



The Ordnance Survey map data included within this publication is provided by Colchester Borough Council of Rowan House, 33 Sheepen Road, Colchester CO3 3WG under licence from the Ordnance Survey in order to fulfil its public function to act as a planning authority. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey map data for their own use. This map is reproduced from Ordnance Survey Material with the permission of Ordnance Survey on behalf of the Controller Of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Crown Copyright 100023706 2017

Item No:	7.2
Application:	192993
Applicant:	ESNEFT
Proposal:	Erection of single deck car park with vehicular access from Turner Road, associated lighting and other ancillary works.
Location:	Colchester Hospital, Turner Road, Colchester, CO4 5JL
Ward:	Mile End
Officer:	Lucy Mondon
Recommendation:	Approval subject to resolving outstanding matters under delegated authority.

1.0 Reason for Referral to the Planning Committee

- 1.1 This application is referred to the Planning Committee because it constitutes major development on which a material planning objection has been received and the recommendation is for approval, albeit subject to further negotiation.

2.0 Synopsis

- 2.1 The key issues for consideration are:
- Principle of Development
 - Highway Matters (including sustainable transport)
 - Amenity (including air quality)
 - Design and impact on surrounding area (principally landscape, trees, and setting of non-designated heritage assets)
- 2.2 The report sets out the assessment of the proposal, considering planning policy in light of material planning matters. The comments from consultees and local representations are also considered. Having considered all material planning matters in the overall planning balance, it is considered that there are some outstanding matters that require resolution, including matters that the applicant wishes to address pre-determination; rather than under condition. In order to secure necessary funding for the scheme the applicant requires a planning committee resolution regarding the principle of the development. This has resulted in the Case Officer requesting a resolution to allow delegated authority in order to resolve the outstanding matters with the aim of the application being approved subject to conditions.

3.0 Site Description and Context

- 3.1 The application site is currently an open surface car park, used for staff car parking (182 car parking spaces), as part of the wider Colchester General Hospital site. The existing car park forms part of a larger car park referred to as Car Park K. The proposal provides for an additional 153 spaces.
- 3.2 The hospital site is well established and has been developed and expanded over a number of years so that there is now a complex of buildings on site, although these are not overly visible from wider public vantage points along the Via Urbis Romanae (to the west) and Turner Road (to the east) given changes in levels, landscaping, and boundary treatments.
- 3.3 The car park is located to the south-western side of the hospital site in a less densely built environment, albeit still seen in the context of a number of hospital buildings: there are open surface car parks immediately east and west of the site; Queen Boudica Primary School (including playing field/sports pitch) to the south; and the hospital 'Villas' (a crescent of 8 no. detached two-storey buildings) to the north. All bar one of the Villas (Villa 7, which has been replaced by a modern building) are locally listed.

The Local List records the Villas as follows:

Former 2 storey ward blocks for patients of Turner Village hospital. The crescent originally comprised 8 villas however 1 has been unsympathetically replaced. The crescent of villas were built as part of the larger Turner village which is historically/culturally important in north Colchester/Mile End. Turner village was built as part of the Essex Hospital (The Royal Eastern Counties Institution) which closed in 1985. Work commenced on Turner village in 1932. The Crescent was built in the Neo Georgian style and the design was intended to reflect the forward-thinking approach of those involved in the project at the time. Turner Village was built at a cost of £146,359. It was officially opened by the Duke of Kent in 1935 and officially closed in April 2001.

- 3.4 Vehicle access to the site is through the hospital grounds from Turner Road (to the east). The access road to the site runs along its northern edge. The road is single lane and has double yellow lines along its entirety to prevent car parking. There is no pavement provision along the stretch of road running north of the site, but there are pavements leading to/from the main body of the hospital site which can be accessed by users of the existing car park. The site is at a lower level to the road and there is currently planting and trees along its boundary edges.
- 3.5 To north of the Villas is Public Right of Way (PROW) 61, which is recorded as a Green Link in the Local Plan; this runs through the hospital site from Via Urbis Romanae (west) to Turner Road (east).
- 3.6 The hospital site is located within the Colchester Northern Growth Area. It is not allocated for development within the current Colchester Borough Council Local Plan but is identified as being a 'large job generator' within the growth area.

4.0 Description of the Proposal

- 4.1 The application seeks planning permission for the erection of a single deck car park with vehicular access from Turner Road, associated lighting and other ancillary works. The decked car park would be over an existing surface car park.
- 4.2 By way of background, the submitted Planning Statement explains that:

Colchester Hospital is managed by East Suffolk and North Essex NHS Foundation Trust (ESNEFT). On 1st July 2018, the Trust was formed through the merger of Ipswich Hospital NHS Trust with Colchester Hospital University NHS Trust. The Trust provides hospital and community healthcare services for Ipswich, Colchester and local areas and is the largest NHS organisation in the region.

As a result of the merger and formation of ESNEFT, the Trust is undergoing a Sustainability Transformation Plan (STP) to determine how acute hospital and community healthcare provision will be provided across its healthcare estate. As part of this process, significant investment in healthcare facilities and services is and will be taking place to provide an efficient and cost-effective healthcare service which improves care and experiences for the existing and future catchment population in Essex and Suffolk.

