

**Committee Report**

<b>Application No:</b>	<b>DC/16/00867/FUL</b>
<b>Case Officer</b>	<b>Graham Stephenson</b>
<b>Date Application Valid</b>	<b>16 November 2016</b>
<b>Applicant</b>	<b>GatesheadHealthTrust NHS Foundation</b>
<b>Site:</b>	<b>Bensham General Hospital Fontwell Drive Gateshead NE8 4YL</b>
<b>Ward:</b>	<b>Lobley Hill And Bensham</b>
<b>Proposal:</b>	<b>Construction of a car park on land at Bensham Hospital and formation of parking spaces, adjacent to the internal access road to create 100 additional car parking spaces. (Amended 31.08.2017).</b>
<b>Recommendation:</b>	<b>GRANT</b>
<b>Application Type</b>	<b>Full Application</b>

**1.0 The Application:****1.1 DESCRIPTION OF THE APPLICATION SITE**

The application site is a Hospital is located within Bensham and is owned by Gateshead NHS. Currently the services based at the Hospital include ear, nose and throat, occupational therapy, older persons services and school health services as well as a number of other services. However the Gateshead Health Trust NHS Foundation recently won a another Community Contract which results in 387 members of staff transferring their employment to Gateshead. Of these 58 employees from the Community Team will be based at Bensham Hospital from the outset, with this number rising to 110 in the future, although a date when this transition will be completed is not available.

1.2 Previously there were a 156 parking spaces on the site. However 45 spaces have been implemented in the south west corner of the site along the internal access road.

1.3 Land levels on site are relatively flat with the boundary of the site enclosed by dense foliage and 2-metre palisade fencing. The entrance into the site is via Fountain Drive to the north or under the railway line via Harrison Gardens to the south.

1.4 There is a covered walkway within the site which is Locally Listed.

**1.5 DESCRIPTION OF THE APPLICATION**

The application therefore proposes 55 new car parking spaces in a new car park at the northern end of the site (Car Park A) and retrospectively 45 new spaces in the south west corner along the edge of the internal access road (Car Park B), resulting in a total of 100 new parking spaces. This has been reduced from 101 to allow for SuDS features to be introduced into Car Park B.

1.6 The 55 spaces are proposed to be accessed off an existing car park by creating an opening in the Locally Listed covered walkway, to allow vehicles to pass through it. Except for a few modifications to allow vehicular access the walkway will be retained. The remaining 45 are accessed of the internal access road.

1.7 The following information has been submitted with the application:

Technical Highways Note  
Geo Environmental Appraisal  
Drainage Assessment/Strategy  
SuDS Maintenance Plan

1.8 PLANNING HISTORY

DC/06/00723/FUL - Planning approved for the creation of additional car park and access ramp. 30.06.2006

**2.0 Consultation Responses:**

Coal Authority – No objections subject to informative.

**3.0 Representations:**

Neighbour notifications were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) (England) Order 2015. No representations have been made.

**4.0 Policies:**

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

DC1J Substrata Drainage-Water Quality

DC1P Contamination, derelict land, stability

ENV18 Locally Listed Buildings

ENV54 Dev on Land Affected by Contamination

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS17 Flood Risk and Waste Management

## **5.0 Assessment of the Proposal:**

5.1 The main planning issues in this case are considered to be the impact on traffic generation and highway safety, the impact on the Locally Listed walkway and drainage.

### **5.2 HIGHWAY SAFETY AND TRAFFIC GENERATION**

It is acknowledged that there have been previous issues with parking on this site and the introduction of additional parking spaces could help to alleviate this, even though additional staff are being brought onto the site. This is because although the majority of the additional 110 staff will be based at Bensham Hospital, they work in the community and therefore are not on site all day. As a result it is considered adequate parking will be available.

Notwithstanding this, it is considered a car park management plan will be required to ensure the car parking arrangements function correctly as well as a Travel Plan to try and reduce car borne trips where possible. The Travel Plan will be an updated version of the Trust's current Travel Plan which covers both this site and the Queen Elizabeth Hospital. Both these requirements can be conditioned (CONDITIONS 3-6).

5.3 Additional cycle parking has been proposed but further details are required to ensure safe and secure parking is provided for staff (CONDITION 7)

5.4 There are no significant concerns with the layout of the proposed car park although it is recommended that height restriction warning signs are placed on the covered walkway where the new vehicular route is proposed. This can be provided as an informative.

