erection of a 568 bed hospital with an additional 66 day beds which will include 26 wards, 14 operating theatres and a range of outpatient, diagnostic and endoscopy facilities. The facility will provide 100% single patient bedrooms; including areas of adult intensive care (ICU), new babies (NICU) and emergency centre.

1.16 Although the layout, appearance, landscaping and scale of the hospital are reserved matters which would be considered in potential future application(s) the agent has provided a concept design and an indicative Masterplan. Plans will be shown at the Committee meeting. The indicative layout essentially consists of six ward templates protruding from the linear diagnostic and treatment blocks with the entrance foyer, restaurant, multi-faith centre and linear garden linking the two together. An energy centre and car parking are located to the rear of the building with multi-storey parking extending round the eastern flank of the building. The scale of the development is proposed to be 5/6storeys high with a basement floor level below ground. Completion of the hospital is proposed by 2014.

1.17 Due to the nature and location of the site all parking will be provided on the hospital site for patients, staff and visitors. It is envisaged that 1500 car parking spaces would be provided at the hospital. It is proposed that the majority of these would be provided via a multi-storey car park which would take advantage of the gradient of the site to allow for a semi-submerged facility at the eastern end of the main hospital building. Such a facility would provide in the region of 1000 of the spaces adjacent to the hospital's main and staff entrances. The remaining car parking spaces would be provided as surface parking adjacent to the A&E entrance at the western end of the main building and at the rear of the hospital, primarily for staff use.

1.18 The indicative landscaping is a mixture of forms including a mix of soft, formal, sculptured and hard landscaping as well as the creation of two natural balancing ponds/ wetland habitats to the south west and south east of the building with a third provided in the north east corner of the site, beyond the car parking.

1.19 There is a long and complex planning history pertaining to Wynyard which encompasses consents and allocations by two Local Planning Authorities – Hartlepool and Stockton. Wynyard Park is recognised in regional and local planning policy as a strategic growth point and the area is allocated for business park use within the Hartlepool Local Plan Saved Policies (2006). The application is therefore a departure from the Hartlepool Local Plan.

1.20 The applicant for the proposed new hospital is the North Tees and Hartlepool NHS Foundation Trust. The Trust provides hospital-based health care to approximately 365,000 people living in Hartlepool, Stockton on Tees, parts of East Durham and parts of Sedgfield. The Trust has two existing hospitals within its catchment area – The University Hospital of Hartlepool (UHH) and University Hospital of North Tees (UHNT).

1.21 They also provide a small number of outpatient and outreach clinics at Peterlee Community Hospital. At both UHH and UHNT a wide range of services are currently provided, including; Respiratory services, Accident and Emergency care, Haematology/oncology services, Gastroenterology services, Stroke services, Radiography, Pathology and Critical care services.

1.22 Currently, there are certain services that are only provided at one of the two sites, or where one site specialises. For example at UHH the introduction of the new angiography unit has improved the cardiology services provided including heart failure services, angina and diagnostics. Planned general surgery is provided at UHH as is trauma surgery. At the same time, the existing UHNT can provide services that are not available at UHH. These include emergency and complex general surgery, neonatal care, which supports the maternity department and elective lower limb joint replacement surgery.

1.23 The services to be provided at the proposed new hospital will be all encompassing, incorporating all that is currently provided at the two sites, thus ultimately resulting in the closure of these two hospitals. In addition, it is proposed that Integrated Healthcare Centres (IHCs) will be placed in the community closer to people's homes, providing non-urgent medical treatment and minor surgery. Provision of the IHC's falls within the domain of the Primary Care Trusts (PCTs) for Stockton on Tees, Hartlepool and East Durham. The link between the proposed hospital and the IHC's will be explained in more detail later in this report.

1.24 The application has been subject to an Environmental Impact Assessment and is accompanied by an Environmental Statement and other supporting documents.

Publicity

1.25 The application has been publicised separately by site notices (8), press notices (10) and neighbour notifications (in excess of 1000 letters) on two occasions. Neighbour addresses for the surrounding area which were not within Hartlepool's boundary were provided by Stockton Borough Council and the former Sedgefield Borough Council.

1.26 The first round was undertaken at the time when the original application was submitted. It was then re-advertised when a report prepared to support the environmental statement which was originally omitted was submitted (Preliminary Geotechnical and Geo-Environmental Interpretative Report), and to clarify that the application is a departure from the adopted Hartlepool Local Plan 2006.

1.27 To date there has been 78 letters of no objection and 10 letters of comment, commenting on the following:

- 1) Essential that adequate car parking is provided at a reasonable price to avoid any possibility of overflow in Wynyard
- 2) Plans need to be put in place for road improvements and traffic management;
- 3) Install road noise reduction measures
- 4) I welcome the hospital, the area needs this

- 5) Hurry up and build it, I want a job there
- 6) Potential traffic implications
- 7) Fantastic change for the area to receive 1st class health care
- 8) Time to allow feedback is rather short
- 9) Very please about this
- 10) Please ensure sufficient parking, so no parking on residential roads

203 letters of objection have been received, citing the following reasons:

- 1) Inadequate transport infrastructure
- 2) Endless road closures and traffic jams, and increased traffic generation
- 3) Increased road accidents
- 4) Impact on traffic and parking
- 5) Increased traffic
- 6) Problems for ambulances accessing hospital
- 7) Road access not sufficient, road frequently closed
- 8) No buses to the site
- 9) Poor public transport infrastructure
- 10) Lack of detail in the traffic plans
- 11) Site closer to A19 would be more accessible
- 12) A689 too congested at present
- 13) Inaccessible to emergency vehicles
- 14) Roundabout at A19/Wolviston often closed
- 15) Junction of A19 and A689 inadequate
- 16) Additional access road should be provided
- 17) A more comprehensive traffic assessment is required
- 18) Inadequate infrastructure
- 19) Question suitability of park and ride scheme
- 20) Parking outside Wynyard homes
- 21) Use of Wynyard estate as a parking area
- 22) Problems for access and egress
- 23) Adverse impact on Wynyard 20 years after development
- 24) Too close to Wynyard estate
- 25) Child safety
- 26) No safe footpaths or footbridges
- 27) Attract undesirable and criminal elements to area
- 28) Anti-social behaviour
- 29) Detrimental to Wynyard housing
- 30) Not part of vision sold for Wynyard
- 31) Security on Wynyard estate
- 32) Property values
- 33) Fear of crime
- 34) Health and safety issues
- 35) Decline in quality of life
- 36) Residents will become easy targets for drug abusers
- 37) Will attract unsavoury characters and increase the crime rate
- 38) Increased noise levels
- 39) Noise pollution
- 40) Noise from extra wind turbines
- 41) Sleep disturbance

- 42) Hospital will disturb peace and quiet for residents
- 43) Noise from helicopters
- 44) Noise levels exceed EU regulations
- 45) Impact of dust
- 46) Residents of Hartlepool, Stockton and Wynyard do not want or need the facility
- 47) Location is inconvenient for Hartlepool/Stockton residents
- 48) Already two hospitals
- 49) New hospital should be near to people who will use it, not on farmland;
- 50) Hospital should be in an urban area
- 51) No local workforce
- 52) Waste of green belt land, huge area of brownfield land available within both Boroughs
- 53) Rural nature of area destroyed
- 54) Use established green site land, other locations available
- 55) Out of keeping with surrounding area
- 56) Building too large and out of keeping
- 57) Hospital too large in terms of scale
- 58) Poor siting amongst industrial/commercial units
- 59) Scheme should be screened from A689
- 60) Newton Bewley better location
- 61) Hospital should be built at Portrack
- 62) Infringe rules on carbon emissions
- 63) Contrary to reducing carbon footprint
- 64) Increased carbon dioxide emissions
- 65) Air pollution
- 66) Not very green all the extra car journeys;
- 67) Air ambulance pollution
- 68) Light pollution
- 69) Impact on wildlife
- 70) Habitats will be destroyed
- 71) Disturbance to nature and woodland;
- 72) Loss of biodiversity
- 73) Disturbance and impact on bats
- 74) Spoiling views of area
- 75) Impact on countryside
- 76) Feasibility reports recommend existing hospitals upgraded, waste of money building new one
- 77) Outline permission for business use restricts any building to a maximum of 4 storeys
- 78) Not compatible with the Local Plan
- 79) Cost to general public
- 80) Costs disproportionate to benefits
- 81) Question site selection procedures
- 82) The plans are not in keeping with the original plans for Wynyard.
- 83) Will have a detrimental affect on wildlife and surrounding woodlands.

The representation received relates to both rounds of publicity, which includes potentially letters from the same individual or household.

Copy Letters A

The period for publicity expires prior to the Planning Committee, should any further representations be made they will be reported to the Committee accordingly.

Consultations

1.28 The following consultation responses have been received:-

Government Office for the North East – the application at present is a matter for the Local Planning Authority.

Natural England – NE concur with the assessment made in the application regarding the potential impacts of the development on designated sites. The site is far enough from these sites for any impact to be minimal. With regard to the potential impacts on farmland birds NE echo the comments made by Teesmouth Bird Club. Appropriate mitigation measures must be implemented to ensure there is no damage or disturbance to bats or their roosts.

Environment Agency – No objection subject to conditions

Highways Agency – letter dated 23/9/09, In terms of traffic impact, the proposed hospital is predicted to cause nil detriment on the strategic road network relative to the consented development which it would replace. As the Agency's criteria for assessing development proposals is that they '*strive to achieve nil detriment ('no worse off') to the strategic road network, for the opening year and appropriate horizon year*', the Agency can offer no objection to the proposals.

The Agency will therefore '*direct conditions to any planning permission which may be granted*'. These conditions will seek to reduce the traffic impact of the hospital development (through travel planning and car park management measures) and also to increase capacity, and thus improve safety and flow of traffic (through highway mitigation measures).

The highway mitigation measures proposed by AECOM on behalf of the Trust require some minor amendments to account for the modelling that the Agency has undertaken and to show queue detection loops on the A19 northbound off-slip (to prevent queuing back onto the A19). Once these amendments have been made, the Agency would require a Stage 1 Safety Audit to be undertaken (to TD19/03), prior to determination of the application. *[This has been completed and submitted and is being considered by the Highways Agency]*.

It should be noted, however, that these measures would only scratch the surface in terms of mitigating further development at Wynyard – no more than 2% of the remaining consented B1 development could be built (with the Trust's proposed measures in place) before the road network would be over capacity. This assumes that the signal timings at the A19 junction are such that they control flow onto and off the A19 for safety reasons. This arrangement would be to the detriment of the local road network.

Above 2% of B1 development, during the morning peak, traffic on the northbound off-slip would start to queue back along the slip road towards the mainline. If the queue reaches the mainline, this would be a serious safety concern for the Agency and therefore this traffic would need additional green time to clear the queue. This would be further to the detriment of the local road network and would still be constrained by the available queuing capacity on the off-slip.

As the level of Wynyard Park traffic increases (i.e. above 5% B1), the problem moves south, with the increased amount of weaving causing flow breakdown on the northbound A19 mainline. This, in turn, results in 'shockwaves' which cause journey time unreliability and are again a serious safety problem, with fast moving traffic approaching slow moving sections on the mainline. In addition, long queues would be experienced on the A689 eastbound.

With 11% of additional B1 development (the amount predicted by Wynyard Park to be built by 2019), delays of up to 30 minutes would be expected on the A19 northbound and a queue of approximately 4.5km would be expected on the A689 eastbound.

The Agency has a number of concerns regarding the access to the hospital, as we (The Agency) have explained previously [*formally submitted in letters dated 22/6/09, 8/7/09, 13/7/09*]. Emergency vehicles would have to negotiate these high volumes of traffic and lengthy queues. In the event of an accident / incident on the A19 or A689, these queues and delays would be significantly worse.

However, the Agency will continue to work alongside the Joint Strategy Unit, and Hartlepool and Stockton Councils to develop a more extensive highway scheme, which could allow the traffic associated with up to 10% of the consented B1 development to be accommodated on the highway network. However, this scheme, which is a longer term aspiration of the region, would require major engineering works, and would need a business case to be prepared to seek regional and / or national funding. Therefore an intermediate scheme (which could allow up to 5% of the B1) is also being investigated, concentrating on addressing the serious safety concern with the operation of the northbound off-slip described above.

This work is being undertaken in parallel with the determination of this application, but from the detail presented so far, both the Agency and the Joint Strategy Unit do not believe that the mitigation measures presented by AECOM will conflict with the intermediate scheme, nor result in a significant volume of abortive work. Discussions with AECOM, the Joint Strategy Unit and the Councils to assess the cost and funding mechanism for the intermediate scheme will continue.

One North East – no objections subject to the LPA being satisfied that: 1) the loss of key employment land has been justified and a satisfactory case has been made for choosing this site over other site options; 2) the proposed mitigation measures in relation to transport are appropriate; 3) the development is a quality design; 4) the development should facilitate the provision of renewable energy sources measures.

Health and Safety Executive – Does not advise against the development

Association of North East Councils (ANEC) – The development of a new hospital at Wynard Park is not in general conformity with the policies in the RSS. Development in this location is the lowest priority in accordance with the locational strategy and the objectives for the Tees Valley city region. The construction of a new hospital (use class C2) is a departure from the extant planning permission and would result in the loss of regionally significant employment land. The NEPB considers that the proposed development is not in conformity with the objectives of RSS policies 18 and 20.

The design and layout of the proposal are not well integrated with their surroundings and this reduces the ability to access the site by walking or cycling. The proposal does not seek to achieve 10% of its renewable energy from renewable sources. The local authority will therefore need to ensure that any planning permission incorporates requirements for the generation of at least 10% of their energy requirement from decentralised and renewable or low carbon sources or adequate justification for a lower level to be consistent with RSS policies 2, 3, 24n, 38 and 39. The NEPB has highlighted other issues in relation to ecology and transport that will also need to be alleviated.

It is important to note that the advice provided with our letters relates purely to whether or not the proposal is in conformity with the Regional Spatial Strategy (RSS). It does not constitute an objection or expression of support with respect to the application. The local authority should consider this advice alongside other statutory and non-statutory representations in coming to a decision as to whether the development should be granted planning permission

National Grid – The risk of this development is negligible

CE Electric (NEDL) – plans have been provided by CE Electric UK to identify the approximate locations of known Northern Electric apparatus, they have not provide a view on the application.

Northern Gas Networks – no response

Tees Valley Joint Strategy Unit – Wynard has been identified at regional and local level as a key employment location and the new hospital will be a major employment centre, although many jobs will be re-located from the existing hospitals at North Tees and Hartlepool. HBC should be satisfied that the hospital can be accessible by all sections of the community. The contributions to both enhanced public transport services and cycling facilities are to be welcomed in line with the promotion of sustainable modes set out in RSS policy 50 (Regional Transport Provision). Advocates the applicant to work with the JSU, the HA and LA's to examine longer term solutions to accommodate all development proposals in line with RSS policy 49 (Regional Transport Corridors). Advises that the opportunity should be taken to ensure that the proposed hospital development can be integrated with the potential green infrastructure network beyond the application boundary.

A subsequent letter from the JSU has been received in relation to the mitigation measures for the Wynard Business Park, which states:

The Joint Strategy Unit (JSU), together with the five Tees Valley Local Authorities and the HA, have been working together since 2007 to develop the A66(T)/A19(T)/A174(T) Area Action Plan (AAP). This plan is intended to bring together development proposals and the required transport improvements over the next 15 years, within a clear forward programme, backed up by an identified mechanism to fund the required improvements.

One of the sections of the strategic network that we have been examining is that around the A19(T)/A689 junction at Wynyard. The AAP is currently in its final draft form, but includes for future improvements at the junction, and on the A19(T) mainline, designed to accommodate future development traffic, including that accruing from the proposed development.

Working with the HA and Hartlepool and Stockton Councils, the JSU has examined the mitigation measures put forward by AECOM as part of the application and we would confirm that these do not conflict with the longer term improvements being developed, nor result in a significant volume of abortive work. The longer term scheme being investigated is illustrated in Figure 1 to this letter, concentrating in the vicinity of the A19(T)/A689 junction.

However, aware of some concerns over potential future congestion arising from the proposed development and a future build-out of the already consented development at Wynyard, the JSU and the HA has also investigated an intermediate improvement scheme that could be implemented alongside the proposed mitigation measures, or shortly following. This intermediate improvement is shown in Figure 2, concentrating on providing additional merge and diverge capacity for the A19 (T) mainline to assist safety.

The preliminary estimate undertaken for the JSU indicates that these improvements would cost in the region of £0.8 million (2009 prices). As the AAP has a provisional allocation within the North East Regional Funding Allocation up to 2014 of some £15 million, and since there is already an agreed funding contribution mechanism with Wynyard Park for such measures, the JSU would confirm that it will continue to work with the HA and partners to develop this intermediate scheme and secure funding for it, in parallel to further progress with the hospital development.

Tees Valley Wildlife Trust – no response

Cleveland Emergency Planning Unit – supports the principle of the development however does advise measures to be incorporated into the scheme in the event of an emergency. The EPU has stated that the proposed highway measures are fully supported and are seen as an integral element of this planning proposal.

Northumbrian Water – No objection

Tees Archaeology – The area has been the subject of an archaeological evaluation the results of which were largely negative. The area lies outside the recently identified area of archaeological interest at Low Newton Hanzard.

Elwick Parish Council – no response

Dalton Piercy Parish Council – no comments or objections

Hart Parish Council – No comment

Newton Bewley Parish Council – no response

Greatham Parish Council – no comments or objections

Grindon Parish Council – objects to the application on the following ground:

1. Firstly we have been doing some calculations to estimate the real cost to the general population of the Hospitals moving to Wynyard. Basically it works out that every trip to hospital for a resident of Hartlepool will cost a further #2.20 in private car terms and a further #1.80 for a Stockton resident. We calculate that if you assume that every resident of all the major towns in the catchment area, approximately 240,000 residents, were to visit the new hospital just once, it would cost the general public an estimated #0.4m per annum for the privilege of having a new hospital in Wynyard! This extra travelling also flies in the face of the claims of reduced carbon foot prints, so publicised by the trust.
2. There is a further more serious concern, if you add to this the extra travel time of around 5 minutes from the major towns, that could be the difference between life and death for those people unlucky enough to require emergency treatment. When you look at it like this, refurbishment of the existing sites would appear to be the better option.
3. We would stress that Wynyard residents already suffer from a hopeless road infrastructure i.e A689 which already suffers from congestion at peak hours of travel.
4. Possible noise nuisance for example helicopter flybys, ambulances is also another concern.

A similar objection from Grindon Parish Council was received by Stockton Borough Council.

Wolviston Parish Council – no response

Cleveland Police - Recommends that the development seeks to achieve Secured by Design accreditation. Confirmation has been received by the Road Policing Strategic Manager for Cleveland Police that as with any incident emergency access would be priority.

Cleveland Police Counter Terrorism Security Advisors (CTSAs) – threats to hospitals and NHS premises from International Terrorism is currently assessed as low. CTSAs recommend consideration be given to the hospital access, vehicle proximity, positioning of hospital facilities and construction details.

Community Safety Officer – comments regarding security arrangements.

The Ramblers Association – There are no rights of way affected by this development. In view of the beneficial effects of walking and cycling on health, obesity and general mental and physical well being, we ask the developer and the

council to consider the provision of walks around the land adjacent to the hospital site - for example to and in the North Burn Valley and woods which run to the north and east of the site in order to provide an amenity for staff and for those patients who would benefit from such recreation/exercise as part of their treatment.

Teesmouth Bird Club – does not object, however has concerns regarding the mitigation enhancement proposed. The developer has reviewed these concerns and has provided a response to TBC's comments, this is being considered further.

Hartlepool Water – fully supports the application. Adequate capacity exists to supply water to the site; however some infrastructure reinforcement will be necessary to provide a resilient supply to the hospital including laying a new mains.

Campaign to Protect Rural England (CPRE) – No comment, other than those made by Mr. E. Eyre (local resident), whose concerns are about the increased traffic and the increase in road noise. Having lived here for 25 years, the noise of traffic has increase to levels that exceed EU noise regulations.

Durham County Council – no objections to the principle of the development. The development should be accessible to all users of the facility and subject to the public transport mitigation measures being implemented at the opening of the proposed hospital there are no other highway comments to be made.

Stockton Borough Council – A Planning Committee is arranged for the 9th October to discuss this application, the Committee will be updated accordingly.

Traffic and Transportation – In terms of the traffic that will be generated by the development, the proposed off site highway improvements will mitigate against this. In planning terms therefore, it would be difficult to sustain an objection.

In general terms, however, significant congestion is forecast for the A689, and also the A19 once further development of Wynyard Business Park takes place, which already has the benefit of planning permission. Traffic modelling work undertaken by the Highways Agency has shown that even with the hospital mitigation measures in place, this would only allow for an additional 2% of the remaining consented Business Park development, before the highway network was over capacity. It should be noted that although 2% may sound like a relatively small area, due to the vast nature of Wynyard Business Park it is a substantial area of development, with associated traffic flows.

To try and address this, the Highways Agency has proposed both a short term, and a longer term solution. These would accomodate 5% and 11% respectively of the consented Business Park office development to be built before the highway network becomes over capacity. Initial discussions have taken place involving the HA, local authorities and the Tees Valley Joint Strategy Unit to try and determine the best way to move towards these longer term aspirations, which will require significant funding on a regional and national level. The hospital mitigation measures do not appear to conflict with these longer term plans, so little or no abortive work would be necessary.

To demonstrate the impact that the Business Park development would have without further improvements, Highways Agency modelling has shown that 11% additional build out (with only the proposed hospital mitigation measures in place) would result in delays of 30 minutes on the A19 northbound, and 4.5km queues on the A689 eastbound, approaching the hospital. Any accidents or roadworks would obviously add to the problem.

The hospital mitigation measures include the signalisation of the roundabouts at Glenam Road/Hanzard Drive, Samsung Avenue, the A19, Wolviston Services and the A1185. There are safety implications with signalisation of the A19 roundabout, due to the need to avoid traffic queuing down the slip roads and onto the main carriageway of the A19. The applicant has demonstrated that such queries will be avoided with the hospital and business park development in place, over the period that the Transportation Assessment cover. To avoid this scenario once further Business Park development has taken place, the proposed signals would need to give additional time to the A19 approaches, which will reduce the “green time” for the A689 approaches, adding to congestion. Although this section of the A689 falls within Stockton’s area, it will impact on people leaving Hartlepool seeking to turn south onto the A19.

It has been confirmed that the developer will fund the actual cost of their proposed highway measures as shown in the detailed drawings, rather than a cost estimate, which could have left the local authorities and Highways Agency to pick up any shortfall.

An hourly bus service is proposed, linking the town with the hospital as follows:- 6.00am – 8.00pm, Monday to Saturday. 8.00am – 6.00pm, Sundays and Bank Holidays. Connections via Billingham are available after this time. The developer is to fund any shortfall in the services, should they not break even, up to an agreed limit. Services will be reviewed periodically over a 10 year period from the date of the Hospital opening, by the local authorities, the NHS Trust, and Wynyard Park.

A £500,000 contribution to provide the most appropriate cycling access to the Hospital is proposed. Discussions are ongoing between the national cycling organisation (Sustrans) and the local authorities to agree the most beneficial scheme for the area.

In conclusion, the proposed measures will mitigate the traffic flows generated by the development. However the overall situation which would result from the build out of Wynyard Park would need to be addressed at some point in the future.

The development will provide 1500 car parking spaces. This is above the maximum standards for this type of development, however given the location of the hospital and likelihood of the significant majority of people travelling by car, along with problems experienced at the existing sites, this level of provision is considered appropriate. Parking charges will be the same as those charged at the existing hospitals.

Wynyard Park Ltd has stated that controls will be put in place to prevent overspill into neighbouring businesses parking areas by people seeking to avoid parking charges, through barrier systems, etc.

Economic Development – no objections to the proposals. There are no concerns about the loss of employment land as there is sufficient provision at Wynyard excluding the required land for the Hospital to allow the development of a regionally significant business site. Indeed the Hospital may well act as an economic driver to the site by attracting supplier chain investment and other associated medical investment. However it is important that the Hospital development is not detrimental to the long term development of the Wynyard Business Park and this should be taken into account when appraising the detailed layouts, boundaries, utilities and communication networks.

Engineering Consultancy – has assessed the application information and has no objection.

Public Protection – no objection subject to a condition requiring details of any fixed plant and associated noise mitigation measures to be submitted to the LPA for agreement. The siting of the helipad and associated flight path will need careful consideration to ensure it is located in a position in order to minimise any possible impacts of noise on neighbouring receptors

Property Services – No comment

Community Services – supportive of the project in strategic terms and would request that the detail of the design allows for the inclusion of artworks and environmental features which assist in improving the well being of patients, staff and visitors alike into what can be an alien and unsettling environment.

NHS Ambulance Services – supports the concept of the hospital development, however does raise some issues including the need to ensure that the improvements to the highways network are completed on time, public transport issues/access must be addressed, ambulance only routes are essential within the site and general comments regarding the layout of the hospital in relation to how the ambulance service works.

Arquiva (formerly National Grid Wireless) – no objection

The Tees Valley Rural Community Council - comments regarding the proposed development:

1. It is important to remember that, although the Travel Plan introduction suggests that “the majority of trips to the new hospital will be existing trips”, it also states that “employees, patients and visitors will travel *from around the region*”, which could mean further afield than the current catchment area. Therefore the plans for public transport service provision, concentrated on the main transport corridors from Stockton, Hartlepool and County Durham might not be wholly adequate. Patients and visitors may have to travel from further afield in the Tees Valley to access particular specialist medical services.

2. As there is currently no public transport provision to the Wynyard site, and one of the stated aims of the Travel Plan is to reduce “reliance on the motor car”, surely the transport proposals should be aiming to do more than “provide a similar level of accessibility” to the new site as exists to the two current hospital sites. The Transport Assessment states that the Trust has commissioned a public transport plan that will “seek to broadly replicate that accessibility at the new hospital site”. I feel that the bar has been set too low and a significant opportunity to deliver a much improved public transport ‘access to health’ service, as well as a real chance to reduce car use, will be missed. Only by making serious efforts to *improve* on the current public transport service provision to hospital sites will the Trust be able to effect any significant changes in the current car-dominant modal split.
3. A significantly enhanced public transport service is also essential to provide for patients and visitors without access to a car. There are significant areas of low car ownership in the Tees Valley and south east County Durham.
4. It would also appear that the proposals for community transport service provision to the new site are inadequate and not forward-looking or flexible enough. Worthy as the Hartlepool and Stockton rural Community Lynx, the East Durham Hospital Link and the proposed new Demand Responsive Transport services from south and west Stockton and East Durham undoubtedly are, they will probably not be adequate to provide for future demand from the rural transport feeder network to the core routes. It is vital that the wider Community Transport sector is consulted to assess future travel needs from areas not served by the core public transport network.
5. It is essential that funding is earmarked for future changes in transport need, particularly for the feeder network, demand for which is more difficult to predict than for regular services on established routes. Funding plans must maintain a degree of flexibility for future allocation. The DRT allocation of £120,000 per annum does not seem adequate, and the £10,000 per year contingency fund totally unrealistic.
6. It is essential that the Travel Plan Co-ordinator establishes contact with the Community Transport sector in order to address issues relating to rural isolation and lack of access to public transport services on the core routes. The Tees Valley Community Transport Forum can be contacted through the TVRCC office on: 01642 213852.
7. With reference to the importance of maintaining access to the new hospital at all times, and the incidence of 62 accidents in the vicinity of the A19 / A689 junction during the 3 year period June 2005 to May 2008, have any mitigation measures been considered to maintain access in the event of a major accident, or incident such as a chemical spillage, on the A19 approaches to, or at the A19 / A689 junction (*Roundabout 4*)?

SUSTRANS – the location of the proposed development is completely unsuitable for travel to the site by any means other than a private motor car. SUSTRANS state that there are very few provisions for active travel that have been considered within the proposal. Major investment would be needed for active travel to the site for both workers and patients.

Planning Policy

1.29 National Planning policies are set out in Planning Policy Guidance Notes (PPG) and the newer Planning Policy Statements (PPS).

Relevant to this application are:

- PPS 1 Delivering Sustainable Development
- PPG 4 Industrial, commercial development and small firms
- Draft Planning Policy Statement 4: Planning for Sustainable Economic Development (Dec 2007).
- PPS7: Sustainable Development in Rural Areas
- PPS9: Biodiversity and Geological Conservation
- PPS 10 Planning for Sustainable Waste Management
- PPS11: Regional Spatial Strategies
- PPS12: Local Spatial Planning
- PPGN 13 Transport
- PPS 23 Planning and Pollution Control
- PPG 24 Planning and Noise
- PPS 25 Development and Flood Risk

1.30 The following policies in the adopted Hartlepool Local Plan 2006 are relevant to the determination of this application:

GEP1: States that in determining planning applications the Borough Council will have due regard to the provisions of the Development Plan. Development should be located on previously developed land within the limits to development and outside the green wedges. The policy also highlights the wide range of matters which will be taken into account including appearance and relationship with surroundings, effects on amenity, highway safety, car parking, infrastructure, flood risk, trees, landscape features, wildlife and habitats, the historic environment, and the need for high standards of design and landscaping and native species.

GEP10: Encourages the provision of public art and craftwork as an integral feature of new development.

GEP12: States that the Borough Council will seek within development sites, the retention of existing and the planting of additional, trees and hedgerows. Development may be refused if the loss of, or damage to, trees or hedgerows on or adjoining the site will significantly impact on the local environment and its enjoyment by the public. Tree Preservation Orders may be made where there are existing trees worthy of protection, and planning conditions will be imposed to ensure trees and hedgerows are adequately protected during construction. The Borough Council may prosecute if there is damage or destruction of such protected trees.

GEP2: States that provision will be required to enable access for all (in particular for people with disabilities, the elderly and people with children) in new developments where there is public access, places of employment, public transport and car parking schemes and where practical in alterations to existing developments.

GEP3: States that in considering applications, regard will be given to the need for the design and layout to incorporate measures to reduce crime and the fear of crime.

GEP6: States that developers should seek to incorporate energy efficiency principles through siting, form, orientation and layout of buildings as well as through surface drainage and the use of landscaping. (policy not saved after April 2009 but PPS1 and PPS3 are material considerations)

GEP7: States that particularly high standards of design, landscaping and woodland planting to improve the visual environment will be required in respect of developments along this major corridor.

GEP9: States that the Borough Council will seek contributions from developers for the provision of additional works deemed to be required as a result of the development. The policy lists examples of works for which contributions will be sought.

HE13: States that developments which adversely affect the site and setting of a scheduled monument or protected wreck will not be permitted. (Policy not saved beyond April 2009 but PPG16 and national legislation material consideration)

HE14: States that the Borough Council will seek to protect archaeological sites and their setting. Archaeological assessment/evaluations may be required where development proposals affect sites of known or possible archaeological interest. Developments may be refused, or archaeological remains may have to be preserved in situ, or the site investigated prior to and during development. (Policy not saved beyond April 2009 but PPG16 and national legislation material consideration)

Ind1: States that land is reserved for development as a business park. Proposals for business development, and for those general industrial and storage uses which do not significantly affect amenity or prejudice the development of adjoining land, will be allowed where they meet the criteria set out in the policy. Town centre uses will not be allowed unless they are primarily providing support facilities for the business park. Travel plans will be required for large scale developments. The creation and maintenance of features of nature conservation interest and landscaping and woodland planting will be sought through planning conditions and legal agreements.

PU4: States that proposals which may have a detrimental effect upon the quality of groundwater reserves will not be permitted unless measures are in place which remove the risk of groundwater pollution. (Policy not saved beyond April 2009 but national legislation and Environment Agency views material consideration)

Rur2: States that housing and employment land is identified within the Wynyard limit to development but that expansion beyond that limit will not be permitted.

Tra16: The Council will encourage a level of parking with all new developments that supports sustainable transport choices. Parking provision should not exceed the maximum for developments set out in Supplementary Note 2. Travel plans will be needed for major developments.

Tra20: Requires that travel plans are prepared for major developments. Developer contributions will be sought to secure the improvement of public transport, cycling and pedestrian accessibility within and to the development.

Tra6: States that developments attracting large numbers of visitors or employees should provide on site, secure and convenient cycle parking provision.

WL8: States that the Borough Council will seek to minimise or avoid any significant adverse impact of a development on the nature conservation interest of a site through the use of planning conditions or obligations where appropriate. (Policy not saved beyond April 2009, but the Tees Valley Biodiversity Action Plan is material).

1.31 Regional Planning policy guidance is set out the North East of England Regional Spatial Strategy to 2021 published in July 2008
The relevant policies in particular are:

- Policy 2 - Sustainable Development.
- Policy 3 - climate change
- Policy 4 - regional sequential approach to guide the location of new development in the North East.
- Policy 6 - conserve and enhance biodiversity.
- Policy 8 - promotes a high quality of design in all development.
- Policy 18 – employment land portfolio, which advises LPA to undertake sub-regional and local employment land assessments based on a 25 year level of supply and take up.
- Policy 20 - provides approximately 200ha of land for limited large scale development opportunities for high quality modern industry and specifically includes Wynyard.
- Policy 24 - Local Planning Authorities to assess the suitability of land and encourage the creation of sustainable communities by looking at a mix of uses.
- Policy 38 - Promotes sustainable construction.
- Policy 39 – Renewable energy generation.
- Policy 50 - Regional Transport Provision.
- Policy 49 - Regional Transport Corridors.
- Policy 54 - Travel plans should be prepared for all major development proposals
- Policy 55 - states that local transport plans should improve accessibility including intervention to tackle major congestion hotspots, including those along the A19. Planning proposals should seek to minimise parking provision for non-residential developments, linked to coordinated proposals for public transport and accessibility improvements and demand management.

1.32 A sub regional Area Action Plan (AAP) is currently being developed to address the transport implications of strategic development proposals affecting the A66/A19/A174 network.

Planning Considerations

1.33 The main considerations in this case are policy issues in terms of the proposed land use and loss of employment land, highway safety and accessibility issues. Other issues raised in the Environmental Statement are also relevant (see below).

1.34 An Environmental Statement (including supporting documents), Flood Risk Assessment, Planning Supporting Statement, Design and Access Statement, Transport Assessment, Travel Plan, Trees Survey, Statement of Community Involvement and Sustainability & Energy Statement has been submitted to accompany the application. The Environmental Statement considers the scheme in relation to a number of factors which include:

1. Planning Policy
2. landscape and visual amenity,
3. archaeology and cultural heritage,
4. ecology and ornithology,
5. air quality,
6. noise,
7. water and land conditions,
8. soci-economics
9. Traffic and Transportation

This report will consider those issues in the same order.

Policy issues

1.35 The application proposal represents a departure from the adopted Hartlepool Local Plan as the land is allocated for business development. The site is a key employment site identified in the Regional Spatial Strategy (RSS, 2008), covered by Policy 20; Policy 18 is also relevant. Concerns have been raised about this aspect of the proposal particularly by ANEC and ONE.

1.36 In matters of renewable energy and accessibility by means other than the private car conditions can be attached to any permission. This will be explored in more detail in the relevant sections.

1.37 The Hartlepool Employment Land Review for Hartlepool December 2008 indicated that there was an over supply of employment land within the built up area of Hartlepool. The supply is in far excess of the 25 years referred to in RSS Policy 18. The Review highlighted the need to de-allocate surplus employment land within the built up area of Hartlepool in conformity with policy 18.

1.38 The Employment Land Review accepted that the land at Wynyard Business Park and at North Burn (referred to in the RSS as 'Wynyard') were not considered as part of the Borough's employment land supply but rather forms a sub regional supply.

1.39 The total RSS allocation of the area as a Key Employment Site includes the Wynyard Business Park (within Stockton & Hartlepool) and the North Burn Area in Hartlepool. This covers an area of about 200 hectares. The hospital site covers an

area of about 25 hectares or 12.5% of the total Wynyard Key Employment land. An indicative layout of the alternative business development indicates a floor space of about 39,000 square metres compared with the hospital site of 99,000 square metres.

1.40 The provision of a hospital of sub regional importance brings with it high value business in a form of mixed use development as encouraged by the current PPS4. The attraction of high quality employment is therefore welcomed.

1.41 The JSU has acknowledged that the new hospital will be a major employment centre in this key employment location and the Council's Economic Development Manager had suggested that the hospital may well act as an economic driver to the site by attracting supplier chain investment and associated medical investment.

1.42 It is not considered that the proposal would prejudice the successful implementation of the remaining Business Park uses or detrimentally affect the economic and environmental aspirations for the whole site. The scheme is in fact supported by the Business Park Developer.

1.43 It is considered that the loss of such a relatively small part of the key employment site is not significant, given the amount of land that remains.

1.44 The site lies within the Wynyard Limit to Development set out in Policy Rur2 of the adopted Hartlepool Local Plan 2006.

1.45 The overall need for such a facility is not specifically an issue for the Local Planning Authority to determine— it is primarily concerned about the land use implications of siting the hospital in the proposed location. The issue of specific need is for the Health Trust to determine. This flows from a range of demographic and operational considerations.

1.46 As stated in the background section there has been an extensive assessment of need and siting options. The latter having been informed by strategic planning policy as well as physical constraints and operational considerations. This process was also subject to substantial public consultation. The current application is therefore a considered outcome to these processes. The Local Planning Authority is not bound by the decision of the Health Trust but is entitled to pay regard to its view that there is a need for a new hospital and to the site selection process that has occurred.

1.47 In conclusion while the proposal may not directly be in conformity with RSS Policy 20 the loss of key employment land is not considered significant whilst the contribution to the economy of the Sub Region is.

Landscape and Visual Amenity

1.48 The assessment of landscape and visual impact which has been undertaken has regard to the wider areas around the site that are designated for landscape value.

1.49 The assessment has had regard to the illustrative layout and design submitted with the application and having regard to the approved Business Park development. However it should be acknowledged that these (layout and design) are subsequently matters for a reserved matters application, but can be controlled via conditions and/or legal agreement to ensure that the final development appropriately accords with the scale of illustrative development that has been assessed.

1.50 The landscape impact survey identified a number of areas where the proposals are likely to have a significant adverse impact on the landscape. These are:

- Impact on the historic field boundaries (Landscape Pattern)
- Impact of the new hospital building and environs (Landscape Pattern)
- Loss of existing hedgerows, trees and fields (Landscape Character & Landscape Cover)
- Impact of additional traffic in previously quiet areas (Tranquillity)
- Impact of the new access roads (Landscape Pattern & Lighting)
- Impact of lighting from the site and vehicles (Lighting)
- Form of land enclosure will change from woodland and hedgerows to buildings (Enclosure)

1.51 In addition to these adverse impacts, a number of potentially beneficial impacts have been listed by the applicant as arising due to:

- New structural planting/woodland planting (Landscape Cover)
- New tree and shrub planting (Landscape Cover)
- New low fertility meadows and grassland (Landscape Cover)
- New wetland habitats (Water Bodies)

1.52 The Environmental Statement concludes that at a county level, residual adverse significant landscape impacts will be those caused by a change of land use and increased lighting. There would be no significant adverse effect on the following characteristics: landform, landscape settlement, settlement pattern, transport network, landscape cover, public rights of way, enclosure, tranquillity and water bodies.

1.53 The Environmental Statement concludes at a local level that a residual adverse significant landscape impact would be caused by the change of land use to a hospital. There would be no significant adverse effects on the landform, landscape settlement, settlement pattern, transport network, landscape cover, public rights of way, enclosure, tranquillity, water bodies and lighting. However, there would be significant benefits arising from the proposed planting, footpath access and wetland habitat creation.

1.54 It is recognised that there will be some minor long distance visual impacts from the residences at Wynyard.

1.55 It is acknowledged that the hospital is a significant development. However, mitigation through strengthening the site boundary plantation and proposed landscape design is anticipated to alleviate this and help integrate it into its

surroundings. The final scale of the development and landscaping will be considered at the reserved matters stage and can be conditioned. Lighting details to reduce light pollution can also be conditioned. The Council's Landscape Architect has assessed the scheme and supports the findings of the Environmental Statement noted above. He has raised no objection to the scheme.

1.56 As indicated it should be acknowledged that the site is adjacent to the future phases of the Wynyard Business Park, which it is anticipated would create a prestige business appearance on the landscape, creates a character and visual context which is considered appropriate for the visual aesthetic of the proposed development.

1.57 In addition to the landscape and visual impact assessment, a Tree Survey has been undertaken which identifies that presently there are a number of reasonable quality trees on site, which should be retained and incorporated into the development proposals where feasible. There are no trees of outstanding quality, nor any protected under Tree Preservation Orders.

1.58 The aim when considering the development should be to retain and incorporate as many trees as possible into the detailed landscaping proposals and construction work will need to account for the identified Root Protection Areas. Any trees lost should be replaced within the new landscaping proposals. This can be conditioned/addressed at the reserved matters stage. Again the Council's Landscape Architect has no objections to the scheme.

Archaeology and Cultural Heritage

1.59 An archaeological desk-based assessment has been undertaken as part of the Environmental Impact Assessment. This collated baseline data for archaeology and cultural heritage within a study area of approximately 1km from the site boundary.

1.60 Overall, 42 sites of interest were identified within the 1km study area, however, the only sites located within the actual site boundary relate to the find spot of Roman pottery and part of the possible deserted medieval village of Newton Hanzard.

1.61 Tees Archaeology has confirmed that the area lies outside of the recently identified area of archaeological interest at Low Newton Hanzard and does not have any objection to the development.

Ecology and Ornithology

1.62 The habitats currently present at the site comprise arable, improved grassland, poor defunct hedgerows, dry ditch and scattered trees. None of these habitats are considered species rich and the overall ecological value of the site is considered to be low. The site itself is not covered by any designations and the three identified Sites of Nature Conservation Interest within 1 km of the site will not be directly affected by the proposed development works.

1.63 The Environmental Statement lists a number of ecological receptors that the proposed development would affect. None of these are assessed as being of more

than local importance and none of them critical to the determination of this application.

1.64 The following ecological impacts have been identified by the applicant (pre-mitigation):

- A slight adverse impact on site habitats, primarily due to habitat removal and its impact on foraging and movement corridors.
- A slight adverse impact on local watercourses, mainly from potential pollution.
- A slight adverse impact on the local badger population, predominantly related to increased human presence and associated disturbance and traffic (with an increased risk of road mortality) as well as habitat fragmentation.
- A slight adverse impact on bat populations, mainly due to loss and fragmentation of foraging and commuting habitat as well as disturbance caused by increased human presence and associated lighting.
- A slight adverse impact on breeding bird populations was identified, primarily due to loss and fragmentation of breeding and foraging habitat as well as disturbance caused by increased human presence.
- A slight adverse impact on otter populations, primarily due to the potential for pollution into adjacent watercourses.

1.65 The mitigation suggested to address these impacts involves the following measures:

Habitats

- Retained trees and wooded areas in proximity to the working area to be protected during the construction works, including Swart Hole Plantation.

Watercourses

- Pollution control methods in accordance with Environment Agency guidance (Pollution Prevention Guidelines).
- Creation of three new balancing/SuDS ponds.

Badgers

- Minimise night working during the construction period.
- Creation of areas of grassland and woodland belts to provide compensatory foraging areas.
- Creation of hedgerows to the site perimeter to improve connectivity of foraging areas.
- Provision of plant species suitable for use as food sources.

Bats

- Additional roost surveys at the time of tree removal and associated protection measures.
- Consideration of lighting impacts on bat populations.
- Creation of new habitat to retain and enhance links to the site and adjacent areas.

- Bat boxes located at suitable points on building elevations.

Breeding Birds

- Improve species defunct hedgerows by in-filling with native species.
- Create new hedgerows.
- Consideration of nesting issues during construction.
- Creation and management of open water habitat.
- Creation and management of grassland habitat.

Otters

- General prevention of pollution actions/methods.
- Avoidance of disturbance to suitable otter habitat.

1.66 In addition a number of enhancement measures have been proposed:

- 5m buffer zone along Watercourse 1 (adjacent to Swart hole Plantation) to be planted with trees or scrub to provide cover for wildlife.
- Native species used as enhancement planting, especially those with food source benefits.
- Hedgerow restoration and linkage with new and existing hedgerows.
- Creation of new grassland with species rich grass mix rather than low maintenance amenity grassland.
- Enhancement of the site for bat roosting facilities, including bat boxes.
- Management proposals for Swart Hole Plantation.