5.5 It is also considered that the traffic generated by the development, which would utilise existing access roads, would not have a severe impact on highway safety

5.6 As a result, subject to conditions it is considered that the impact in terms of highway safety and traffic generation is acceptable and in accordance with the aims and objectives of the National Planning Policy Framework (NPPF) and policy CS13 of the Core Strategy and Urban Core Plan.

### **5.7 IMPACT ON HERITAGE ASSET**

The access to the new car park would be created by removing part of the Locally Listed walkway although the roof would be retained. In addition the walkway is currently abandoned but this development would bring it back into use. As such it is considered the proposed development would not have a detrimental impact on the architectural and historical merit of the Locally Listed structure and would not be contrary to the aims and objectives of the NPPF or policy CS15 of the CSCUP.

### **5.8 DRAINAGE**

The proposal for parking alongside the access road Car Park Area B, with bays perpendicular to the road lies within a predicted surface water flow route that is present within the 1:30, and 1:100 storm events, as modelled within the Gateshead Strategic Flood Risk Assessment (SFRA) and the Environment

Agency (EA) Surface Water Flood Map. The latter estimates a high risk of flooding to depths of up to 300mm along the perimeter road, and a low to medium risk of depths up to 900mm.

- 5.9 Car Park A is proposed to be accessed via the existing car park to its east. The SFRA indicates a pocket of localized surface water flooding in the north west corner of the existing car park, at the point where the proposed new car park access is to be created. The EA map confirms that this area is at medium risk of flooding to a depth of 300mm, with a low to medium risk of depths up to 900mm.
- 5.10 The site lies within a designated Critical Drainage Area (CDA).
- 5.11 In line with national and local policy, the new development should not worsen the flood risk on site or elsewhere. As the site lies within a Critical Drainage Area, the surface water runoff from both the new parking areas shall be restricted to greenfield runoff rates. As the proposed new parking development is greater than 1000m<sup>2</sup>, then SuDS has been considered as a means of controlling the runoff in accordance with the December 2014 Ministerial Statement.
- 5.12 A drainage assessment, which includes SuDS features such as permeable paving and a maintenance plan has been submitted with the application and the implementation of these plans can be conditioned (CONDITION 8).
- 5.13 As a result it is considered that in terms of flood risk and drainage the development satisfies the aims and objectives of the NPPF as well as policy CS17 of the CSUCP.
- 5.14 **CONTAMINATED LAND AND COAL MINING LEGACY**  
The site is located in an area which has been subject to historical coal mining but as some of the development has already taken place and limited ground breaking is proposed for the remainder of the development it is considered the risk from coal mining legacies and contaminated land is limited. However it is recommended that should evidence of coal mining or contaminated land be discovered during construction, works should cease immediately whilst further investigations are carried out and this can be conditioned (CONDITIONS 9 AND 10). The Coal Authority have confirmed that this approach is acceptable and have also recommended an informative which advises what to do if evidence of coal mining is discovered.
- 5.15 Therefore subject to the above it is considered the development does not conflict with the aims and objectives of the NPPF or policy CS14 of the CSUCP.

## **6.0 CONCLUSION**

- 6.1 Taking all relevant issues into account it is recommended that planning permission should be approved, subject to conditions as the development applied for is acceptable and in accordance with national and local planning policy.

## 7.0 Recommendation:

That permission be GRANTED subject to the following condition(s) and that the Strategic Director of Communities and Environment be authorised to add, vary and amend the planning conditions as necessary:

1

The development shall be carried out in complete accordance with the approved plan(s) as detailed below -

102, 104

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

Car Park B must be commenced not later than 3 years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

Car Park A shall not be first brought into use until Gateshead Health Trust's overarching Travel Plan for both the Queen Elizabeth Hospital and the Bensham Hospitals sites, titled Queen Elizabeth Hospital Travel Plan, has been updated and submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall detail the delivery mechanism for its implementation in order to provide for the following measures:

- 1) Reduction in car usage and increased use of public transport, walking and cycling;
- 2) Minimal operational requirements for car parking in accordance with the NPPF and policy CS13 of the Core Strategy
- 3) Reduced traffic speeds within the site and improved road safety and personal security for pedestrians and cyclists;
- 4) More environmentally friendly delivery movements;
- 5) Timetable for implementation

5) A programme of continuous review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.

Reason

In order to accord with policy CS13 of the Core Strategy.

4

The Travel Plan shall be implemented in accordance with the details approved under condition 3.