1.67 The Environmental Statement also states that there is potential to bring about biodiversity enhancements through the landscaping design of the application. It is considered that there is potential for the landscaping associated with this scheme to be implemented in such a way that it would bring about enhanced biodiversity value above what is currently there.

1.68 From the information supplied in the Environmental Statement, including details of the survey methods and survey effort the Council's Ecologist agrees its conclusions. Natural England has stated that they concur with the assessment made in the application regarding the potential impacts of the development on designated sites. They consider the site to be far enough from these sites for any impacts to be minimal.

1.69 It must be accepted there will be a slight adverse impact on several ecological receptors. Again the Council's Ecologist is in general agreement with those conclusions although he considers that the potential effects on farmland birds and bats could be slightly higher than the Environmental Statement concludes. Teesmouth Bird Club and Natural England echo this point.

1.70 The mitigation measures and enhancements proposed are generally deemed to be suitable by the Council's Landscape Architect and the Council's Ecologist, although it is acknowledged that the mitigation measures should go further with regards to bats. This can be controlled via condition requiring the provision of an Ecological/Environmental Management Plan. To ensure that the biodiversity

enhancement are achieved there would need to be a detailed 'balance sheet' of the adverse effects set against the compensatory/enhancement measures, including the long term sustainability of those measures, this can also be controlled by condition.

1.71 Teesmouth Bird Club (TBC) have not objected to the scheme; however they have highlighted a number of 'weaknesses and concerns' in the Environmental Statement, particularly concerning mitigation and enhancement, which they consider to be unsatisfactory. The agent has provided a response to TBC's concerns and it is anticipated that the proposed condition for an Ecological/Environmental Management Plan should address those relevant issues. This is acknowledged by TBC.

1.72 It is considered that the ecological issues are not critical to the determination of the application in the sense that there is nothing of sufficient ecological value such that the application should be recommended for rejection on the basis of the effect on that ecological receptor.

Air Quality & Noise

1.73 An assessment to consider the exposure of existing residential properties to nitrogen dioxide (NO₂) and particulate matter (PM₁₀) due to changes in local road traffic emissions has been undertaken. Potential impacts associated with construction dust were assessed qualitatively and mitigation measures recommended. Local air quality management and baseline air quality in the area were reviewed and assessed.

1.74 Public Protection agree with the conclusions of the Environmental Statement that the air quality impacts of this development should be minimal and the predicted concentrations of NO₂ and PM₁₀ would be well within the air quality objectives.

1.75 The Environmental Statement assessed the extent to which the proposed hospital is a potential source of noise and vibration, or a sensitive receptor to noise and vibration from the surrounding area. Noise monitoring has been carried out at various points on the site and at its perimeter to determine the existing acoustic climate in the proximity of the proposed hospital and local noise sensitive receptors during a normal weekday. Construction and operational impacts have been assessed using relevant guidance methodologies. Mitigation measures are discussed to prevent excessive sound transmission from any fixed mechanical or electrical plant to existing noise sensitive receptors and the proposed hospital.

1.76 Public Protection are in agreement that the additional noise impact will be insignificant for this development. However it is considered that a condition that details of any fixed plant and associated noise mitigation measures should be attached to any approval, and that the siting of the proposed helipad and the associated flight path will require careful consideration to ensure it is located in a position in order to minimise any possible impact of noise on neighbouring receptors, This can be controlled by condition.

Water and Land Conditions

1.77 The Environmental Statement assesses the potential impacts of the proposed North Teesside Hospital on the surface water environment, geology and hydrogeology. The assessment considers the potential for and significance of any ground contamination that may adversely affect the proposed development, construction workers and end users.

1.78 This assessment has identified that the construction and occupation of the proposed scheme has the potential to adversely impact upon a small tributary of Close Beck (along the eastern boundary) and Close Beck itself, which lies approximately 500m downstream. During construction the generation of silt laden runoff and the potential for spillages and erosion of the tributary of Close Beck will need to be carefully controlled. However, providing appropriate best practice measures are implemented on site prior to and during construction, and all works are carried out in compliance with the necessary discharge and land drainage consents, residual impacts are considered to be neutral and not significant.

1.79 A number of potentially adverse impacts have been identified during the construction phase in relation to storage of hazardous materials. Additionally during the occupational phase, surface water runoff from roads and car parks may pose adverse risks. The unmitigated potential impacts range from neutral to minor adverse, and with mitigation are considered to be neutral and not significant.

1.80 During the site occupation, the main risks identified are potentially contaminated runoff from the site and a risk of minor spillages (e.g. from vehicles). Runoff from the site will pass through one of three storm attenuation ponds which will provide adequate treatment. Surface water from the site will then be discharge into the tributary of Close Beck. Residual impacts are considered to be neutral and not significant.

1.81 The Council's Engineering Consultancy Team have assessed the scheme and have no objection to the development. Further the Environment Agency raised no concerns in relation to this.

1.82 The application was accompanied by a Flood Risk Assessment (FRA); it is considered that the site falls within Flood Zone 1. This zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year (<0.1%). According to Planning Policy Statement 25, a hospital is classified as 'more vulnerable'.

1.83 The FRA demonstrates that all flood risks attributed to the site are low with the assumption that all appropriate mitigation measures that are specified are implemented.

1.84 The Environment Agency has no objection to the scheme, however has suggested three conditions to attach to any approval, these conditions relate to a scheme for surface water management to be provided, attenuation of surface water discharge and that all surface water drainage from parking areas and hardstandings shall pass through an oil interceptor. The Council's Engineering Consultancy Team similarly has no objection to the scheme on this basis.

1.85 Therefore it is considered that flood risk to and from the proposed development is low and acceptable.

Socio-economics

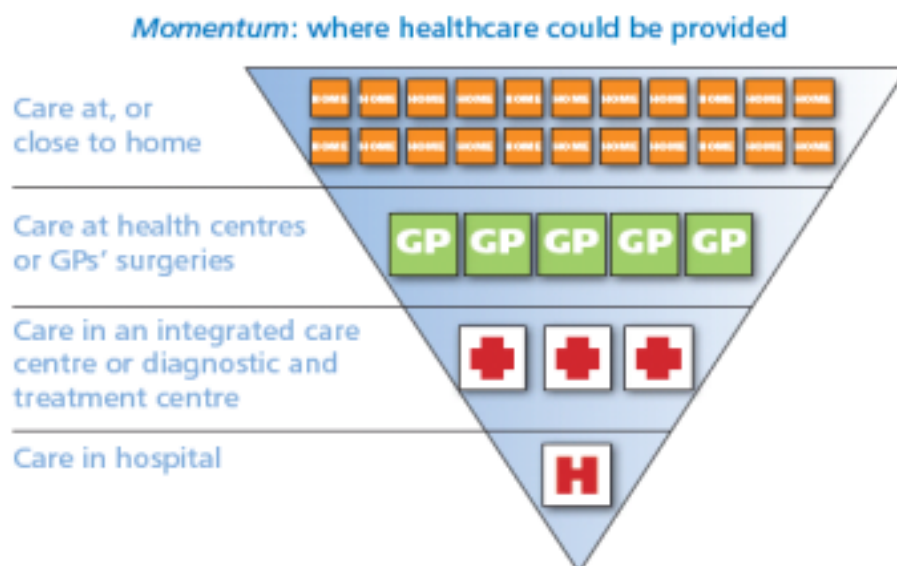
1.86 An assessment was undertaken of the likely impacts on employment, the economy, and social relationships for the new hospital and other businesses as a result of the construction and operation of the new hospital.

1.87 In socio-economic terms, it is suggested that the development of the hospital on the site will have a positive impact on the future businesses within Wynyard Park, which will improve the local economy both directly and indirectly. The positive impact on jobs will be of moderate significance to the local economy. This has been echoed by the Council's Economic Development Manager who considers that the hospital may well act as an economic driver to the site by attracting supplier chain investment and other associated medical investment.

1.88 In terms of how the proposed hospital will link to the community based healthcare facilities it is the aim of the Trust and PCT is to change the way health care is provided, which would ultimately mean less visits to the hospital. The new healthcare system would concentrate on keeping people healthy with care in the home, at GP practice or in town centre clinic where possible with the emphasis on providing as much as possible outside hospital.

1.89 There are plans for community facilities which are termed 'Integrated Health Centres' it is proposed that there will be four created in the settlements of Hartlepool, Stockton, Billingham and Yarm to provide for the population north of the Tees. The facilities will either be bespoke centres to be constructed or be an extension of existing facilities such as a GP surgery or healthcare centre which can accommodate the proposals. It is fully recognised that these Integrated Health Centres (IHCs) will need to be in place and operational by the time the proposed hospital became operational, which is programmed for 2014, as stated above this would be controlled via the proposed legal agreement. The IHC for the Hartlepool area is currently under construction on Park Road (formerly Barlows).

1.90 The model which demonstrates this new health care system is shown below.



1.91 It is clear that the hospital development would bring jobs and potentially encourage new related development to the surrounding business park. However there is also a potential that ultimately local jobs will be lost with the closure of the existing hospitals.

1.92 It is reasonable to expect that with the expansion of the community and primary care based services and staffing, as the Momentum pathways programme is implemented e.g. the Integrated Health Centres in Hartlepool, Stockton, Yarm and Billingham as well as community teams and services being established, that there will be new employment opportunities available.

1.93 The closure of two hospitals and the relocation of facilities to the proposed new hospital is expected to have a moderate negative impact in employment terms. However, on balance when viewed in conjunction with the proposed implementation of improved primary care facilities within the community resulting in reducing the need to travel to hospital it is considered that this would benefit the residents of the catchment areas involved.

1.94 The proposed hospital will create short term employment during the construction phase. It is expected that much of the employment created during construction is likely to be sourced locally. Therefore, the local economy is likely to benefit indirectly from the construction workforce using local businesses for accommodation and subsistence.

1.95 It is important that opportunities for local residents and businesses to be involved in the construction and operation of the hospital are maximised. To this end the applicant has agreed via the section 106 agreement to ensure that the recruitment and training opportunities, local sub-contractor and supply chain opportunities during construction of the hospital and subsequent operation of the development are made available to the residents of the Boroughs of Hartlepool and Stockton.

1.96 There is some concern over the current lack of Non-Motorised User (NMU) provision along the A689 and a lack of public transport access both of which may cause exclusion to those without access to a private car. However, the negative impacts are considered moderate and can be reduced in the long term by implementing pedestrian and cycle paths/routes along the A689, providing safe crossing points along the A689 for NMUs and through providing reliable public transport links to local population centres and settlements. However, some negative impacts such as the general amenity experienced by NMUs are expected to continue during both the construction and in operational phases due to an expected increase in traffic along the A689.

Traffic and Transportation

Access

1.97 As part of the design process for the new hospital, the Trust has undertaken work to assess the numbers of patients that will be treated at the new hospital and the number of staff that will be required to serve these patients. In summary, it is

assumed that 40% of the treatments currently dealt with on a daily basis at the two existing hospitals (North Tees and Hartlepool) will be tackled either at new community healthcare facilities to be provided by the Primary Care Trusts, or in people's homes. The remaining 60% of treatments will be tackled at the new hospital.

1.98 The Trust has produced detailed staffing plans and shift patterns in order to meet these patient demands. The new hospital will operate on an "extended working day" principle with early morning and twilight appointments offered to patients alongside daytime appointments. This detailed staffing plan influences and has been incorporated into the Trust's analysis of how many staff trips to and from the hospital will be generated at different times of the day.

1.99 Access to the site is proposed to be available from the two locations on the A689. It is proposed that a major local distributor road will run between the two roundabouts on the A689 that serve Glenam Road and at the A689/The Wynd within the overall masterplan for Wynyard 3. This link road does have planning permission under the extant Wynyard Park approval.

1.100 There is a large area of committed development at Wynyard Park. This will have an impact on the road network in the vicinity of the development site and the surrounding area. The committed development at Wynyard Park is discussed further in this section.

1.101 The layout of the site is proposed to contain two internal entrance roundabouts. These will act in separating ambulatory and emergency traffic flows within the site as quickly as possible from the staff, patient and visitor traffic. A loop road is proposed from the first south eastern roundabout for 'pick up' and 'drop off' at the main entrance. This roundabout would also take patients, visitors and staff to the car parks to the east and rear of the hospital building. The second south western roundabout is proposed for emergency vehicles and deliveries. Ambulances are proposed to be able to access the 'drop off' point at A&E from this roundabout, whilst deliveries would travel to the rear of the building for drop off in the Facilities Management and Storage area and at the pharmacy delivery point.

1.102 A Travel Plan has been submitted to accompany the application, with the aim of improving accessibility to the site for staff and patients.

Potential Traffic Impact

1.103 It is clear that coupled with the potential traffic generation from the business park and other developments; there will be major traffic generation impacts from the proposed hospital by staff, patients and visitors. In particular the impact of traffic generation onto the A19 / A689 junction needs to be carefully assessed as well as the need to provide adequate car parking on site. This is by far the most fundamental issue in relation to this scheme.

1.104 The hospital must be accessible to the public, one of the key reasons behind the Wynyard 3 site being chosen as the preferred location for development is its accessibility to the wider catchment area, serving Hartlepool, Stockton and parts of

Sedgefield and Easington. Whilst the existing site is well served by road links to the A19 and A1 by the A689 at present there is limited public transport service to the site.

1.105 The main transport effects will be associated with the movements of vehicles arriving and departing from the hospital site when the development becomes fully operational, particularly in the morning and evening peak periods.

1.106 Increases in traffic volume will also be apparent during the construction phase of the development, although it is likely that the operational phase of the development will have a greater impact upon the local network than the construction phase.

1.107 The hospital mitigation measures include the signalisation of the roundabouts at Glenam Road/Hanzard Drive, Samsung Avenue, the A19, Wolviston Services and the A1185. There are safety implications with signalisation of the A19 roundabout, due to the need to avoid traffic queuing down the slip roads and onto the main carriageway of the A19. The applicant has demonstrated that such queries will be avoided with the hospital and business park development in place, over the period that the Transportation Assessment cover. To avoid this scenario once further Business Park development has taken place, the proposed signals would need to give additional time to the A19 approaches, which will reduce the “green time” for the A689 approaches, adding to congestion. Although this section of the A689 falls within Stockton’s area, it will impact on people leaving Hartlepool seeking to turn south onto the A19.

1.108 As part of the hospital development, provision for public transport is to be introduced alongside Travel Planning measures in order to reduce single occupancy car trips, this will be discussed further in the relevant section.

1.109 The improvements that have been suggested within the area in detail are:

1. The signalisation of the A689/Glenam Road roundabout to include:
 - Flaring of the A689 westbound and eastbound approaches;
 - A two lane entry from Glenam Road; and
 - Widening of most of the circulatory carriageway of the roundabout to 3 lanes;
2. The signalisation of the A689/Samsung Avenue roundabout to include:
 - Widening of the westbound approaches of the A689 to 3 lanes to provide a dedicated right turn lane;
 - Widening of the westbound link between the A19 and Samsung Avenue junctions to three lanes throughout;
 - Flaring of the eastbound approach of the A689 on approach to the roundabout to provide a left turn flare into Samsung Avenue;
3. The signalisation of the A19/A689 roundabout to include:
 - Flaring of the A689 eastbound approach to four lanes, with the offside lane hatched out for future development potential, and widening of the western circulatory carriageway to three lanes;
 - Marking of the A19 southbound on-slip to two lanes;

- Widening to two lanes of the existing A19 northbound off slip segregated left turn lane, which in turn will tie in with the widened A19-Samsung Avenue link described above.
- 4. Signalisation of the A689/Services roundabout junction within existing highway boundaries.
- 5. The signalisation of the A689/A1185/Wolviston Road roundabout within existing highway boundaries to include:
 - A nearside flare on the eastbound approach from the A689, providing 3 lanes at the stop line; and
 - Widening to allow 3 lanes on the northern section of the circulatory carriageway.

1.110 It has been confirmed that the developer will fund the actual cost of their proposed highway measures as shown in the detailed drawings submitted, rather than a cost estimate, which could have left the local authorities and Highways Agency to pick up any shortfall.

1.111 The development and proposed mitigation measures have been assessed by Hartlepool and Stockton's Highway Teams, the JSU and the Highways Agency.

1.112 All recognise that Wynyard Park has an extant planning permission for B1, B2 and B8 development, which in themselves once built will have a significant traffic impact in terms of congestion and for which only limited mitigation measures are to be provided. In general terms significant congestion is forecast for the A689, and also the A19 once further development of Wynyard Business Park takes place. Traffic modelling work undertaken by the Highways Agency has shown that even with the hospital mitigation measures in place, this would only allow for an additional 2% of the remaining consented Business Park development, before the highway network was over capacity.

1.113 To try and address this, as highlighted above the Highways Agency have proposed both a short term, and a longer term solution. These would allow for 5% and 11% respectively of the consented Business Park development to be built before the highway network becomes over capacity. Initial discussions have taken place involving the HA, local authorities and the Tees Valley Joint Strategy Unit to try and determine the best way to move towards these longer term aspirations, which will require significant funding on a regional and national level.

1.114 To demonstrate the impact that the Business Park development would have without further improvements, Highways Agency modelling has shown that 11% additional build out (with only the proposed hospital mitigation measures in place) would result in delays of 30 minutes on the A19 northbound, and 4.5km queues on the A689 eastbound, approaching the hospital. Any accidents or roadworks would obviously add to the problem.

1.115 Hartlepool's Highway Team and the Highways Agency have concluded that the proposed measures will mitigate the traffic flows generated by the hospital development. In this sense, the hospital proposals mitigation measures form part of the solution to the wider problems of the area. However it is recognised that the

overall situation which would result from the build out of Wynyard Park would need to be addresses within a concerted future action plan.

1.116 In terms of traffic impact, the Highways Agency has confirmed that the proposed hospital itself is predicted to cause nil detriment on the strategic road network relative to the consented development which it would replace. The Highways Agency does not object to the proposed development; this view is endorsed by the Council's Highways Team.

1.117 The Agency are currently considering a Stage 1 Safety Audit in relation to the mitigation proposals, a response is anticipated prior to the Planning Committee meeting.

1.118 The Agency does acknowledge the problems which would occur during the build out of Wynyard Park, (detailed in the consultation section above). The Agency has a number of concerns regarding the access to the hospital. It is considered by the Agency that emergency vehicles would have to negotiate high volumes of traffic and lengthy queues. In the event of an accident / incident on the A19 or A689, these queues and delays would be significantly worse.

1.119 The Agency has stated that it will continue to work alongside the Joint Strategy Unit, and Hartlepool and Stockton Councils to develop a more extensive highway scheme for a longer term solution to the Wynyard Park area.

1.120 The Tees Valley Joint Strategy Unit (JSU) has examined the mitigation measures put forward as part of the application and recognised that a solution longer term for the Wynyard Park area is required. Both the JSU and Highway Agency have confirmed that the proposed mitigation measures do not conflict with the longer term improvements being developed, nor result in a significant volume of abortive work. The longer term scheme being investigated concentrates in the vicinity of the A19(T)/A689 junction.

1.121 However, aware of some concerns over potential future congestion arising from the proposed development and a future build-out of the already consented development at Wynyard, the JSU and the HA has also investigated an intermediate improvement scheme that could be implemented alongside the proposed mitigation measures, or shortly following. This intermediate improvement concentrates on providing additional merge and diverge capacity for the A19 (T) mainline to assist safety, and is being actively explored.

1.122 Concerns have been highlighted by residents and consultees that should an incident/accident occur on the A19 or A689 there would be difficulty in emergency vehicles accessing the proposed hospital. Confirmation has been received by the Road Policing Statagic Manager for Cleveland Police that as with any incident emergency access would be priority.

Public Transport

1.123 The Wynyard area is currently not well served by public transport. Therefore, it is essential that good public transport links are provided to the new hospital

ensuring that it is readily and equally accessible to the public. Furthermore national and local transport planning policies, as well as the policy of the Trust, encourage the use of public transport by staff and visitors as part of the sustainability agenda. Policy and necessity therefore require that the new site is well served by public transport.

1.124 Existing infrastructure in the form of bus stops are located along and around the A689, with the nearest bus stops to the site located to the west at Samsung Avenue, and on the A689 Coal Lane and to the south at The Wynd. Evidently the current location of the bus stops is outside of the maximum preferred walking distance.

1.125 Until as recently as 2006 bus services served Wynyard Village and bus stops on the A689 were also served, however a lack of demand caused these services to be withdrawn. It is anticipated that the development of the hospital and the approved adjacent developments for Wynyard Park will generate demand for bus travel to the site. This would require bus stops to be located within reasonable walking distance of the hospital. Preliminary design indicates that a bus stop is to be provided within the hospital site adjacent to the main entrance.

1.126 Analysis of the existing sites has shown that the two current hospitals are within a one hour public transport journey for around 250,000 people living within the Trust's catchment. The public transport proposals for Wynyard Park have therefore been framed to provide a similar level of accessibility.

1.127 The public transport proposals for the new hospital fall into two categories;

- New and extended scheduled bus services from Billingham, Hartlepool and East Durham.
- Demand responsive services from Sedgefield/Trimdons and West and South Stockton.

1.128 An hourly bus service is proposed, linking the town with the hospital as follows:- 6.00am – 8.00pm, Monday to Saturday. 8.00am – 6.00pm, Sundays and Bank Holidays. Connections via Billingham are available after this time. The developer is to fund this service, and others into different areas, along with the shortfall should the services not break even. Services will be reviewed periodically over a 10 year period from the date of the Hospital opening, by the local authorities, the NHS Trust, and Wynyard Park.

1.129 Tees Valley Rural Community Council has made a number of detailed comments on the public transport proposals. The precise arrangements for the services to be provided, review arrangements, and funding support are being pursued within the s106 agreement discussions. The applicant is committed to providing support for a 10 year period with a review mechanism to consider services beyond that time. Discussions are ongoing and further information will be provided in the update report.

Car Parking Supply

1.130 The Transportation Assessment provides details of arrivals, departures and accumulations for various types of trip generated by the new hospital, namely staff, patients, visitors and servicing. These journeys have then been assigned to various modes of transport based upon the existing observed mode split at the current hospitals at North Tees and Hartlepool. Using the car mode split, from these forecasts a vehicle accumulation profile has been produced, which shows that the peak vehicle accumulation during a typical day is 1,463 vehicles. Consequently, the Trust proposes that the new hospital will provide 1,500 car parking spaces when it opens in 2014.

1.131 Whilst the application is in outline form with only access being considered at this time, the concept scheme identifies a multi-storey car park located next to the entrance of the hospital on the eastern flank of the site. This facility is proposed to take advantage of the natural slope of the site thereby minimising its visual impact, and will provide approximately 1000 car parking spaces. The remaining car parking spaces are proposed to be split between the land adjacent to the A&E department and land to the rear of the main hospital building so that surface parking does not dominate the landscape, nor encroach on the visual impact of the hospital frontage.

1.132 Specific parking bays are also proposed to be available at the A&E entrance for ambulances and other emergency vehicles. Drop off points i.e. "kiss and ride" are also proposed to be made available at the main entrance area on the eastern side of the building.

1.133 In the event that the parking demands are lower than forecast, the Trust recognises that there will be unused spaces provided on the site. In these circumstances the Trust will empower the Travel Plan Officer to develop proposals for "decommissioning" car parking spaces so that they are not available for general use.

1.134 It is recognised that the current car parking standards guidance contained within the adopted by Hartlepool Borough Council in its Local Plan 2006 would allow provision of only 618 parking spaces at the new hospital. However it is considered that should the standards in the Local Plan be enforced then severe car parking shortages would be experienced 8am and 8pm every day, which have significant knock-on effects on surrounding roads and proposed office developments.

1.135 Whilst it is important to reduce dependency on the private motor vehicle, it is recognised that the private car will be the primary means of transport for the majority of patients and visitors. It is also vitally important to ensure that public parking does not encroach beyond the site boundary, hence the precautionary approach to provision.

1.136 The proposed level of car parking is considered appropriate by the Council's Traffic and Transportation Team.

Car Parking Charges

1.137 The Transportation Assessment states that the car parking charges to be levied at the new hospital will be the same as currently charged at University Hospital of North Tees and University Hospital of Hartlepool and be inflated between now and 2014. The current “pay on exit” system will be retained so that the true costs of parking are captured for all users. Staff car parking costs will also be held at current levels and inflated between now and 2014.

1.138 The Trust’s commitment to public transport is considerable and represents a commitment to fund the revenue shortfall associated with loss-making bus services for a period of ten years after opening. This investment in public transport will be subsidised directly by the revenue from car parking charges at the new hospital.

Car Parking Management

1.139 Current management of car parking at the existing hospitals rests with the Estates Management team within the Trust, and this situation will continue with the new hospital. While the day to day staffing, maintenance and revenue collection functions will continue, management of the car parking at the new hospital will also be led at a strategic level by the work of the Travel Plan Officer. This will ensure that the aims and objectives of the Travel Plan are reflected in the day to day management of the car parking at the new site

1.140 Wynyard Park Limited has provided a letter which sets out their intention to control access to the car parks associated with the developments on Wynyard Park to prevent use by hospital related cars and to ensure that the verges and landscaping within Wynyard would be designed to avoid use by parked cars.

Cycling Proposals

1.141 It is proposed that cycle parking will be made available on site and close to the main entrance and staff entrances. It is probable that only staff will utilise cycling as a regular mode of transport and so in addition, showering and changing facilities are proposed to be made available for staff.

1.142 A £500,000 contribution to provide the most appropriate cycling access to the Hospital is proposed.

1.143 As indicated, an objection has been received from Sustrans; discussion are ongoing between them, the applicants and the local transport authorities over the most effective use of the proposed financial contribution.

Sustainability & Energy

1.144 The North Tees and Hartlepool NHS Foundation Trust aspire to build an exemplar, low carbon, sustainable hospital and have set the following requirements in terms of energy use, carbon emissions and sustainability.

- BREEAM Healthcare - Excellent Rating.

- Energy Consumption - 40 GJ/100m³.
- Energy Performance Certificate Rating - CO₂ index of 40 or below (EPC B rating).
- Low carbon hospital - Achieving a Display Energy Certificate of B or better.

1.145 The Trust also has the aspiration to achieve a BREEAM Healthcare 'Outstanding' rating.

1.146 Preliminary studies by RPS Gregory and E-on have led to the development of potential energy strategies to achieve both BREEAM Excellent and Outstanding ratings. These achieve the high energy performance requirements through passive, low energy design, energy efficiency and finally by utilising renewable and low carbon technologies.

1.147 An energy centre is proposed within the grounds of the site which will contain the boilers, back-up generators, Combined Heat and Power (CHP) generators, absorption chiller units and all LV switchgear necessary to power a major facility such as this. In addition air handling units are proposed to be located within a screened open air compound on the roof. The energy centre will have an approximate footprint of 86m by 34m. It is proposed to be located to the rear of the hospital adjacent to the Facilities Management yard.

1.148 These proposals should ensure that the hospital meets the national, regional and local sustainability and energy policy framework, a condition can be attached to any approval in this respect.

Other Issues

1.149 Concern has been raised regarding this site and that hospitals should be located within urban areas, it should be noted that alternative sites are not a matter for the Local Planning Authority to consider. The Local Planning Authority must determine an application which is presented. The proposed hospital is core to the Momentum: Pathways to Healthcare Programme and the delivery of healthcare across the North Tees area and the catchment area which the proposed hospital would serve is large. The site is equidistant from Hartlepool and Stockton centres for means of access and sits centrally within its wider catchment area of Hartlepool, Stockton and parts of Sedgefield and Easington.

1.150 Concerns have been raised regarding potential anti-social behaviour, increase in crime rates and the residents for Wynyard becoming targets for drug abusers. It is considered difficult to justify these concerns as there is no evidence to support these claims.

1.151 A concern has been raised regarding noise from extra wind turbines, however the application does not propose any wind turbines.

Conclusion

1.152 In conclusion it is clear that the development of a new hospital on the application site raises a range of significant planning issues.

1.153 In overall planning policy terms the development will amount to a departure from the approved development plan, which allocates the site for Business purposes and identifies for prestige development. However, it is considered that the proposal would not prejudice the successful implementation of the planning policy and the approved Masterplan for the business park site, and therefore would not detrimentally affect the economic and environmental aspirations for the site as a whole. The hospital development will itself have employment generating impacts and the potential to generate spin off services and development.

1.154 The provision through a legal agreement of employment opportunities and training agreements will help to maximise local benefits in this respect.

1.155 The transportation issues are the other major set of concerns associated with this proposal. The proposed hospital will help to secure necessary highway improvements and public transport penetration into the site that may not otherwise be provided.

1.156 It must be acknowledged however that the proposed highway mitigation measures will only allow for the hospital and 2% of the Wynyard Business Park development before the road widening will be over capacity. Measures to address the longer term implications are actively under discussions with the appropriate national, regional and sub regional bodies.

1.157 The hospital building will be visually prominent but given its location set back from the main road and the potential for a high quality building and landscape design, this impact is not considered to be detrimental.

1.158 Conditions and heads of terms for the proposed Section 106 agreement continue to be discussed.

1.159 Stockton Borough Council planning committee meets on the 9th October and a response should be available for Members at the Hartlepool Planning Committee.

1.160 In line with the comments received by the Highways Agency the agent has supplied a Stage 1 Road Safety Audit regarding the proposals for the off site highways works, this has lead to minor alterations in the mitigation proposals for the hospital development. This is currently being considered by the Highways Agency.

1.161 In light of this an update will be provided with proposed conditions likely to include:

1. timing of the development;
2. reserved matter details;
3. Scale of the development;
4. noise mitigation;
5. ecological/environmental mitigation;
6. contamination;
7. sustainability and energy;
8. drainage;
9. cycle storage;

10. provision of public art;
11. landscaping;
12. mitigation measures for highway improvements;
13. travel plan;
14. number of car parking space;
15. secured by design principles;
16. the relationship between the environmental statement and the terms of the permission.

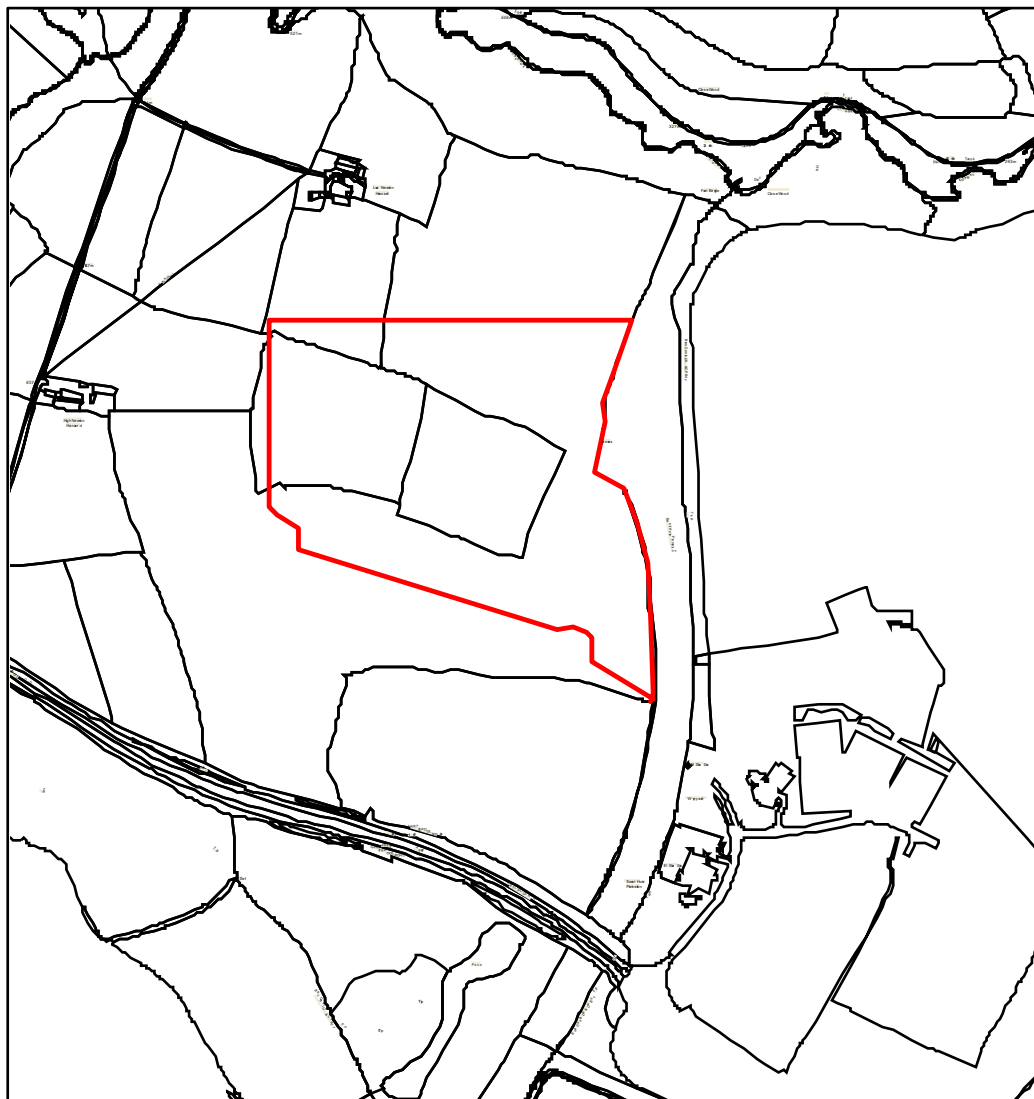
This list is not definitive or exhaustive, given the ongoing discussions.

1.162 The proposed Heads of Terms relate to:

1. The relationship between the Integrated Health Centres;
1. Public transport provision;
2. Off-site highway improvements;
3. cycleway provision and green infrastructure;
4. Billingham Interchange redevelopment contribution
5. Local labour and training agreement for employment opportunities;
6. Travel Plan

1.163 In summary, the application proposes a major investment in providing modern hospital facilities complementing enhanced community healthcare provision across the catchment area. The proposal raised land use policy issues but these are not considered critical in meeting regional policy. The transportation issues are significant, but the package of highway improvements, public transport provision and travel planning actually represents a contribution to solving problems in this area. The wider transportation issues of the A19/A689/A66/A174 network were already under active assessment and the relevant authorities are pursuing a range of responses to these issues. On balance a positive recommendation with the update report is envisaged.

RECOMMENDATION: To follow; however it is anticipated that the recommendation would be that Members are minded to approve this application, subject to the comments of the Highways Agency and Stockton Borough Council, conditions and the applicant entering into a legal agreement as outlined above.

LAND AT WYNYARD PARK

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THIS PLAN IS FOR SITE IDENTIFICATION PURPOSE ONLY

HARTLEPOOL BOROUGH COUNCIL	DRAWN GS	DATE 30/09/2009
	SCALE 1:8,000	
Department of Regeneration and Planning Bryan Hanson House, Hanson Square, Hartlepool TS24 7BT	DRG.NO H/2009/0335	REV

UPDATE REPORT

No: 1
Number: H/2009/0335
Applicant: North Tees & Hartlepool NHS Foundation Trust University
Hospital of North Tees North Wing, Hardwick Stockton on
Tees Teesside TS19 8PE
Agent: Entec UK Ltd Ms. Katherine Britton Northumbria House
Regents Centre Gosforth NE3 3PX
Date valid: 16/06/2009
Development: Outline application for a hospital development with
associated landscaping, access and ancillary uses
including on-site car parking and energy centre
Location: Land at Wynyard Park Billingham

Since the writing of the original committee report 3 additional letters of objection have been received (attached).

The committee report detailed that we had received 203 letters of objection, however this was incorrect the number of objections at the time of writing the original report was 194 (now 197 including the 3 attached).

One of the objections is a revised response from the Campaign for the Protection of Rural England (CPRE) representative which relates to:

1. poor planning decisions, allowing a rural area to be developed in massive industrial estate, then adding a hospital to replace two very good existing hospitals.
2. Volume of traffic, currently heavy, this development will increase road congestion.
3. noise levels will increase, already above EU recommendations
4. The A689 between Wolviston and Sedgefield needs traffic calming restrictions, i.e. speed limits of 50 miles per hour

The other 2 letters of objection relate to:

1. traffic disruption
2. noise pollution
3. inappropriate site to serve two towns
4. the traffic at the junction of the A19 and the A689 between the hours of 7:30 and 8:00 plus 16:00 and 17:30 is excessive
5. volume of traffic would be unmanageable
6. traffic would cause major interruption to the local road users.
7. delays envisaged in ambulance journeys

It should be noted that 149 different addresses have submitted objections, 10 different addresses have submitted comments and 58 different addresses have submitted no objections.

Should any further representations be received prior to the Planning Committee they will be reported accordingly.

A copy of Stockton Borough Council's Planning Committee report is attached in appendix 1. As indicated in the original report SBC have a Planning Committee on the 9th October and their comments will be report at the meeting.

A working draft of the legal agreement is attached in appendix 2.

The Highways Agency is in the process of assessing the Stage 1 Safety Audit that has been submitted and it is anticipated that a response will be received prior to the Planning Committee. On this basis it is envisaged that additional conditions or alterations to the conditions proposed in this report maybe required.

It is anticipated in the light of the above and the fact that discussions are ongoing regarding the final wording of conditions and the Heads of Terms that a final update will be presented to the Planning Committee for considerations.

RECOMMENDATION – APPROVE subject to a final update and refinement of the following conditions and a legal agreement.

1. Application for the approval of the reserved matters referred to below must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates: (a) the expiration of five years from the date of this permission; or (b) the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.
To clarify the period for which the permission is valid.
2. Approval of the details of the layout, scale and appearance of the building(s), and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained in writing from the Local Planning Authority.
To ensure the site is developed in a satisfactory manner.
3. The layout and scale of the final development shall be broadly inline with the details submitted in support of the hereby approved application, unless otherwise agreed in writing by the Local Planning Authority.
To ensure that the development accords with the assessment that has been undertaken in the Environmental Statement that accompanies this application.
4. The proposed building shall not exceed 6 storeys in height, above ground level.
In the interests of visual amenity.
5. The landscaping scheme required by condition 2 shall:
 - 1) be designed so as to prevent vehicular parking on areas not identified for car parking. The scheme shall be implemented prior to the hospital becoming operational and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.
 - 2) include a scheme for the protection of trees within the site. Thereafter the scheme shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
 - 3) include a scheme for the replaced of trees lost by the development.

- Thereafter the scheme shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
- 3) include a scheme for strengthening the site boundary plantations. Thereafter the scheme shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
- In the interests of highway safety.
6. A detailed ecological/environmental management plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. This should include details of mitigation measures and a detailed "balance sheet" of the residual adverse effects set against the compensatory/enhancement measures, including the long term sustainability of those measures. Thereafter the agreed measures shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
To ensure that appropriate biodiversity enhancements are achieved.
 7. No development shall take place until a scheme for the parking of vehicles within the site has been submitted for the consideration and approval of the Local Planning Authority. Before the development is brought into use the approved car parking scheme shall be provided in accordance with the approved details. Thereafter the scheme shall be retained for its intended purpose at all times during the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.
In the interests of highway safety.
 8. The hospital hereby approved shall not be brought into use until the proposed bus services, as detailed in the legal agreement accompanying this decision are operational, unless otherwise agreed in writing by the Local Planning Authority.
In the interests of accessibility.
 9. The hospital hereby approved shall not be brought into use until a scheme for cycleway provision/improvements to the site has been implemented in accordance with details which have been first submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.
In the interests of highway safety and promoting sustainable forms of transport.
 10. A scheme for cycle storage including a programme of works shall be submitted to and approved in writing by the Local Planning Authority before the hospital hereby approved is first occupied. Thereafter the scheme shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
To ensure the site is developed in a satisfactory manner.
 11. The hospital hereby approved shall not be brought into use until the proposed off-site highway improvements as detailed in Figure 1 received on the 1st October 2009 and Figures 34 - 37 received on the 28th September 2009, have been implemented, unless otherwise agreed in writing by the Local Planning Authority.
In the interests of accessibility and highway safety.
 12. A scheme for the inclusion of a bus stop(s) including a programme of works shall be submitted to and agreed in writing by the Local Planning Authority before development commences, thereafter the scheme shall be implemented

- in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
In the interests of accessibility.
13. The initiatives detailed in section 5 of the Travel Plan received on the 15th June 2009 shall be implemented prior to the first operation of the hereby approved hospital with a view to achieving the specified goals as detailed in section 6 of the Travel Plan. The Travel Plan shall be monitored and reviewed in a scheme first to be submitted to and agreed in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.
To encourage sustainable transport.
 14. The development hereby permitted shall not be commenced until such time as a scheme for the satisfactory management of surface water from the development has been submitted to, and approved in writing by, the Local Planning Authority. Surface water must be attenuated to greenfield rates as detailed within the submitted Flood Risk Assessment using loH124 methods. The system must be able to operate without flooding up to the 30 year peak storm event, and up to the 100 year peak storm event without risk to people or property. Sustainable forms of drainage should be used wherever possible as stated in the submitted Flood Risk Assessment. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.
To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
 15. Maximum surface water discharge from the development must be attenuated to 30.8 l/s.
To ensure flood risk downstream is not increased.
 16. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor installed in accordance with a scheme previously submitted to and approved in writing by the Local Planning Authority. Roof water shall not pass through the interceptor, unless otherwise agreed in writing by the Local Planning Authority.
To prevent pollution of the water environment.
 17. A scheme to incorporate energy efficiency measures and embedded renewable energy generation shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the development should be designed to ensure energy consumption is minimised and meets the Building Research Establishment's Environmental Assessment Method (BREEAM) "excellent" ratings as a minimum. The hereby approved development should also have embedded a minimum of 10% energy supply from renewable resources. Thereafter the scheme shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
To encourage sustainable development.
 18. A scheme for the location of the proposed helicopter pad including a programme of works shall be submitted to and approved in writing by the

Local Planning Authority before the development commences. Thereafter the helicopter pad shall be provided in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

In the interests of minimising any possible impact of noise on neighbouring properties.

19. Details of any fixed plant and associated noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority before development commences. Thereafter the scheme shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

In the interests of minimising any possible impact of noise on neighbouring properties.

20. A scheme for lighting of the development including a programme of works shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the scheme shall be provided in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

To minimise light pollution.

21. The development hereby approved shall incorporate 'secured by design' principles. Details of proposed security measures, including the provision of CCTV including a programme of work shall be submitted and agreed in writing with the Local Planning Authority before the building hereby approved is first occupied. The scheme shall be implemented in accordance with the approved details prior to the completion of that phase.

In the interests of crime prevention

22. A scheme for the provision of public art/landmark features, including a programme of works, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the scheme shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

In the interests of visual amenity.

23. A scheme for refuse storage including a programme of works shall be submitted to and approved in writing by the Local Planning Authority before the hospital hereby approved is first occupied. Thereafter the scheme shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

In the interests of visual amenity.

25. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a scheme to be agreed in writing by the Local Planning Authority, and where remediation is necessary a remediation scheme must be prepared in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

To ensure the site is developed in a satisfactory manner.

67313



Application No H/2009/0335

Proposal

Outline application for a hospital development with associated landscaping, access and ancillary uses including on-site car parking and energy centre

Location

Land at Wynyard Park

Case Officer

Chris Pipe

DEPT. OF REGENERATION & PLANNING
BRYAN HANSON HOUSE, HANSON SQUARE

05 OCT 2009

HANDLED TO

FILE NO

~~I/We~~* have received your letter and want to object/~~do not want to object~~* to the proposal.

I/We* want/~~do not want~~* to have the chance to speak to the Committee of Councillors if it is asked to consider this application.

Please use the space below to explain your concerns/reasons for objecting to the proposal.

- 1) Poor planning decision, allowing a rural area to be developed into a massive industrial estate, then adding a hospital to replace two very good existing hospitals that already serve the Tees/Hartlepool area.
 - 2) Volume of road traffic, already heavy, this development will increase road congestion.
 - 3) Noise levels will increase, already alarm
- If you need more space, please continue over or attach additional sheets to this letter.