Reason

In order to accord with policy CS13 of the Core Strategy.

5

No part of Car Park A shall be brought into use until a car park management plan for the site has been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of effective use of the car parks, in accordance with policy CS13 of the Core Strategy.

6

The site shall be operated in accordance with the car park management plan approved under condition 5.

Reason

In the interests of effective use of the car parks, in accordance with policy CS13 of the Core Strategy.

7

Prior to Car Park A being first brought into use, secure and lockable cycle parking facilities for at least 10 bikes shall be provided within the site for staff and shall be retained as such thereafter.

Reason

In order to ensure adequate provision for cyclists and in compliance with policy CS13 of the Core Strategy and the Gateshead Cycling Strategy.

8

The development hereby approved shall be completed in accordance with the details set out in the submitted Drainage Assessment which comprises

Bensham Hospital Car Park Drainage Statement Rev B,  
C-GA-05 Proposed Drainage Plan with Porous System  
C-D-01 Hardstanding and Drainage Construction Details

These measures shall be maintained in accordance with the Bensham Hospital SuDS Maintenance Plan.

Reason

In order to prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne

9

Any undesirable material observed during excavation of the existing ground shall be screened and removed. If any areas of odorous, abnormally coloured or suspected contaminated ground are encountered during development works, then operations shall cease and the exposed material shall be chemically tested.

The works shall not continue until a Risk Assessment and, if required remediation and monitoring measures, have been and submitted to and approved in writing by the Local Planning Authority.

Reason

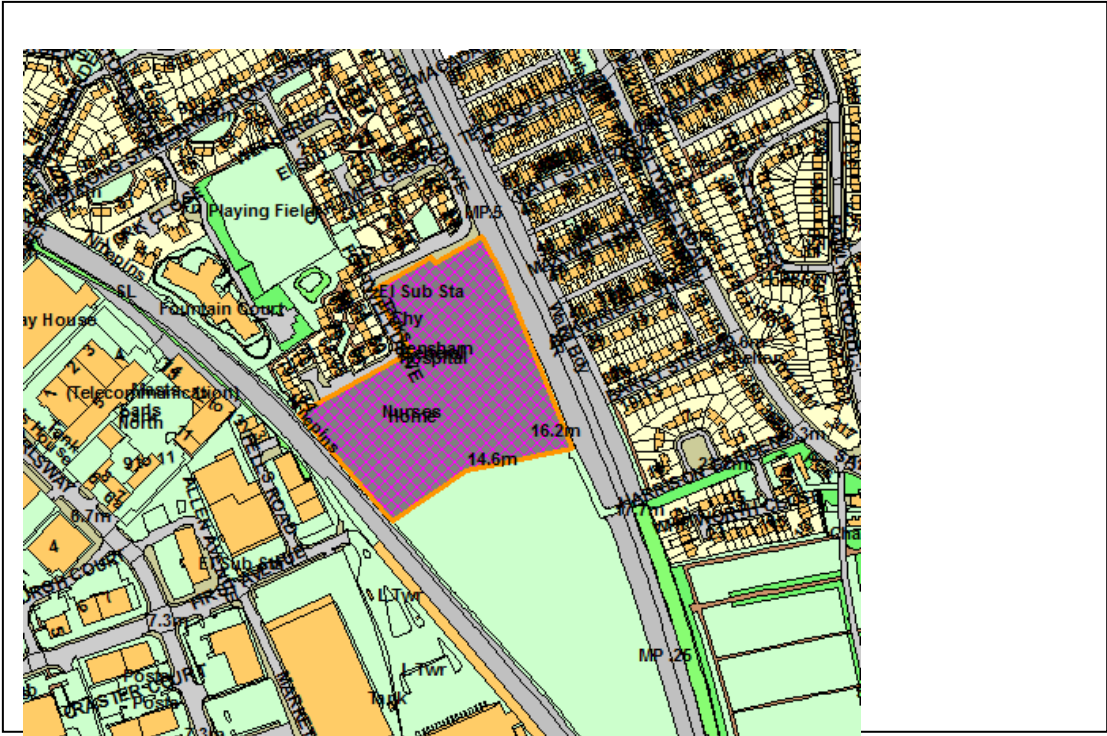
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework.

10

If any evidence of coal mining legacies are encountered during development works, then operations shall cease and the works shall not continue until a Risk Assessment and, if required remediation and monitoring measures, have been and submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that risks from coal mining legacies are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers and neighbours in accordance with saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework.



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