EU recommendations, The A689 between Wileston and Sedgfield needs traffic calming restrictions, i.e. Speed limits of 50 miles/hr.

Name (Please print)	G. E. Fyfe (CPE)	Mr/Mrs/Miss/Ms*
Address	Tilery Cottage Hartlepool Road	
Date	24 SEPT 2009	
Telephone number		
Email address		

Nb - It is not essential that we have your telephone number but it will help us if we need to contact you

* Please delete as appropriate

For Official Use Only	
No objections	
Objections	
Comments	
Petitions	
No. of signatures	
For/Against	
Wishes to speak	
Entered in computer	

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67314

Application No H/2009/0335

Proposal Outline application for a hospital development with associated landscaping, access and ancillary uses including on-site car parking and energy centre

Location Land at Wynyard Park

Case Officer Chris Pipe



DEPT. OF REGENERATION & PLANNING
BRYAN HANSON HOUSE, HANSON SQUARE

05 OCT 2009

HANDLED TO

REPLY

TLC No

~~We~~* have received your letter and want to object/~~do not want to object~~ to the proposal.

~~We~~* ~~and~~ do not want* to have the chance to speak to the Committee of Councillors if it is asked to consider this application.

Please use the space below to explain your concerns/reasons for objecting to the proposal.

- Traffic disruption
- Noise pollution
- Inappropriate site to serve two towns.

If you need more space, please continue over or attach additional sheets to this letter.

Name (Please print)	RAYMOND LOW DR
Address	7 The Plantations
Date	1/10/09
Telephone number	[REDACTED]
Email address	[REDACTED]

Nb - It is not essential that we have your telephone number but it will help us if we need to contact you

* Please delete as appropriate

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67300

Application No H/2009/0335
Proposal Outline application for a hospital development with associated landscaping, access and ancillary uses including on-site car parking and energy centre
Location Land at Wynyard Park
Case Officer Chris Pipe



DEPT OF REGENERATION & HOUSING
 BRYAN HANSON HOUSE
 -2 OCT 2009
 HANDLED BY

I/We* have received your letter and want to object/~~do not want to object~~* to the proposal.

I/We*~~want~~ do not want* to have the chance to speak to the Committee of Councillors if it is asked to consider this application.

Please use the space below to explain your concerns/reasons for objecting to the proposal.

THE CURRENT TRAFFIC AT THE JUNCTION OF THE A19 AND THE A689 BETWEEN TWO HOURS OF 07.30 AND 08.00 PLUS 16.00 AND 17.30 IS EXCESSIVE WHEN YOU CONSIDER THE TRAFFIC CONTROLS IN PLACE. THE VOLUME OF TRAFFIC THAT WILL USE THIS JUNCTION, SHOULD A HOSPITAL BE BUILT, WOULD BE UN-MANAGEABLE. THE NUMBER OF VEHICLES CURRENTLY ENTERING THE SITES IN STOUTON AND HARTLEPOOL PLUS THE A689 AND A19 TRAFFIC WOULD CAUSE MAJOR INTERRUPTIONS TO THE LOCAL ROAD USES AND I WOULD

If you need more space, please continue over or attach additional sheets to this letter.

ENVISAGE DELAYS IN ANTICIPATED JOURNALS AS A RESULT

Name (Please print)	MR S. J. FIELD @MRS/MISS/MS*
Address	4 The Plantations
Date	27th SEPTEMBER 2009
Telephone number	[REDACTED]
Email address	N/A.

Nb - It is not essential that we have your telephone number but it will help us if we need to contact you

* Please delete as appropriate

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Objections	
Comments	
Petitions	
No. of signatures	
For/Against	
Wishes to speak	
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OCCUPIER

APPENDIX 1 – STOCKTON BOROUGH COUNCIL PLANNING COMMITTEE REPORT

DELEGATED

**AGENDA NO
SPECIAL PLANNING COMMITTEE**

9 October 2009

**REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

09/1517/AAC

Land At Wynyard Park, Billingham,

Consultation by adjacent planning authority (Hartlepool Borough Council):

Outline application for hospital development with associated access and ancillary uses including on-site car parking and energy centre.

Expiry Date 13 July 2009

SUMMARY

Stockton on Tees Borough Council as the adjacent authority, has been consulted by Hartlepool Borough Council on an outline planning application for the construction of a new hospital on a site within the Wynyard Business Park. The new hospital will replace the existing hospitals at North Tees and Hartlepool. All matters of detail are reserved for future approval apart from the means of access. The identified 19 hectare site has been subject to significant public consultation as part of a larger health scheme called 'Momentum: Pathways to Healthcare'. The site forms part of the Wynyard Business Park site located to the north of the A689 at Wynyard which straddles the administrative boundaries of both Stockton and Hartlepool. Approval for this business use was granted first in 1988 and again in 1997. Development of the Business Park has commenced and various units have been constructed. Access to the site is via Hanzard Drive off the A689. An indicative design with the application indicates the building will be 5 stories high set in landscaped grounds and have some 1500 car parking spaces.

The development has been subject to Environmental Impact assessment and accompanied by and Environmental Statement and other documents including a Design and Access Statement, Planning Support Statement, Transport Assessment and a Statement of Community Involvement.

The statutory Consultations and publicity on this application are carried out by Hartlepool Borough Council; however, internal consultations have been carried out with a number of Ward Councillors and Council departments. An objection has been raised by the Ward Councillor on a number of grounds. Three objections from local residents have also been received as well as an objection from Grindon Parish Council. Concerns relate to the traffic impact, conflict with planning policy, visual impact, lack of public transport and means of access other than by car, noise and whether there is a need for the development. The technical consultations raise a number of issues, which need to be addressed.

In light of the comments received on planning policy, there are a number of material considerations that need to be assessed in terms of hospital's likely impact on issues of concern to Stockton on Tees Borough Council.

In terms of planning policy the hospital is a departure from the approved plans. However, it is a matter for Hartlepool Borough Council to determine whether the need for the hospital outweighs the development plan and other material considerations. It is not considered the proposal would prejudice the successful implementation of the remaining Business Park uses or detrimentally affect the economic and environmental aspirations for the site as a whole.

The development will impact on the local and trunk road network but the impact can be mitigated through a variety of ways including off-site highway works, the provision of public transport and an effective travel plan. With the mitigation measures the hospital development should not have a greater adverse impact in terms of traffic than the existing consented B1, B2 and B8 development for the site. However, such mitigation works will only allow the hospital to go ahead plus 2% of the Business Park before serious congestion starts on both the trunk road and local roads.

In terms of visual impact, the hospital is a large building but given its position set back from the A689 and the provision of new planting and other mitigation measures, the adverse impact is not considered to be significant.

Swart Hole Plantation is a Site of Nature Conservation Interest. Some of this plantation must inevitably be lost to new development (the approved extension of Hazard Way) and as such overall the development will have a slightly adverse effect on the ecological interest of the site. However, it should also be recognised that whilst this site is currently uncultivated grassland, it has permission for redevelopment for Business purposes.

The hospital development will bring jobs and potentially encourage new related industrial development to the surrounding business park. However, there is also a potential that ultimately local jobs will be lost with the closure of the existing hospitals. It is important that local labour is used and opportunities for training given, secured by a legal agreement.

There will additional traffic noise impacting on the amenities of the area but apart from potential occasional noise from ambulance sirens and medical helicopters, this impact would be no greater than that arising from the existing Business use of the site when fully developed.

A concern about the need for the hospital is not a material consideration. Questions about the design and layout of the site can be more fully assessed at the detailed stage. Other residual concerns about archaeology, air quality, flood risk, have been examined and raise no significant concerns. Neighbour concerns have been assessed but are primarily a matter for Hartlepool Borough Council as the Local Planning Authority.

In light of the assessment of the material considerations, the development has both benefits and disbenefits to the residents of the Borough which should be forwarded on to Hartlepool Borough Council. Any planning approval for the development should be subject to a Section 106 agreement and planning conditions to secure the implementation of the identified mitigation measures necessary should the new hospital development go ahead.

RECOMMENDATION

Hartlepool Borough Council be advised of the following comments of Stockton on Tees Borough Council as the adjacent authority:

- The development is a technical departure from the approved development plan, which allocates the site for Business purposes and identifies for prestige development.***
- It is not considered that the proposal would prejudice the successful implementation of the adopted planning policy for the site and the approved***

Masterplan and should not therefore detrimentally affect the economic and environmental aspirations for the site as a whole.

- **It will be beneficial to secure a new state of the art hospital to serve the needs of the residents of the northern part of the Borough, though its siting will have some adverse impacts on residents living in the immediate vicinity.**
- **It will help to secure necessary highway improvements and public transport penetration into the site that may not otherwise be provided.**
- **The agreed highway mitigation measure will only allow for the hospital and just 2% of the Wynyard Business Park development. The long term implications of this need therefore need to be addressed including the implications for the access to the Hospital.**
- **A mechanism for funding the subsidy for public transport to the site after 10 years needs to be put in place.**
- **There is a need to improve both the pedestrian and cycle networks in the vicinity of the hospital with improvements to aid the crossing of the A689 being especially important.**
- **The proposal has the potential for generating a significant number of jobs but that has to be balanced against the loss of jobs from the closure of the existing hospitals.**
- **The proposed hospital buildings will be visually prominent but given its location set back from the main road and the potential for a high quality design, this impact is not considered to be detrimental.**

It further be advised that any planning approval for the new hospital should be subject to:

1. A Section 106 agreement which secures:

- **The existing hospitals not closing until the new Integrated Health Centres are operational**
- **The Trust to meet the cost of the provision of necessary highway and traffic mitigation measures**
- **Provision of financing for public transport into the site**
- **A financial contribution towards the provision of cycleways**
- **Financial contribution towards the provision of the Billingham Interchange**
- **Travel plan details**
- **Provision of employment opportunities for local labour and training agreements**

2. Appropriate planning conditions to ensure the development is satisfactorily carried out and the off-site highway works implemented at an appropriate time. The conditions to include approval of details of the reserved matters; off-site highway works, travel plan, hard and soft landscaping; landscape management; the provision of any necessary advance planting; protection of landscape feature during construction; development to conform with the general principles of the previously agreed Masterplan/Design Guide; construction methodology; water features; archaeology; drainage, materials and implementation of all mitigation measures,

BACKGROUND

1. Stockton on Tees Borough Council as the adjacent authority, has been consulted by Hartlepool Borough Council (HBC) on an outline planning application for the construction of a new hospital on a site within the Wynyard Business Park.

2. The construction of the new hospital is part of a larger health scheme called 'Momentum: Pathways to Healthcare', which aims to improve primary and secondary care services within the Tees Valley. This includes the addition of local health services within the community and the centralisation of secondary care at the proposed new hospital. The proposals will result in the closure of two hospitals at North Tees and Hartlepool.
3. The submission follows a site selection process that was undertaken in March 2008 to identify a preferred location for the proposed new hospital. The selection process initially identified 10 potential sites across the Hartlepool and Stockton area but this was ultimately reduced to two sites – one on the Wynyard Business Park north of the A689 within Hartlepool Borough and the second on agricultural land south of the A689 at Green Farm, Wolviston and within Stockton on Tees Borough. The site selection exercise as well as the wider principles of reforming the healthcare services for Hartlepool, Stockton and parts of Sedgefield and Easington, formed the basis for a large-scale public consultation exercise held between June and September 2008.
4. This process included a consultation with the Council's Health Select Committee and the submission of a request to for scoping opinion under the Town & Country Planning (Environmental Impact Assessment) Regulations 1999 (Regulation 10) in relation to the Green farm site. A similar request was made to HBC for the site in its area.
5. On 23rd October 2008, following the end of 3 month consultation period, the NHS Joint Committee determined that the location at Wynyard Business Park site north of the A689 was preferred site. The request to this Council for a scoping opinion for the site at Green Farm was withdrawn.
6. Prior to, and following, the preferred site being chosen the Trust also commenced pre-application discussions with the relevant Local Planning Authorities and carried out a wide scale public consultation exercise. This consultation exercise included staffed public exhibitions at various locations including at the Swallow Hotel held in December 2008 and January 2009. There was also an unmanned exhibition held at Wynyard Business Park.

PLANNING HISTORY

7. The site to which this application relates forms part of the Wynyard Business Park site located to the north of the A689 at Wynyard which straddles the administrative boundaries of both Stockton and Hartlepool. The site proposed for the new hospital is wholly located with Hartlepool Borough.
8. The original permission for the Business Park was granted in 1988 as part of the overall Cameron Hall proposal for a mixed development for the former Wynyard Estate an area extending to some 793 hectares. Subsequently, Cameron Hall decided to split the development and sought a separate planning approvals from both SBC and HBC for a Business Park (B1, B2 AND B8 uses) on land North Of A689
9. Outline planning permission (96/2069/P) for the Business Park was granted in January 1997 for that part of Wynyard Park within Stockton, an area of 75 hectares. All matters of detail were reserved for future approval. A similar approval was granted for the rest of the estate falling within the adjacent Hartlepool Borough area. An extension of time for the submission of reserved matters for these outline approvals was subsequently granted in 2000 keeping these permissions "alive" until 2010.

10. Some development on the site within Stockton has occurred including the provision of an access road, the NG Bailey offices and the Lion Court building and following reserved matter approval in 2007 for part of the site, some speculative B1/B2/B8 units (TV120 site). Reserved matter approval has also been granted for the erection of 5 No warehouses with ancillary office space on part of the estate located immediately north of the NG Bailey site and the TV120 site.
11. No development has occurred within the Hartlepool part of the site. However, an application for reserved matters approval for the adjoining land in Hartlepool for a business park to accommodate 275,205 sq m of business (B1) floorspace has been approved by Hartlepool Borough Council in 2008 following the signing of a section 106 agreement. Your officers were involved in discussions on that development to ascertain the Council's interests are protected and to that end agreement was reached for on funding for the signalisation of the roundabout entrance on the A689, the A19/A689 junction and potentially a High Occupancy Vehicle lane on the west bound carriageway of the A689.
12. A further reserved matter application for B1 B2 and B8 uses and covering the residual areas within Stockton has recently been submitted but is as yet undetermined (application No 09/1961/REM). It is understood a similar revised reserved matter application has been submitted to Hartlepool Borough Council though as yet has not been made valid by that Council.
13. It should be noted that the application No 09/1901/REM includes the site of the hotel and pub/restaurant recently granted planning permission (application No 09/1215/FUL). It represents the fall back position of Wynyard Park Ltd should the hotel/pub development not go ahead.

SITE LOCATION AND DESCRIPTION

14. The site is bounded to the north and west by existing agricultural land. To the south the site is also currently bounded by agricultural land and to the south east by recently constructed business units. Beyond this is the A689 dual carriageway and then the Wynyard residential estates. To the east the site boundary follows the western edge of a dense tree belt (Swart Hole Plantation) the eastern edge of which follows the boundary with the Stockton on Tees Borough. Beyond this lies the existing built part of the Wynyard Business Park development.
15. The site is approximately 19 hectares in size. It is Greenfield, was formerly used for grazing and is now currently covered by long grassland, straddling several field boundaries. Across the central part of the site is a linear plantation of mature trees and in the south east corner of the site are some recently demolished farm buildings. There is a variation in level on the site which slopes down from west to east.
16. Access to the site is already provided by Hanzard Drive, which is a single carriageway connecting to the A689 serving the commercial units already on the Wynyard Business Park. Presently this access road terminates to the south east of the hospital site.

PROPOSAL

17. This outline planning application seeks approval in principle for the erection of a new hospital to serve the Hartlepool and North Tees area, replacing the existing hospitals at Hartlepool and North Tees. Whilst all matters of detail are reserved with the exception of 'means of access', a conceptual design and an indicative Masterplan have been

prepared and are set out in the Design & Access Statement accompanying the planning application.

18. The information provided states the proposed hospital will include 26 wards, 14 operating theatres and a range of outpatient, diagnostic and endoscopy facilities. The facility will provide 100% single patient bedrooms; including the areas of adult intensive care (ICU), new babies (NICU) and emergency centre. These bedrooms will be paired around shared reception and staff facilities. In addition there will be ancillary facilities including a multifaith centre, education center, shops, cafes and other retail services for patients and visitors. In addition there is an energy centre within the grounds of the site which will contain the boilers, back-up generators, Combined Heat and Power (CHP) generators, absorption chiller units and all LV switchgear necessary to power a major facility such as the new hospital.
19. The hospital block will be five storeys high with a basement floor level below ground. The entire development will sit within a large campus-style landscaped area with public and patient access to the grounds. Completion of the new hospital is planned for 2014.
20. Due to the nature and location of the site all parking will be provided on the hospital site for patients, staff and visitors. It is envisaged that about 1500 car parking spaces will be required at the hospital. The majority of this will be provided via a multi-storey car park which will take advantage of the gradient of the site to allow for a semi-submerged facility at the eastern end of the main hospital building in order to avoid visual intrusion. It would provide in the region of 1000 of the required spaces adjacent to the hospital's main and staff entrances. The remaining car parking spaces will be provided as surface parking adjacent to the A&E entrance at the western end of the main building and at the rear of the hospital, primarily for staff use.
21. Access to the proposed development will be from the A689 via Hanzard Drive which already serves the commercial development at Wynyard. Hanzard Drive will be extended to form an access loop road linking up with the existing roundabout further west on the A689 linking to The Wynd. This proposed loop road already has planning approval as part of the Wynyard proposals and it is intended to come forward for implementation in advance of the hospital being constructed. With regards to access into the site itself, once traffic has come off the A689 onto Hanzard Drive it is proposed that there will be two roundabouts to enable access to the hospital at both westerly and easterly points. Staff and the public will enter the site from the first (easterly) roundabout which will direct vehicles to the public parking areas. Emergency vehicles and service deliveries will access the hospital from the second (westerly) roundabout. Public transport will operate on a loop system within the site with drop-off points provided at the main hospital entrance. Signage will be provided to ensure circulation and wayfinding for traffic, including pedestrian and cycle as well as vehicular.

ACCOMPANYING DOCUMENTS

22. The development is the type of proposal that requires a formal Environment Impact Assessment in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 which implement EU Directive 97/11/EC. Accordingly, the application is accompanied by an Environmental Impact Statement (ES).

Environmental Statement

23. The ES which runs to over 200 pages not counting the technical appendices, sets out the background to the scheme and provides a brief summary on the need for the

project. It also provides an outline of the proposed hospital development; information regarding the site; a description of the proposed hospital development including the construction programme and provides details of the principal construction operations. An overview of the relevant national planning policy, statutory planning guidance and development plan policies that apply to development at the proposed site is also set out in some detail.

24. The document sets out the findings on the agreed key environment concerns which were established as being:

- Landscape and Visual
- Ecology
- Archaeology
- Air Quality
- Noise
- Water and Land Conditions
- Socio-economics
- Traffic and transport

25. A summary of the findings of these key environmental concerns is set out as appendix 1 to this report.

Other Documents

26. The application is also accompanied by a number of other documents.

- Design and Access Statement
- Planning Support Statement
- Statement of Community Involvement
- Flood risk assessment
- Sustainability and Energy statement
- Transport Assessment
- Travel Plan
- Tree Survey

27. A brief summary of conclusions of these report is set out in appendix 2

CONSULTATIONS

28. The statutory Consultations on this application are carried out by Hartlepool Borough Council; however, internal consultations have been carried out with a number of Ward Councillors and Council departments. The comments received are set out below:

Councillor J Gardner (Northern Parishes)

**I object to the application on many grounds:*

- *Mass and structure not in keeping with the surrounding area – this is a plan for a minimum 5 storey build spread across acres*
- *The land is currently approved for employment B1 so would require a change of use.*
- *Public transport – there is no transport to this location or any planned so does not fulfil or meet our carbon reduction criteria*

- No plans to link it with the forthcoming metro link so does not comply with transport reduction requirements
- No paths / bridges to allow access – only access is by motor vehicle
- Highways agency have instructed this application not to go ahead due to the chaos it will cause not only on the A689 but the major link A19– I have copy of letter
- Car park proposal is over the maximum allowed – proposal is for 1400 places
- Noise and intrusion to the surrounding areas from additional traffic / visitors / patients / employees / ambulances / air helicopter / waste / supply vehicles

This application needs a site visit to allow Planning Committee to understand the scale and dimensions and how this will impact the surrounding areas.

Would we allow an application like this near any other of the villages in the SBC area?"

"In addition to my previous comments I would request the planning committee carry out a site visit to see the impact this application will have on the surrounding area and highways

Head Of Technical Services

Highway Comments

29. A number of detailed comments on the submitted transport assessment and travel plan have been made and these have been discussed directly with officers in Hartlepool Borough Council and the applicant's Transport Consultant.

30. In summary:

- It is accepted that the proposed highway mitigation measures more than address the traffic generation of the proposed hospital development
- Build out of the adjacent Wynyard Business Park phases beyond 2% of the extant permissions may raise issues for access to the hospital in the longer term
- There have been discussions on the proposed Section 106 Heads of Terms and Travel Plan and these are close to finalisation. Subject to satisfactory wording this agreement will deal with concerns relating to:
 - The phased opening of community based Integrated Health Centres
 - The basis for financing the procurement of subsidised public transport to the site
 - Highway mitigation measures as agreed with Hartlepool Borough Council and the Highways Agency
 - The provision of cycleway and public transport infrastructure
 - Travel Plan details

Landscape and Visual Comments

31. Comments are made that the two access roads runs through woodland on the Stockton Council side to the east known as Swart Hole Plantation which runs approximately north to south in a narrow strip across the full business park site and is listed as local nature conservation value. However, it is acknowledged that both these accesses form part of the original Wynyard Business Park Masterplan, with the approved Wynyard Business Park landscape management plan dated March 2005 (prepared by RPS Landscapes) stating that the removal of existing trees will be offset by the 'establishment of significant amounts of structure planting which will reflect and link the existing woodlands in the surrounding areas and provide an effective buffer between the existing wood and new development'. According it is stated that:

- When the roads are put in to access the hospital the replacement structure planting must be carried out.
 - Landscaping treatment for the roads should also follow all the design criteria laid out in the Wynyard Business Park landscape treatments document.
32. As regards the hospital site itself full consideration of the landscape and visual elements of the application should be assessed by Hartlepool Borough Council in regard to all relevant environmental aspects of the development.
33. Any drainage plans that require cross on to the Stockton administrative boundary will have to be assessed by the Council.

Environmental Health Unit

34. Environmental Health has no objections subject to conditions relating to the hours of construction and dealing with any unexpected land contamination.

Spatial Plans Manager

35. The Spatial Planning Manager notes the site is located outside Stockton on Tees and wholly within Hartlepool but forms part of Wynyard Business Park, which straddles both authorities. She comments:

"National policy and guidance set out in PPS 1 Delivering Sustainable Development, PPG 4 Industrial, commercial development and small firms, PPS 9 Biodiversity and Geological Conservation, PPS 10 Planning for Sustainable Waste Management, PPG13 Transport, PPS 23 Planning and Pollution Control, PPG 24 Planning and Noise, and PPS 25 Development and Flood Risk are relevant.

In regional and local policy documents, Wynyard Business Park is identified as a Key Employment site and formerly identified as available for business park or other prestige employment development in the Tees Valley Structure Plan (now superseded by the RSS). The Adopted Stockton on Tees Local Plan identifies the Business Park as a 'Prestige Site' where businesses uses will be permitted providing the development incorporates a high standard of design in the layout and detailing of buildings and highways, and includes substantial landscaping. There is a similar allocation in Hartlepool Local Plan. Accordingly, its development for a hospital is a departure from the approved plans.

Policies 2, 3, 4, 20, 24 of the RSS relate to the wider locational, sustainability and employment land supply considerations. Whether there is a need for the hospital, given that it is core to the Momentum: Pathways to Healthcare Programme and the delivery of healthcare across North Teesside outweighs the development plan and other material considerations is a fundamental issue, which I consider to be matter for HBC, as determining authority, to satisfy themselves."

36. She does have concerns with one aspect of the location of the development, which is relevant for Stockton's consideration relating to the likely impact of the proposal on the continued development of the Business Park in Stockton.
37. Specifically she states:

"Policy IN4 identifies Stockton's portion of the site as a whole as a 'Prestige Site' and allocates 72 ha of land which are 'especially suitable for uses falling within Class B1, generally in the form of Business or Technology Parks. However the supporting text then goes on to say that 'other industrial activities may be appropriate on these sites if they do harm existing uses, are unlikely to deter investment and have a high standard of design, layout and landscaping'. Stockton's policy recognises that uses other than B1 may be acceptable on the Park, and given this flexibility, I consider that it is unlikely, provided that the operation of the hospital and any

subsequent reserved matter design details are to a high standard, that the proposal would prejudice the successful implementation of policy and Masterplan, and thereby the economic and environmental aspirations for the site as a whole."

38. Comments are also made on the need to assess the likely impacts of the development on other interests within Stockton, and consider the more localised policy implications of those impacts. The remaining policy concerns relate to the impact on the amenity of the occupants and users of neighbouring properties, landscape and visual impact, sustainable construction, traffic, access and parking arrangements, flood risk and ground/surface water, emissions to air and biodiversity and ecology. Policies GP1 (General Principles), TR15 (Design of Highways), EN4 (SNCI), EN11 (Community Forest) and EN7 (Special Landscape Areas) and guidance in SPD 3 are relevant.

39. She concludes that:

"In light of the evidence and assessment provided, the applicant contends that there are likely to be impacts, some significant, arising from the development. However, mitigation is proposed. In light of this and the response of consultees, it would appear that the impacts identified are acceptable and where they are not, mitigation would be effective. Conditions and legal agreements could give effective security to those controls, should any permission be granted."

Development and Regeneration

40. Views awaited

PUBLICITY

41. Hartlepool Borough Council carries out publicity for this application, though assistance has been given by supplying Hartlepool with addresses in Stockton of neighbours who should be notified of the planning application. Those notified were requested to make their comments directly to Hartlepool Borough Council. However, the occupants of three dwellings within the Wynyard Housing estate have commented directly to this Council and the comments are set out below. These comments have been forwarded Hartlepool though it is understood the comments were also sent to that authority.
42. The concerns raised relate not only to traffic concerns but also the need for the hospital; lack of public transport; loss of industrial land is contrary to planning policy; loss of wood land and agricultural land; adverse impact on wildlife habitats; and noise. The objections received are set out in full in appendix 3.
43. As well the local residents, Grindon Parish Council have objected to the application raising concerns that the road infrastructure is poor for the increased traffic volume, noise nuisance caused by ambulances and helicopters, the cost to the general public arising from the longer travel time with the associated increase carbon footprint. It is also stated that the longer travel time also increases risk for persons requiring emergency treatment. The full comments are also set out in appendix 3.

PLANNING POLICY

National Planning Policy

44. National Planning policies are set out in Planning Policy Guidance Notes (PPG) and the newer Planning Policy Statements (PPS).

45. Relevant to this application are:

PPS 1 Delivering Sustainable Development
PPG 4 Industrial, commercial development and small firms
Draft Planning Policy Statement 4: Planning for Sustainable Economic Development (Dec 2007).
PPS 10 Planning for Sustainable Waste Management
PPGN 13 Transport
PPS 23 Planning and Pollution Control
PPG 24 Planning and Noise
PPS 25 Development and Flood Risk

Development Plan Policy

46. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plans are the Regional Spatial Strategy (RSS) and the Stockton on Tees Local Plan (STLP).

Regional Spatial Strategy

47. Regional Planning policy guidance is set out the North East of England Regional Spatial Strategy to 2021 published in July 2008

48. The relevant policies are:

- Policy 2 - Sustainable Development.
- Policy 3 - climate change
- Policy 4 regional sequential approach to guide the location of new development in the North East.
- Policy 6 conserve and enhance biodiversity.
- Policy 8 promotes a high quality of design in all development.
- Policy 20 provides approximately 200ha of land for limited large scale development opportunities for high quality modern industry and specifically includes Wynyard.
- Policy 24 Local Planning Authorities to assess the suitability of land and encourage the creation of sustainable communities by looking at a mix of uses.
- Policy 38 promotes sustainable construction.
- Policy 54. Travel plans should be prepared for all major development proposals
- Policy 55 states that local transport plans should improve accessibility including intervention to tackle major congestion hotspots, including those along the A19. Planning proposals should seek to minimise parking provision for non-residential developments, linked to coordinated proposals for public transport and accessibility improvements and demand management.

Stockton on Tees Local Plan

49. Policy GP1 is the general policy and sets out ten criteria that all development proposals need to be assessed against. These criteria are as follows: -

- The external appearance of the development and its relationship with the surrounding area.
- The effect on the amenities of the occupiers of nearby properties.
- The provision of satisfactory access and parking arrangements.
- The contribution of existing trees and landscape features.
- The need for a high standard of landscaping.
- The desire to reduce opportunities for crime.
- The intention to make development as accessible as possible to everyone.
- The quality, character and sensitivity of existing landscapes and buildings.
- The effect upon wildlife habitats.
- The effect upon public rights of way.

50. Other key saved policies contained within the Stockton-on-Tees Local Plan which should be given due consideration are:

- Policy IN 4 of the Local Plan designates the land immediately east of Swart Hole Plantation for business use. It states that on this land business uses will be permitted where development incorporates a high standard of design in the layout and detailing of buildings and highways, and includes substantial landscaping.
- Policy EN4 states that development that is likely to have an adverse effect on Sites of Nature Conservation Importance will only be permitted if there is no alternative site available or practicable approach and any impact on its nature conservation value is kept to a minimum.
- Policy EN7. The policy states that 'development which harms the landscape value ...will not be permitted'.
- Policy TR15 states that the design of highways required in connection with new development will provide for all the traffic generated by the development and parking provided to the Council's standards.

51. Regard should also be had to SPD 3 (Parking Provision in new Development)

MATERIAL PLANNING CONSIDERATIONS

52. In light of the consultation responses, concerns raised by residents, planning policy and the planning history of the site, a number of planning issues are considered material to the consideration of this application and formulating comments to forward on to Hartlepool Borough Council as the determining planning authority.

Planning Policy and the principle of development

53. In regional and local plan policy documents, Wynyard Business Park is identified as a Key Employment site and was formerly identified as available for Business Park or other prestige employment development in the Tees Valley Structure Plan (now superseded by the RSS). The Adopted Stockton on Tees Local Plan identifies the Business Park as a 'Prestige Site' where businesses uses will be permitted providing the development incorporates a high standard of design in the layout and detailing of buildings and highways, and includes substantial landscaping. There is a similar allocation in Hartlepool Local Plan.

54. Accordingly, its development for a hospital is a departure from the approved plans. However, it is a matter for Hartlepool Borough Council to determine whether the need for the hospital, given that it is core to the Momentum: Pathways to Healthcare

Programme and the delivery of healthcare across North Teesside, outweighs the development plan and other material considerations.

55. The main locational concern from Stockton's standpoint is the likely impact of the proposal on the continued development of the Business Park in Stockton. As noted elsewhere, the portion of the Wynyard business Park within Stockton is identified in the adopted local plan as a prestige industrial site 'especially suitable for uses falling within Class B1, generally in the form of Business or Technology Parks'. However the supporting text to the policy (IN4) goes on to say that 'other industrial activities may be appropriate on these sites if they do not harm existing uses, are unlikely to deter investment and have a high standard of design, layout and landscaping'. Accordingly, the policy recognises that uses other than B1 may be acceptable on the Park. Given this flexibility, and as stated by the Spatial Planning Manager, it is "unlikely, provided that the operation of the hospital and any subsequent reserved matter design details are to a high standard, that the proposal would prejudice the successful implementation of policy and Masterplan, and thereby the economic and environmental aspirations for the site as a whole."
56. The more localised policy implications (and how they impact on the amenity of the occupants and users of neighbouring properties) are dealt with separately below. The issues examined include to traffic, access and parking arrangements, landscape and visual impact, biodiversity and ecology, socio-economic, noise and a number of other residual concerns including need for the development, flood risk, air quality and archaeology.

Traffic, access and highway safety

57. The effect and impact of the hospital on the highway system in the area, both local and strategic, is the key issue that is of primary concern to residents, the Ward Councillor and Officers and the concern likely to most fundamentally impact on Stockton Borough. There are a series of related highway issues that need to be addressed before any planning permission is granted.

58. The issues are:

- Impact of traffic generated on both the local and trunk road network and how it will be mitigated
- The provision of Public transport
- Access to the site by non motorised vehicles
- Provision of a Travel plan including car park management

Traffic impact

59. It has to be recognised that the site has an extant permission for B1, B2 and B8 uses which in themselves, once built, will have a significant traffic impact in terms of congestion and for which only limited mitigation measures are in place. The issue with this application is whether the development is likely to exacerbate the situation in the future and whether there are further measures that can be secured to mitigate against the predicted impact. Your officers have been involved in detailed discussions (in conjunction with officers from Hartlepool Borough Council, the Joint Strategy Unit and the Highways Agency) with the applicant's consultants. As a result of the long and protracted discussions, a package of off site highway improvements and other mitigation measures have been agreed, which as the Head of Technical Services states

"more than address the traffic generation of the proposed hospital development". Furthermore, the Highways Agency has formally commented to Hartlepool Borough Council as follows;

"In terms of traffic impact, the proposed hospital is predicted to cause nil detriment on the strategic road network relative to the consented development which it would replace. As the Agency's criteria for assessing development proposals is that they 'strive to achieve nil detriment ('no worse off') to the strategic road network, for the opening year and appropriate horizon year', the Agency can offer no objection to the proposals.

The Agency will therefore 'direct conditions to any planning permission which may be granted'. These conditions will seek to reduce the traffic impact of the hospital development (through travel planning and car park management measures) and also to increase capacity, and thus improve safety and flow of traffic (through highway mitigation measures). "

60. Whilst the off-site highway improvements should ensure that the hospital development would not worsen congestion likely to arise from the approved business park development, the works will need to be secured by planning conditions together with a section 106 agreement to ensure appropriate funding from the applicant.
61. The provision of off-site highway works are only part of the case put forward on behalf of the applicant that the hospital will not worsen congestion given the existing planning permissions in place for the site. One of the key elements of the hospital proposal is that more health care will take place in new community based health centres as part of the 'Momentum' initiative. The result of this change is that some 40% patients will go to these new facilities for treatment rather than, as is largely the case now, to hospital. The traffic assessment provided by consultants has based the impact study on that assumption. It is therefore vital that the new Integrated Health Centres are up and running before the existing hospitals at North Tees and Hartlepool are closed. One centre in Hartlepool is in the process of being constructed but there is less certainty for proposed sites in Stockton. However, the Trust has indicated a willingness to keep the existing hospitals open until such centres are provided. This can be secured again by the 106 agreement.

Public transport

62. The mitigation scheme to reduce the traffic impact includes not only the highway improvement measures but also other initiatives including subsidised public transport to the hospital. There is at present no public transport to the proposed site. The discussions that have taken place with the applicant include procuring the funding to ensure subsidised public transport links to the hospital are provided once it is operational. Agreement has been reached on a 10 year funding package but there remains a concern as to what happens after that time.
63. In addition to subsidising public transport, the trust has also offered a financial contribution to establishing a public transport interchange hub within Billingham Town centre, which will allow patients and visitors from elsewhere in Stockton to transfer to the hospital bus service.
64. Securing these measures will need to be part of the section 106 agreement. It also needs to include the issue of funding for public transport after the first 10 years.

Access to the site by non-motorised means of transport

65. In addition to public transport and in the interests of promoting sustainable modes of transport to the site, facilities to encourage walking and cycling to the site need to be

put in place. As part of the mitigation measures the Trust is offering a financial contribution towards the construction of a suitable and relevant cycle scheme which incorporates appropriate greening infrastructure, prior to the commissioning of the hospital. There is a clear need to improve both the pedestrian and cycle networks in the vicinity of the hospital with improvements to aid the crossing of the A689 being especially important.

Travel Plan and car park management

66. An important and necessary mitigation measure is to secure a Travel Plan, the purpose of which is to provide a comprehensive package of measures aimed at promoting sustainable modes of transport amongst employees and patients/visitors of the new development by maximising the use of public transport, walking and cycling. A draft version has been produced by consultants on behalf of the Trust. It recognises that employee trips to the hospital account for both the majority of trips and the most recurring trips, as such, it states employees are likely to derive the greatest benefit from this Travel Plan.
67. The implementation of the Travel Plan initiatives will be the responsibility of the Trust who propose the appointment of a Travel Plan Coordinator who will have responsibility to deliver the Travel Plan and achieve the targets set within the Travel Plan for the reduction of private car use.
68. One key matter that the Travel Plan needs to include is car park management to ensure the hospital car parks are used and staff and visitors to the hospital do not use uncontrolled parking elsewhere. Without proper controls the free flow of traffic will be adversely affected by the potential for cars parking on the roads outside of the hospital or unauthorised use of private parking areas serving the business park.
69. In summary, with the whole range of mitigation measures in place the hospital development should not have a greater adverse impact in terms of traffic than the existing consented B1, B2 and B8 development for the site. However, it is also recognised that these improvements will only cater for the hospital and a further build out of the remaining undeveloped parts of the Wynyard Business park raise issues of access to the hospital in the longer term. The hospital development with the mitigation measures in place will only allow for 2% build out of the Wynyard Business Park before serious congestion starts on both the trunk road and local roads. The long term implications need to be considered by Hartlepool Borough Council though the matter is being addressed with all parties with the purpose of seeking a more extensive scheme that would ameliorate the predicted traffic congestion above the 2% build out of Wynyard.

Landscape and Visual Impact

70. Within the Environmental Statement accompanying the planning application, the applicant's consultant has assessed the landscape and visual effects separately, and in doing so looked at the changes in the physical landscape that might result in changes to its character and changes in available views as a result of the landscape effects. The assessment looks at the baseline views and makes a prediction of the likely effects of the development and the impacts of the proposed mitigation.
71. The assessment identifies impacts arising from, for example, a change from arable and rough grassland to buildings; car parks and parkland of the hospital; historic field boundaries that would be altered. It also assesses the use of the access road from A689 and secondary roads because of the increase in level and continuity of traffic and

further activity to road corridors (causing further background noise and movement) and lighting to building and grounds. In mitigation, various measures are proposed including structure planting, landscape buffer to new primary access road, tree and hedge planting to central reservation, screen woodland planting, earth mounding, cut off lighting and orientation of lights away from sensitive receptor.

72. The identified impacts and the results of the mitigation are assessed at the time of construction, on completion and 20 years after completion in various locations.
73. During construction there would be key significant and significant adverse impacts on view points at The Wynd and North Lodges on the A689 caused by construction works, lighting of works and site access. The assessment concludes that these are temporary and restricted to the duration of construction works. There would be no significant adverse impacts on viewpoints on Wynyard Roads East and West, Wynyard Business Park, A19, Close Farm and Castle Eden Walkway.
74. On completion the significance of the assessed impacts is reduced, with a significant impact remaining on views from the Wynd, but not on views from North Lodges. In both cases the impact reduction would be a consequence of the implementation of the mitigation measures. On completion there would be no significant adverse impacts on view points from Wynyard Road east and west, North Lodges, Wynyard Business Park, A19 Close Farm and Castle Eden Walkway.
75. After 20 years, the assessment predicts that planting from proposals and mitigation measures would be established, and the effects on all eight views would not be significant.
76. The Council's Urban Design Manager makes comments in respect of the impact of accesses on the existing woodland, structure planting on roads, and that the landscape treatment should accord with the Wynyard Business Park landscape treatment plan, and makes the recommendation that Hartlepool should assess the landscape and visual elements of the proposal and that any cross boundary drainage matters will need to be assessed by Stockton.
77. In light of the above assessment, in conclusion, it is recommended that Hartlepool be advised accordingly and that conditions are required in respect of:
 - Hard and Soft Landscaping
 - In conformity with the general principles of the previously agreed Masterplan/Design Guide
 - Landscape Management
 - The provision of any necessary advance Planting
 - Landscape Protection during construction
 - Construction Methodology water features
 - Drainage
 - Materials

Biodiversity and Ecology

78. Ecological assessments were carried out to establish the ecological value of the site and assess the potential impact of the proposed works on the various habitats and species identified within the Study Area. The site adjoins Swart Hole Plantation a Site of Nature Conservation Importance. As the applicant's tree survey report states "its

integrity should be protected throughout all development stages and clear objectives provided for its long term conservation and enhancement."

79. Some of this plantation must inevitably be lost as a consequence of the new development (the approved extension of Hazard Way) and as such overall the development will have a slightly adverse effect on the ecological interest of the site. However, it should also be recognised that whilst this site is currently uncultivated grassland, it has permission for redevelopment for Business purposes. Nevertheless appropriate mitigation measures are needed and as set out in the ES are being put in place to reduce the overall impact. It is essential that any approval for the development ensure these mitigation measures, which will include new planting are implemented. The aim of the mitigation measure and landscape planting should maintain and, where possible, enhance the biological links between woodlands and other areas of semi-natural habitat.

Socio-economics

80. The applicant has carried out an assessment of the potential impacts on the community of the proposed hospital in socio-economic terms. It concludes that the development of the hospital on the site will have a positive impact on the local community and businesses, which will improve the local economy both directly and indirectly. The positive impact on jobs it states "will be of moderate significance to the local economy".
81. It is clear that the hospital development will bring jobs and potentially encourage new related industrial development to the surrounding business park. However, there is also a potential that ultimately local jobs will be lost with the closure of the existing hospitals. It is important that local labour is used and opportunities for training given. To this end the applicant has agreed via the section 106 agreement "to ensure that the recruitment and training opportunities, local sub-contractor and supply chain opportunities during construction of the hospital and subsequent operation of the development are made available to the residents of the Boroughs of Hartlepool and Stockton".

Noise

82. The noise assessment that has been carried out by the applicant indicates any noise nuisance from construction activities will be slight. Of greater concern is traffic noise both during construction and when the hospital is operational.
83. The applicant's noise assessment states that traffic noise associated with the proposed hospital and other developments will lead to minor adverse impacts in 2013 and 2019. It states, however, that in 2028 the impact of traffic flow will be negligible / beneficial with the hospital in place as opposed to traffic flows without the hospital. It bases this argument on the fact that further planned commercial development proposed for the area that would lead to an increased number of vehicle trips over and above the hospital.
84. Whilst there is some merit in this argument it also has to be recognised that ambulance sirens and potentially helicopter flights will provide increased noise disturbance for residents and people employed in the adjacent business uses albeit that these will be short term and relatively infrequent.

Residual matters:

Need for the development

85. Questions have been raised by local residents as to the need for the new hospital. The overall need for such a facility is not specifically an issue for the Local Planning Authority to consider – it is only concerned about the land use implications of siting the hospital in the proposed location. The specific need is for the Health Trust to determine and it argues this springs from population changes in particular longer life spans, new technology and the need to deliver health services more directly to the community.

Design and layout

86. Whilst, apart from the means of access all details of development are reserved for future approval, the submission does include an indicative layout and elevations of the proposed hospital as part of the design concept. The sketch elevations and layout are attached as appendix 4. The main point to note is the height of the structure, which in part is 5/6 stories because of the land levels, the ground floor is in effect a basement. As part of the original approvals for the Wynyard business Park a design guide was agreed. Whilst the hospital will be significantly taller than that which has been previously envisaged for the Business Park, in overall design terms the building will not be out of keeping with the surrounding development, which could be in places at least three stories (B1 offices). There will be views of it from the A689 but not necessarily adversely affecting the visual amenities of the area. It is also some distance from the nearest residential properties in Wynyard on the other side of the A689 – some 700m away. Accordingly, provided regard is given to previously agreed design guides in terms of landscape setting and the palette of materials and colours, a design and layout along the lines indicated would not be out of keeping with the area.
87. The development will also have regard to sustainable construction methods and in its Design and Access statement the applicant's consultant confirms that "an energy efficient development is central to the creation of the new hospital development, being delivered from sustainable resources and producing low carbon emissions. The Trust is committed to achieving a high level of design for the new hospital and is committed to achieve BREEAM rating of 'excellent' in its design and construction, with a preferred status of BREEAM 'outstanding' ". Given this commitment the development accords with the strategic requirement for use of sustainable construction methods.

Archaeology

88. The applicant has undertaken a desk based assessment of the site and collated baseline data for archaeology and cultural heritage within a study area including the site and approximately 1 km from the site boundary. The study found 42 sites of interest in the study area, and spot finds of roman pottery and part of the possible deserted village of Newton Hanzard within the site. Tees Archaeology has confirmed with the applicant that no further mitigation would be required for the development. However, if any archaeological remains were uncovered then these must be reported to Tees Archaeology. It was also recommended that areas of topsoil removal are monitored by an archaeologist to ensure that shallow finds are dealt with appropriately. On the basis, it is considered that there are no impacts on the archaeological interests in Stockton, however, it is recommended that Hartlepool are advised that there is no objection arising subject to appropriate conditions in relation to unexpected finds and a method for topsoil stripping monitoring

Air Quality

89. During construction there may be some issues of dust but these matters can be controlled by good operating practices ensure by planning conditions. The main air quality impact results principally from road traffic emissions which will affect both local

residents at Wynyard and the occupiers of units on the Business Park. Mitigation measures to reduce the number of vehicles visiting the site, as described above, can help limit such emissions.

Flood Risk

90. The application is accompanied by a Flood Risk Assessment. The site falls within Flood Zone 1 according to the Environment Agency Floodmap and as defined in PPS 25, this zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year.
91. It is stated that at the detailed design stage it will be determined whether it is possible to discharge the surface water from the newly developed areas via infiltration. If this is not possible, flows from the proposed development will discharge surface water to a nearby watercourse. Excess flows from the development will be controlled and attenuated on site. Storm water discharges from the development to the point of outfall into the watercourse are to be limited to equivalent green field run-off. Sustainable Drainage Systems (SuDS) should be specified wherever possible and be the primary mechanism for surface water discharge. Further analysis will be carried out at detailed design to assess the potential for infiltration. Because of the possibility that such drainage might into Stockton, officers will need to be involved at the detailed stage particular because of the implications for future landscaping.
92. The FRA demonstrates that all flood risks attributed to the site are low with the assumption that all appropriate mitigation measures that are specified are implemented. Surface water runoff will be dealt with in an appropriate manner and the details agreed in advance of construction. Based on the findings of the assessment, it is accepted that flood risk to and from the proposed development is low and acceptable.

Neighbour concerns

93. Mr & Mrs Renfrew question whether the objections shown on Hartlepool's website will be taken into account. They also refer to policy IND1 which is a policy in the Hartlepool Local Plan For clarification; Hartlepool as determining authority will take account of those objections in their assessment of the proposal. Stockton's considerations are restricted to those representations received at this Authority and the few that have been received have been to Hartlepool. Other concerns raised by the neighbours are addressed above.
94. The concerns of Grindon Parish Council in respect of traffic and noise are also addressed. The issues it raises about costs are not a material planning consideration. As with the neighbour objections, the response from the PC has been forwarded to Hartlepool.

Section 106

95. As set out earlier in this report any planning approval for the development will need to be subject to a Section 106 agreement. There has been long and protracted discussions between all parties on the Heads of Term for the S106 which have now largely been resolved though there are still some minor points of detail to finalise. In summary it is considered that the principal matters to be covered in the 106 are:
- The existing hospitals not closing until the new Integrated Health Centres are operational

- The Trust to meet the cost of the provision of necessary highway and traffic mitigation measures
- Provision of financing for public transport into the site
- A financial contribution towards the provision of cycleways
- Financial contribution towards the provision of the Billingham Interchange
- Provision of employment opportunities for local labour and training agreements

CONCLUSION

96. In conclusion the development of a new hospital on the site in Hartlepool bordering the Stockton Borough has both benefits and disbenefits to residents of this Borough.
97. In overall planning policy terms the development will a technical departure from the approved development plan, which allocates the site for Business purposes and identifies for prestige development. It is a matter for Hartlepool Borough Council to determine whether the need for the hospital outweighs the development plan and other material considerations. However, it is considered that the proposal would not prejudice the successful implementation of the planning policy and the approved Masterplan for the site, and thereby would not detrimentally affect the economic and environmental aspirations for the site as a whole.
98. It will be beneficial to secure a new state of the art hospital to serve the needs of the residents of the northern part of the Borough, though its siting will have some adverse impacts on residents living in the immediate vicinity.
99. It will help to secure necessary highway improvements and public transport penetration into the site that may not otherwise be provided since when the original permissions were granted for the Business Park in 1988 and 1996 the highway implications were not fully appreciated with the Highways Agency raising no objection to the proposal.
100. The agreed highway mitigation measure will only allow for the hospital and just 2% of the Wynyard Business Park development. The long term implications of this need to be addressed including the implications for access to the hospital, as does the mechanism for funding the subsidy for public transport to the site after 10 years.
101. There is a clear need to improve both the pedestrian and cycle networks in the vicinity of the hospital with improvements to aid the crossing of the A689 being especially important.
102. The proposal has the potential for generating a significant number of jobs but that has to be balanced against the lost of jobs from the closure of the existing hospitals. The provision through a legal agreement of employment opportunities for local labour and training agreements may help off-set this loss.
103. The hospital building will be visually prominent but given its location set back from the main road and the potential for a high quality design, this impact is not considered to be detrimental.
104. Ultimately it will be up to Hartlepool Borough Council to determine whether or not planning permission is granted for the new hospital but it is considered that the conclusions set out above, highlighting both the benefits and disbenefits of the proposal, should be referred to Hartlepool with a request that it takes these matters in account in the determination of the planning application. Any approval for the development should be subject to a Section 106 agreement, the Heads of Terms to be

agreed covering the matters outlined in this report. Further, any approval should also be subject to appropriate planning conditions to ensure the development is appropriately carried out and the off-site highway works implemented at an appropriate time.

Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Peter Whaley Telephone No 01642 526061

Financial Implications:

See report

Environmental Implications:

See report

Human Rights Implications

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications

None

Background Papers:

Application files: 96/2069/P and 09/1517/AAC

WARD AND WARD COUNCILLORS

Ward
Ward Councillor

Northern Parishes
Councillor J Gardner

Brief summary of Key Environmental Concerns set out in Environmental Statement

Environmental Statement

1. The ES which runs to over 200 pages not counting the technical appendices, sets out the background to the scheme and provides a brief summary on the need for the project. It also provides an outline of the proposed hospital development. It provides information regarding the site and a description of the proposed hospital development including the construction programme and provides details of the principal construction operations. An overview of the relevant national planning policy, statutory planning guidance and development plan policies that apply to development at the proposed site is also set out in some detail.
2. The document also sets out the findings on the agreed key environment concerns which were established as being:

Landscape and Visual

3. The Landscape and Visual Impact Assessment (LVIA) assessed the likely significant landscape and visual impacts of the proposed North Teesside Hospital on local and wider receptors. From the eight viewpoints selected as representative of the area for this assessment, there would be key significant and significant adverse impacts on two viewpoints caused by construction works. However, these impacts would be temporary and restricted to the duration of the construction works. On completion there would be a significant impact on one viewpoint whereas the impact on the second viewpoint would not be significant. There would be no residual adverse significant visual impacts on the selected viewpoints after potential mitigation measures have been implemented.

Ecology

4. Ecological assessments were carried out to establish the ecological value of the site and assess the potential impact of the proposed works on the various habitats and species identified within the Study Area. Overall the development was assessed to have a slightly adverse effect on the ecological interest of then site, however appropriate mitigation measures are being put in place to reduce the overall impact.

Archaeology

5. An assessment was carried out of the known archaeology and built heritage, as well as the potential for previously unrecorded archaeological remains. Assessment is made of the likely significant effects of the development on cultural heritage and archaeological interests. It is considered that there is potential for previously unrecorded archaeological features to be found within the site boundary. After consultation with Tees Archaeology it was confirmed that no specific mitigation would be required for the development. If any archaeological remains are uncovered during site works, these will be reported to Tees Archaeology.

Air Quality

6. The air quality assessment considers the exposure of existing residential properties around the development site to nitrogen dioxide (NO₂) and particulate matter (PM₁₀) due to potential changes in local road traffic emissions. Potential impacts associated with dust during construction were also assessed.

7. The operational phase has the potential to increase the volume of traffic using the area and therefore increase the amount of NO₂ in the atmosphere. Mitigating Measures to reduce the number of vehicles (and therefore maintain a level of NO₂) accessing the site may be effective in minimising even further the operational impact of the development on air quality. Examples of such mitigating measures include; promoting the use of public transport; introduction of Travel Plans, including car share priority parking, etc; and encouraging walking and cycling

Noise

8. Assessments were carried out on the extent to which the proposed hospital is a potential source of noise and vibration, or a sensitive receptor to noise and vibration from the surrounding area. Noise monitoring has been carried out at various points on the site and at its perimeter to determine the existing acoustic climate in the proximity of the proposed hospital and local noise sensitive receptors during a normal weekday.
9. The assessment predicts that the construction activities will generate negligible to slight short-term impacts at three Noise Sensitive Receptors (NSRs) with the recommended mitigation measures in place. However, design and attenuation measures can be employed to ensure that any required mechanical and electrical plant associated with the proposed hospital will have a negligible impact at existing NSRs.
10. Traffic noise associated with the proposed hospital and other developments will lead to minor adverse impacts on two roads in 2013 and 2019, however in 2028 the impact of traffic flow will be negligible / beneficial with the hospital in place as opposed to traffic flows without the hospital. This is because of further planned commercial development proposed for the area that would lead to an increased number of vehicle trips.

Water and Land Conditions

11. This assessment covered the likely significant effects of the development on the water environment and ground conditions. More specifically it considered water quality, hydrogeology, geology and ground contamination
12. A number of potentially adverse impacts have been identified during the construction phase in relation to storage of hazardous materials. Additionally during the occupational phase, surface water runoff from roads and car parks may pose adverse risks. The unmitigated potential impacts range from neutral to minor adverse, and with mitigation are considered to be neutral and not significant. Mitigation mainly involves good site practice and management in both the construction and operational phases.

Socio-economics

13. Socio-economics is the study of the relationship between economic activity and social life. Then assessment considers the potential impacts on the community and socio-economic topic area for the proposed hospital. In socio-economic terms, the development of the hospital on the site will have a positive impact on the local community and businesses, which will improve the local economy both directly and indirectly. The positive impact on jobs will be of moderate significance to the local economy

Traffic and transport

14. The traffic and transport assessment considers the likely significant impacts arising from the expected levels of traffic movements associated with the development of the new

hospital. The main transport effects will be associated with the movements of vehicles arriving and departing from the hospital site when the development becomes fully operational, particularly in the morning and evening peak periods. Increases in traffic volume will also be apparent during the construction phase of the development.

15. The local network has been assessed using data obtained from the Transport Assessment undertaken by Faber Maunsell in January 2009 and considers the A689 located south of the proposed site. The extent of the A689 considered in the Transport Assessment is from the A689 roundabout where The Wynd meets the A689 (that will form the western access point to the proposed development site), to the A689 roundabout with the A1185/Wolviston Road that can be found to east of the site and east of A19. As part of the hospital development, provision for public transport is to be introduced alongside Travel Planning measures in order to reduce single occupancy car trips. The site itself is located such that it is central to the hospital catchment area, therefore serving the patient population equidistantly.
16. The main traffic impacts associated with the operational phase of the development are on the A689n from the western junction with The Wynd to the junction with the A19. On these links the growth in traffic as a result of the hospital development is in excess of 10%.
17. The assessment considers the effects of the increased traffic volumes on Severance, Driver Delay, Pedestrian Delay, Pedestrian Amenity, Fear and Intimidation, and Accidents and Safety.

Summary of Accompanying Documents

Design and Access Statement

The Design & Access Statement sets out the process applied to the design concept for the proposed new hospital development. It should be read in conjunction with the other statements that form part of the planning application submission, in particular the Planning Supporting Statement and Statement of Community Involvement. It concludes:

"The new hospital development will be of the highest quality standards in architectural and clinical design with a commitment to achieve BREEAM 'Excellent' and an aspiration to achieve BREEAM 'Outstanding'. It will sit within a campus style landscape offering significant benefits to patient comfort and therapy and visitor experience. Following consideration of clinical need in the internal design which is the primary driving design principle, priority has been given to:

- *Patient and Visitor Journey*
- *Hospital Organisation*
- *Wayfinding and Public Circulation*
- *Bringing the outside 'inside'*
- *Flexibility and Adaptability*
- *Provision of natural resources e.g. daylight, natural ventilation*
- *Privacy and Dignity*
- *User friendly approaches*

7.4 The design team have maintained due regard to national, regional and local planning policy and design best practice guidance in order to achieve the vision for this proposed new hospital. It will:

- *Be world class both in terms of design and service delivery*
- *Provision of 100% single occupancy en-suite rooms*
- *Facilitate lean management principles*
- *Emit low carbon emission*
- *Be delivered from sustainable resources*
- *Incorporate state of the art equipment and facilities*
- *Include ICT that improves the delivery of healthcare services both in the new hospital and in the community to ensure integrated provision of healthcare services*
- *Be flexible to allow for change in the future*
- *Benefit from healthcare planning which ensures the experience of all users of our facilities will be excellent and exceed expectations."*

Planning Support Statement

This report has been produced for the purpose of accompanying the outline planning application in support of the New Hospital Development at Wynyard. The statement sets out the planning justification for the proposed development through assessment of the existing and emerging planning policy framework and considers the key issues pertinent to this application and how they are being addressed.

It concludes:

"As a result, it is considered that the new hospital is, in the round, appropriate for this site and:

- Will deliver a world class healthcare facility for the population of North Teesside.*
- Will deliver a sustainable development of the highest design quality and medical standards and be a source of civic pride to the population of North Teesside.*
- Will be accessible to the north Tees catchment area through provision of a sustainable public transport service and improvements to off-site highways to minimise traffic impact.*
- Will deliver indirect social and economic benefits through the provision of superior healthcare, new job opportunities and by acting as a catalyst to encourage further development.*
- Will provide a high quality campus-style landscaped environment wholly in keeping with the proposals for the wider Wynyard Prestige Employment Site.*
- Will provide environmental enhancements for the benefit of the wider area."*

Statement of Community Involvement

This report identifies and summarises the public consultation that has taken place in relation to the outline planning application. It takes on board the statutory requirements for such consultation informed by the published Statements of Community Involvement adopted by Stockton on Tees and Hartlepool Borough Councils in March and October 2006 in accordance with the Planning and Compulsory Purchase Act (2004).

The consultation process involved not only discussion with statutory bodies but also various pre-application consultation events throughout the hospital catchment area to which all Borough and parish Councillors were invited; leaflet drops, posters, newspaper adverts, press releases, and information provided on web sites.

The key issues identified were:

- Location
- Transport and Accessibility
- Design
- On-site Provisions of Services and Facilities
- Employment
- Transition between Services and Facilities

The report sets out how the design and proposals have already responded to the concerns and queries of the public, or how they will be in due course. In its summary it states *"the public consultation exercise undertaken was comprehensive and thorough and in full agreement with Hartlepool and Stockton Borough Councils as well as the Trust."* It goes on to say the consultation process is ongoing and *"Overall, it is considered that the local community has been involved from the very outset, including the consultation exercise undertaken in 2008 for the Momentum: Pathways to Healthcare programme. The Trust has a commitment to continuing to inform and involve the public which will ultimately enable a supported and deliverable new hospital development in Wynyard to serve Hartlepool, Stockton as well as parts of Easington and Sedgfield."*

Flood risk assessment

The FRA considers all potential flooding risks. These include flooding from rivers, sea, estuary, groundwater, land drainage, overland flow, sewers and flooding from reservoirs and canals, etc. Flooding caused by increased surface water runoff is also considered within the assessment.

The site falls within Flood Zone 1 according to the Environment Agency Floodmap and as defined in PPS 25, this zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year.

It is stated that at the detailed design stage it will be determined whether it is possible to discharge the surface water from the newly developed areas via infiltration. If this is not possible, flows from the proposed development will discharge surface water to a nearby watercourse. Excess flows from the development will be controlled and attenuated on site. Storm water discharges from the development to the point of outfall into the watercourse are to be limited to equivalent green field run-off. Sustainable Drainage Systems (SuDS) should be specified wherever possible and be the primary mechanism for surface water discharge. Further analysis will be carried out at detailed design to assess the potential for infiltration.

It is stated that the FRA clearly demonstrates that all flood risks attributed to the site are low with the assumption that all appropriate mitigation measures that are specified are implemented. Surface water runoff will be dealt with in an appropriate manner and the details agreed in advance of construction. Based on the findings of the assessment, the report concludes that flood risk to and from the proposed development is low and acceptable.

Sustainability and Energy statement

This report in summary states:

- *The North Tees and Hartlepool NHS Foundation Trust aspire to build an exemplar, low carbon, sustainable hospital and have set the following requirements in terms of energy use, carbon emissions and sustainability.*
- * BREEAM Healthcare - Excellent Rating.*
- * Energy Consumption - 40 GJ/100m3.*
- * Energy Performance Certificate Rating - CO2 index of 40 or below (EPC B rating).*
- * Low carbon hospital - Achieving a Display Energy Certificate of B or better.*

The Trust also has the aspiration to achieve a BREEAM Healthcare 'Outstanding' rating.

These requirements should be met within the context of the national, regional and local sustainability and energy policy framework.

Preliminary studies by RPS Gregory and E-on have led to the development of potential energy strategies to achieve both BREEAM Excellent and Outstanding ratings. These achieve the high energy performance requirements through passive, low energy design, energy efficiency and finally by utilising renewable and low carbon technologies."

Transport Assessment

This is a long and detailed report which with its appendices is nearly 200 pages long. Its summary and conclusions are set out below:

"AECOM has prepared this Transport Assessment on behalf of Turner and Townsend and the North Tees and Hartlepool NHS Foundation Trust to support the planning application for a new hospital at Wynyard. The proposed hospital comprises an amalgamation of services currently provided at the University Hospital of North Tees and the University Hospital of Hartlepool, and is to provide a 568 bed facility, with an additional 66 beds for day cases, on a 25 hectare site.

Trip generation figures have been calculated for the hospital development based on a first principles approach, reflecting the fact that there are few hospitals which operate in the manner that the proposed hospital at Wynyard will adopt. As such specific information relating to all trips to the site

has been ascertained with regards to the number of staff, patient, visitor and servicing trips projected to travel to the new site. Further to this, trip generation figures have been produced for development in the vicinity of the proposed hospital site, namely consented development at Wynyard One, Wynyard Two and Wynyard Three sites, together with the Victoria Harbour development in Hartlepool. Discussions with the developer identified the build out programme for Wynyard Park, which has been discussed and agreed with both the Highways Agency and LPAs. The same process has been undertaken to determine the quantum of development at Victoria Harbour, again agreed with the Highways Agency and LPAs. Trip generation figures for both the hospital and committed development in the vicinity of the proposed hospital site have been used to inform the operational assessments undertaken. These operational assessments highlight that five of the six roundabouts within the study area become increasingly constrained with the addition of background traffic increases up to the Ultimate Build Out scenario. The addition of the committed development traffic and the hospital development traffic also results in operational difficulties at the junctions.

At 2019, where the hospital development is considered alongside the committed development, operational difficulties are required to be mitigated. TRANSYT has been used to model the impact of mitigation proposals that centre on the provision of traffic signals at existing roundabout junctions, along with selective widening at a number of locations, in order to lessen the impact of both the hospital development and committed development traffic on the network. It is recognised that although the traffic associated with the hospital does not create all of the congestion on the local network, the A689 is currently congested in peak periods and further development in the vicinity of it is expected in terms of committed development, it is imperative that those trips requiring access to the hospital site are able to achieve this without being impeded. It is further noted that extremely stringent assumptions on development trips rates for Wynyard Park were deployed, which has ensured that the conclusions of the analysis are very robust.

Mitigation proposals have been developed, together with cost estimates to ensure a reliable access to the hospital at all times. Further to this, access to the site by sustainable modes has been paramount throughout this study.

Proposals to improve cycling facilities to the site are included in this TA, together with a commitment from the Trust to provide public transport to the site where it does not currently exist. The public transport proposals are designed to afford the new site with comparable levels of accessibility to the current North Tees and Hartlepool sites.

8.2. Conclusions

The report has identified the impacts of the hospital development on particular junctions, by considering the extent of background traffic growth and also the amount of committed development to be built in the area. In order to ensure access to the hospital is not delayed by the performance of particular junctions as a result of the aforementioned additional traffic, mitigation measures have been proposed for both the local road network and also for travel by bus and cycle.

A commitment from the Trust has been demonstrated in order to create a site which can be fully accessed by the residents of the local area who may require treatment and also members of staff who will facilitate this care."

Travel Plan

The Travel Plan produced in support of the proposal "provides a comprehensive package of measures aimed at promoting sustainable modes of transport amongst employees and patients/visitors of the new development by maximising the use of public transport, walking and cycling. It is recognised that in many instances, travel by these means may not be possible for patients, but for completeness of the Travel Plan they are included. Further to this, employee trips to the hospital account for both the majority of trips and the most recurring trips, as such, employees are likely to derive the greatest benefit from this Travel Plan.

The implementation of the Travel Plan initiatives will be the responsibility of the Trust who propose the appointment of a Travel Plan Coordinator who will have responsibility to deliver the Travel Plan and achieve the targets set within the Travel Plan for the reduction of private car use.

Tree Survey

Consultants on behalf of the applicant have undertaken a tree survey of the site and adjacent land. The resulting report details the results of the survey and arboricultural constraints on developing this area of land. In summary the report states:

"There are a number of large, mature trees situated throughout and adjacent to the site, in both the agricultural environment and Swart Hole Plantation. These are key landscape features, particularly in open areas and along the plantation boundary, and also contribute to local biodiversity. Those classified as Category A or Category B should be considered for retention, where possible.

Swart Hole Plantation is of local nature conservation value, a fact reflected in its designation as part of a Site of Importance for Nature Conservation (SINC). Its integrity should be protected throughout all development stages and clear objectives provided for its long term conservation and enhancement.

Any mitigation and landscape planting should maintain and, where possible, enhance the biological links between woodlands and other areas of semi-natural habitat, through the use of hedgerows, buffer zones and specimen tree planting. Any such planting should use native tree species only, preferably with a local provenance.

No trees were classified as Category R – trees which should be removed.

Any development design for the site should allow for the future growth of retained trees within and adjacent to the site. Similarly, construction work should allow for the defined RPAs, which will need to be identified as definitive CEZs as part of a tree protection plan.

Mitigation for any loss of trees should be considered. This should include replacement tree planting within and where possible adjacent to the site. The use of native species should be considered, to increase species diversity and wildlife potential. The extent of mitigation planting will be reliant on the number of present trees to be removed and guidance from the Local Planning Authority.

These recommendations are based on observations made at the time of the site visit. Trees are dynamic organisms that constantly change and are influenced by their surrounding environment. The information in this report should be considered as a 'snap shot' in time and not as a definitive record on the condition of trees on this site.

Representations received from the public and Grindon Parish Council

Robert Evans, 3 Park Avenue

"Not wanted by residents of Wynyard or Hartlepool or even Stockton, why not redevelop what we already have in place...?"

R. Tempest, Wynyard Estate Co. Durham

"Impact of increased traffic flow on the adjacent A689 and A19.

The hospital is to be located within a basically rural area where no developed public transport system exists (or has really ever existed). No private sector buses now operate and no railway is in the immediate vicinity. As at North Tees and the existing Hartlepool unit the vast majority of people accessing the unit patients, visitors and employees will do so by car if they can. Simple market economics allied to modern personal preferences. The plan submitted acknowledges this and shows parking places for 1500 cars on site, a fraction of the demand as provision is also made for park and ride and a bus service.

The A19 trunk road is a strategic north south link; locally between Dalton Piercy and Billingham Bottoms it is two lanes wide and already exhibits high levels of congestion in both directions at peak travel times. Stationary traffic around the Wynyard junction is a daily occurrence. Minor accidents are common. At peak times access to the A19 from the A689 is slow with traffic backing up westwards to beyond the Samsung roundabout.

Additional traffic volumes generated by the proposed hospital will greatly exacerbate existing problems crippling the A19, concerns already raised by the Highways Agency. The ability of local residents of Wynyard and surrounding areas to access their homes will be impaired with commensurate decline in quality of life. Mitigation measures proposed by the Health Authority with regard to A689/A19 junction improvements can have no effect on existing levels of north south traffic flow and will only serve to push congestion away from the junction westwards down the A689 towards Wynyard. This would appear to be viewed as acceptable "collateral damage" by the hospital planners.

No workforce exists in the immediate vicinity of the site. All workers will journey by motor vehicle increasing environmental damage. Ambulances and other emergency vehicles will find the site difficult to access due to approach road congestion.

The proposed hospital site is part of Wynyard Park, currently proposed for industrial development under the outline planning consents granted in the late 1990's. H/2009/0112 and H/2009/0113 (land north of the A689 at Wynyard. These plans show a phased industrial development between 2009 and 2022 with provision for parking for 7,911 cars. These projected volumes can only further increase traffic in the area and potentiate any problems generated by the hospital. Traffic flows submitted make no mention of these proposals.

Existing Planning Conditions

The hospital site is part of an area granted outline planning permission by Hartlepool Council for industrial development in the late 90's, Consent was granted with specific restrictions as to nature and form of future development for a business park. The plans for the hospital contravene several of these conditions in terms of scope, scale, destruction of agricultural and woodland and landscaping. A 600 bed hospital is in effect a small town not a business park."

Mr & Mrs Renfrew, 17 The Granary Wynyard

"Our grounds for objection are as follows:-

- The original recommendation by Lord Darzi was for the existing hospitals services to be improved not the building of a new super hospital.*
- Developments in this area are required to reuse derelict land as a priority. This is not derelict land and derelict land is available in this area.*
- The site is not compatible with the Local Plan which has the site location assigned as B1 for business use. The hospital should be placed on a site location assigned as C1 (contrary to Local Plan Policy IND1).*
- Habitat in that area will be damaged. The Regional Spatial Strategy states that the council needs to "protect and enhance the quality and diversity of the Region's rural and urban land and landscapes".*
- The application is contrary to point 2.2 F & H of the Regional Spatial Strategy Report in that developments are supposed to be positioned so people have easy access to modes of transport (other than their own) particularly walking and cycling. The proposed additional transport plans are not adequate. It therefore excludes people who do not have a car (contrary to Policy 7) thus discriminating against them in terms of employment opportunities, essential services and facilities.*
- There is an inadequate road network and proposed changes are impractical.*
- There is a distinct lack of detail in the traffic plans.*
- Increased traffic congestion - The Regional Spatial Strategy Report states that 'Local traffic using the strategic highway network is adding to operating difficulties on the A1 and A19 in particular'. This increase could delay ambulances getting to people and getting emergency patients to hospital in time.*
- As admitted by The North Tees Hospital Trust in their report, there will be a MAJOR adverse impact to Wynyard for up to 20 years AFTER completion.*
- As stated in the Environmental Report, noise levels will have a MAJOR impact on Wynyard Estate.*

We also presume that all the objections on Hartlepool Council's Planning Site (ref: H/2009/0335) will be taken into consideration as at the last count (14.07.09) there were over 85."

Grindon Parish Council

"Grindon Parish Council strongly object to the application for the following reasons:

- 1) Road infrastructure is already poor - increasing traffic volume by putting a massive hospital in with access via A689 will make it even worse*
- 2) Noise nuisance - ambulance, helicopter fly bys etc*
- 3) Cost to general public - we have been doing some calculations to estimate the real cost to the general population of the Hospitals moving to Wynyard. Basically it works out that every trip to hospital for a resident of Hartlepool will cost a further £2.20 in private car terms and a further £1.80 for a Stockton resident. We calculate that if you assume that every resident of all the major towns in the catchment area, approximately 240,000 residents, were to visit the new hospital just once, it would cost the general public an estimated £0.4m per annum for the privilege of having a new hospital in Wynyard! This extra travelling also flies in the face of the claims of reduced carbon foot prints, so publicised by the trust. There is a further more serious concern, if you add to this the extra travel time of around 5 minutes from the major towns, that could be the difference between life and death for those people unlucky enough to require emergency treatment.*

When you look at it like this, refurbishment of the existing sites would appear to be the better option. Plus various campaigns to date to address public concern have not addressed these issues."

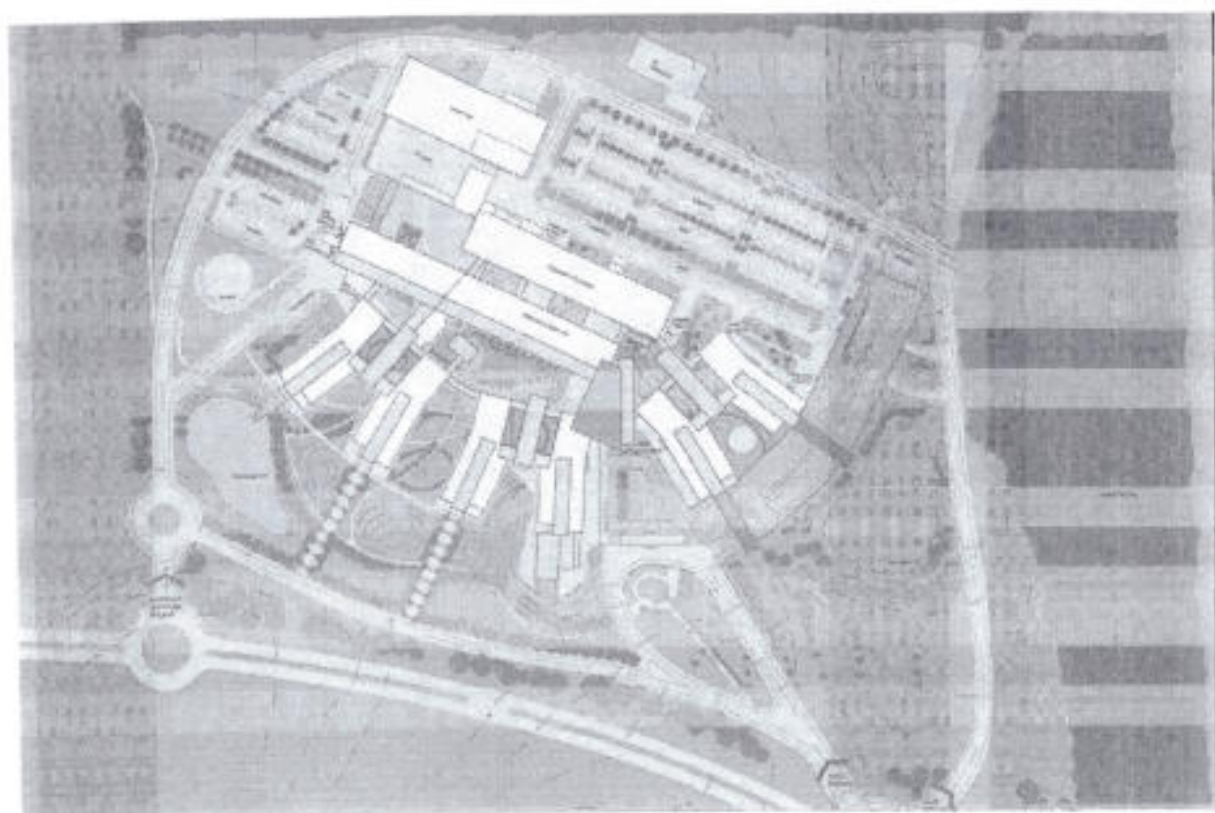
Location Plan



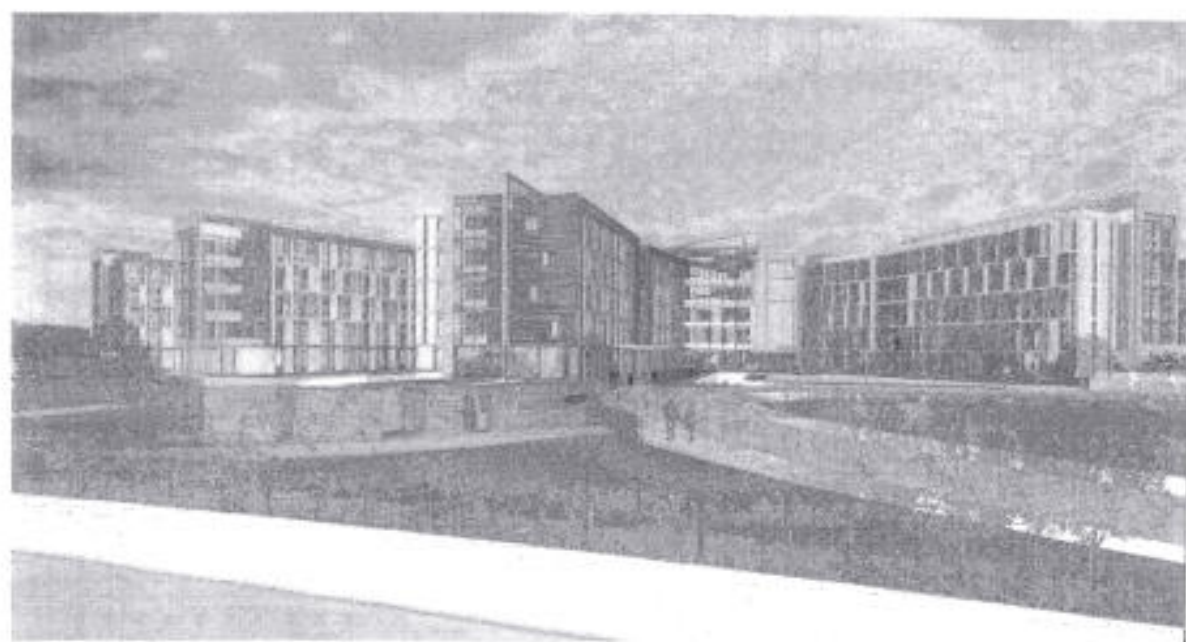
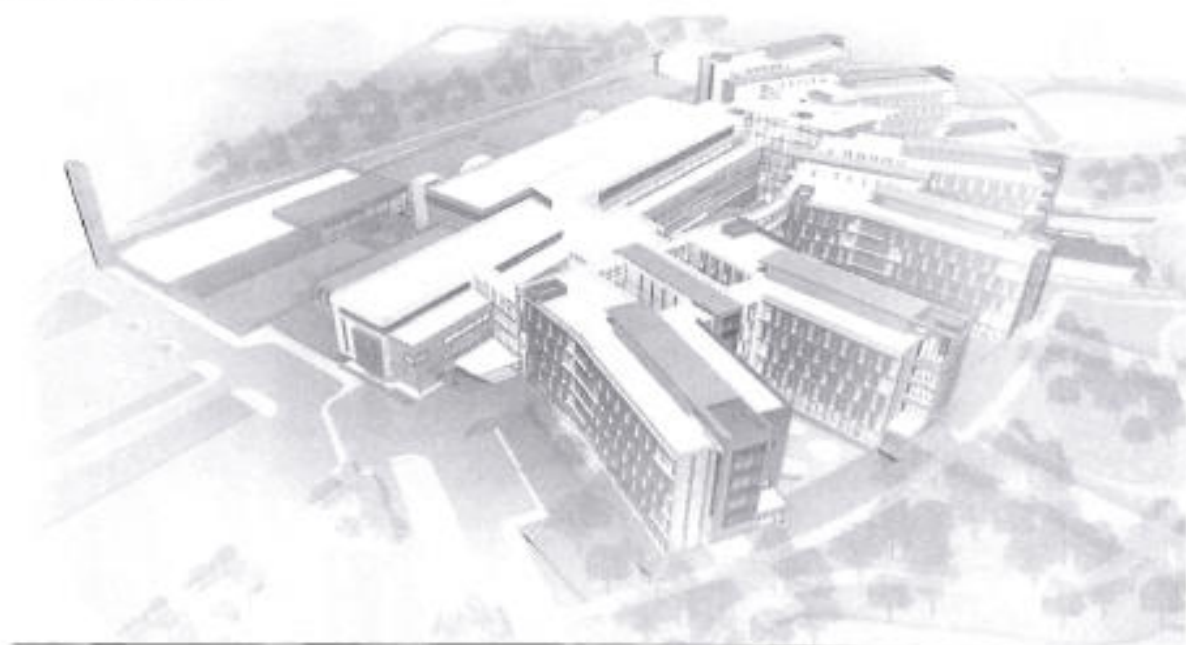
Site Plan



Sketch Layout of proposed hospital



Sketch Elevations



Final Draft Proposed Heads of Terms – 5th October September 2009

† 1. Closure of existing hospitals (UHH) and (UHNT) will not take place until:

Location: Operational by:

and

2. Public Transport Provision

Service A (scheduled bus service):

Service B (scheduled bus service):

Route: Wynyard Hospital – A689 – Newton Bewley – Truro Drive – Calcote Road – Oxford Road – Stockton Road – York Road – Victoria Road – then onwards to North Hattlepool, Hart Station, Blackhall Rocks, Blackhall Colliery, Horden, Peterlee, Easington Colliery, Easington

Hours and Frequency:	Monday to Saturday: first bus at 06:00 hours, every sixty minutes 06:00 to 20:00 hours, last bus to depart Wynyard shortly after 20:00 hours to allow journeys at end of visiting hours (connections via Billingham are provided for journeys after this last departure) Sundays and Bank Holidays: first bus at 08:00 hours, every sixty minutes 08:00 to 18:00 hours last bus departs Wynyard at 18:00 hours (connections via Billingham are provided for journeys after this last departure)
Fares:	£2.00 per single journey between Wynyard and Hartlepool, £1.50 supplement to existing fare between Wynyard and north of Hartlepool

Service C (semi-flexibly routed demand responsive bus service):

Route:	Hilton, Maltby, High Leven, Ingleby Barwick*, Yarm, Egglecliffe, Urfay Nook*, Egglecliffe*, Elton, Longnewton, Whinney Hill, Redmarshall, Carlton, Thorpe Thewles*, Billingham Places marked * denote places not served en route, but will be served by a diversion from the core route should the service be demanded.
Hours and Frequency:	Monday to Friday: five return journeys per day Saturdays, Sundays and Bank Holidays: one return journey per day
Fares:	£3.00 per single journey

Service D (semi-flexibly routed demand responsive bus service):

Route:	Hutton Henry*, Station Town, Wingate, Wheatley Hill, Kelloe*, Deaf Hill, Trimdon Colliery, Trimdon Grange, Trimdon, Fishburn, Sedgfield, Wynyard Places marked * denote places not served on route, but will be served by a diversion from the core route should the service be demanded.
Hours and Frequency:	Monday to Friday: five return journeys per day Saturdays, Sundays and Bank Holidays: one return journey per day
Fares:	£2.50 per single journey

or such other services as are agreed between the Trust and the transport authorities prior to the first operation of services at the hospital. These services shall operate following commissioning of the new hospital.

2.2 These services will be procured for 3 contract periods:

- Period 1: Years 1-3 inclusive

- Period 2: Years 4- 6 inclusive
- Period 3: Years 6-10 inclusive

These contract periods may be varied with the agreement of the Local Transport Authorities and the Trust. Period 1 will begin on commencement of the phased commissioning period for the new hospital.

- 2.3 The local transport authorities shall use the most cost-effective, minimum cost / best value method to procure, manage and monitor the delivery of these services for contract period 1. A monitoring regime will be put in place (including "mystery shopper" monitoring) in order to ensure that all revenues are being declared by operators. The detail of these methods will be agreed with the Trust.
- 2.4 During the final year of contract period 1, the service patterns will be reviewed by a Review Team that comprises the local transport authorities, the Trust and Wynyard Park Ltd. Any amendments to the service patterns (destinations, frequencies, hours of operation) outlined above will be agreed based upon outturn patronage, such that the overall revenue shortfall will not exceed the agreed funding stream set out in sub clause 2.8 below.
- 2.5 Services will be re-tendered by the Local Authorities in accordance with clause 2.4 to commence at the start of contract period 2.
- 2.6 During the final year of contract period 2, a further review of services based upon outturn patronage will be undertaken by the Review Team and amendments agreed. These services will then be procured by the Local Transport Authorities for the duration of contract period 3.
- 2.7 During Year 9 of operation, discussions will commence between the Trust who will use best endeavours, Wynyard Park Ltd. (or the owner of the Wynyard Park development land at that time), the local transport authorities and bus operators regarding how the service will continue (if continued support required) from Year 11 onwards, with agreed financial commitment as set out in an Action Plan to be in place by quarter 3 of Year 9.
- 2.8 The Trust's contribution to the revenue funding gap will be £500,000 per annum across all services. This sum at 2008 prices is to be inflated by reference to the 'Passenger Transport by Road' component of the Consumer Prices Invoices as quoted by the Office for National Statistics. The Trust will also pay to the local transport authorities, the contract management costs to a maximum of £5,000 per annum.
- 2.9 Services will be reviewed annually to assess how the outturn revenues and patronage compare with expectation. Should the revenue shortfall exceed the £500,000 per annum limit then the Trust will pay the difference (to a limit of £206,000 per annum during the first 3 years of operation.) Should the revenue shortfall be less than the £500,000 per annum limit then the Trust will set aside that windfall, up to a maximum of £100,000 per annum, to fund additional public transport measures during the following contract period or to fund the continuation of public transport services for Year 11 onwards, as agreed with the local transport authorities. Revenue windfalls beyond this £100,000 per annum maximum will be retained by the Trust.
- 2.10 The Review Team will agree an arbitration process prior to commencement of the services in Contract Period 1, which will set out how disputes between members of the Review Team will be resolved if agreement cannot be reached. The process will nominate an independent arbitrator who will be an experienced transport professional with knowledge of healthcare transport issues, who will not be responsible for the delivery of any transport services in the Tees Valley and County Durham areas. All parties to be bound by the arbitration conclusions.

3. Off-Site Highways Improvements

- 3.1 The Trust will meet the actual cost, including professional fees, of the implementation of the works defined by reference to the agreed drawing(s) Fig X.
- 3.2 In the event that another scheme for the area covered by the drawing Fig. X is proposed by the local transport authorities and/or the Highways Agency, the Trust's contribution to that amended scheme will be the estimated construction cost (excluding professional fees) of the scheme in Fig X, as assessed by an independent quantity surveyor employed jointly by the Trust, Local Transport Authorities and the Highways Agency. This contribution will only be payable if the amended scheme meets the criteria set for the scheme illustrated in Fig. X. These criteria are set out in Section 7.1 of the Trust's submitted transportation assessment.

4. Cycleway Provision with greening infrastructure

- 4.1 The Trust will provide a capped financial contribution of £500,000 [index linked] to the relevant Local Planning Authorities in order to fund the construction of a suitable and relevant cycle scheme which incorporates appropriate greening infrastructure, prior to the commissioning of the hospital, or other alternative schemes as deemed appropriate by the Local Transport Authorities.

5. Billingham Interchange Redevelopment Contribution

- 5.1 The Trust will provide a capped financial contribution of £100,000 [index linked] to an agreed scheme at an agreed date prior to the commissioning of the hospital, or other alternative schemes as deemed appropriate by the Local Transport Authorities.

6. Local Labour and Training Agreement for Employment Opportunity

- 6.1 The applicant and its successors in title, their contractors, sub-contractors and suppliers (to be referred to as 'developers') shall work with the Local Authority to the terms of the Hartlepool Targeted Recruitment and Training Charter to ensure that the recruitment and training opportunities, local sub-contractor and supply chain opportunities during the construction of the hospital and subsequent operation of the facilities created by the development are made available to the residents of the Boroughs of Hartlepool and Stockton.
- 6.2 A recruitment and Training Charter will be agreed by the applicant and the Council before the development commences on site. The Charter will establish the performance indicators, prospective inputs by developers, the Council and other relevant agencies and broad operational and monitoring arrangements to promote and secure the also provide the template for a Method Statement to be used by individual developers to establish targets and detailed measures to deliver the Charter's commitments.
- 6.3 Each developer will be required to submit a Method Statement to be agreed by the Council before each construction contract or facility operation commences.
- 6.4 The form and content of the Recruitment and Training Charter shall be reviewed by the applicant and the Council at 2 yearly intervals to ensure that it continues to provide an appropriate framework for targeted recruitment and training, having regard to the progress of the development and the local labour market context.

Travel Plan and Car Management Plan to be appended to S106.

Glossary of definitions and terms to be devised.