For Colchester Hospital, the current phase of investment which has been self-funded by the Trust, includes a new main entrance and retail units, whilst the Emergency Department (ED) incorporates provision of an Urgent Treatment Centre (UTC). These works are concerned with providing qualitative improvements to the Hospital by consolidating the UTC onto the main hospital site and improving its emergency care pathway in order to further improve standards and deliver increased operational and clinical efficiencies. The works also accommodate the Walk-in Centre which was previously located in the North Colchester Health Primary Care Centre (PCC) (now called Turner Road Surgery) adjacent to the main hospital site to the south.

4.3 The Planning Statement goes on to explain the justification for the proposal:

To accommodate additional visitor parking on the main hospital site arising from the transfer of the Walk in Centre from the adjoining Primary Care Centre, Staff Car Park A (adjacent to the Helipad) was recently reassigned to a visitor car park providing an additional 128 parking spaces. This car park is in relatively close proximity to the new Hospital entrance and included the reallocation of parking spaces to provide 6 blue badge spaces for staff or public use.

To re-provide the displaced staff car parking from Car Park A, the Trust is seeking to obtain planning permission for a single deck car park comprising 152 spaces on the western part of staff Car Park K (at the southern end of the site) and would provide for 153 net additional car parking spaces overall. This re-provision is considered to be necessary as the site does not have capacity to accommodate the transfer without replacement provision, as evidenced by the Trust's parking survey undertaken earlier this year.

Following the transfer of the Walk in Centre to the main Hospital, the vacated parking spaces located at the PCC will be utilised by staff and patients linked with the existing Turner Road Surgery. The Walk in Centre transfer and new decked car park will consequently provide for a small but useful amount of additional parking capacity. This along with the Trust's associated Travel Plan measures, will help with the management of activity and transport provision on the Hospital site.

4.4 The decked car park would extend over the existing surface car park (which would be retained as car parking). The decked car park would be 7.88 metres high at its highest point on the south-western corner and 2.33 metres high at its lowest point on the north-eastern boundary towards the Villas. When viewed from the main access road, the decked car park would range from 2.82 metres high at its eastern end to 4.4 metres high at its western end. The height

differences are due to ground level changes as the land slopes down from east to west and north to south. The upper deck of the car park would provide 152 car parking spaces and would be accessed via a vehicular and pedestrian ramp from an existing surface car park to the east (the remainder of Car Park K). An existing access on the northern boundary of the site would be blocked off. Existing car parking would be retained at ground level, although two car parking spaces from Car Park K would be lost in order to accommodate the access ramp for the decked car park. The proposal would result in 338 car parking spaces on the site.

- 4.5 The decked car park would have necessary steel vehicle barriers around the outer edge, as well as steel barriers to the ramp, but would also be 'clad' with treated softwood timber slats.
- 4.6 The application is supported by the following documents:
- Application Form
 - Air Quality Assessment
 - Archaeological Desk-Based Assessment
 - Construction Method Statement
 - Contamination Reports
 - Drainage Strategy
 - Ecological Appraisal
 - External Lighting Scheme
 - Heritage Asset Setting Assessment
 - Landscape Management Plan
 - Noise Survey
 - Parking Study
 - Planning Statement (including Design and Access Statement)
 - Transport Statement
 - Travel Plan
 - Tree Survey and Arboricultural Impact Assessment
 - Utilities Assessment
- 4.7 Drawings include:
- Existing Block Plan
 - Existing Site Sectional Elevations
 - Detailed Hard and Soft Landscape Scheme
 - Proposed Block Plan for Ground Floor with Deck Over (including Roof Plan)
 - Proposed Elevations – Streetview
 - Proposed Lighting Layout
 - Proposed Sectional Elevations - Facades
 - Proposed Sections, Floor Levels and Floor Plan
 - Site Location Plan

5.0 Land Use Allocation

- 5.1 Not allocated. The site is currently a surface car park within the wider General Hospital site.

6.0 Relevant Planning History

- 6.1 Given the growth and evolution of the General Hospital, there is a great deal of planning history. The hospital has expanded in a piecemeal fashion over the years and there have been many planning permissions to reconfigure certain elements of the hospital.

- 6.2 The application site was granted planning permission as a car park (along with the adjacent car park to the east) in 2007 (reference: F/COL/06/1871). The permission granted surface car parking for 344 spaces on land that was previously open space.

- 6.3 Additional planning history in the immediate vicinity of the application site includes:

The replacement building on the site of Villa 7 (to be used for health related, education, training and research) was granted planning permission in 2009 (reference: 090800).

The erection of a building for decontamination and sterilisation of hospital equipment (immediately west of the application site) was granted planning permission in 2010 (reference: 091193).

- 6.4 Recent planning permissions for the wider hospital site include:

Wellness Centre adjacent the main visitor car park (reference: 190779);

Emergency Department and Main Entrance Frontage Extension/Works (reference: 182480);

Cancer Day Care Unit (reference: 182361); and

Aseptic Unit to the south-east of the main hospital building (reference 181699).

7.0 Principal Policies

- 7.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) must be considered in planning decisions and is a material consideration, setting out national planning policy. Colchester's Development Plan is in accordance with these national policies and is made up of several documents as follows below.

- 7.2 The adopted Colchester Borough Core Strategy (adopted 2008, reviewed 2014) contains local strategic policies. Particular to this application, the following policies are most relevant:

- SD1 - Sustainable Development Locations
- SD2 - Delivering Facilities and Infrastructure
- SD3 - Community Facilities
- UR1 - Regeneration Areas
- UR2 - Built Design and Character
- TA1 - Accessibility and Changing Travel Behaviour
- TA2 - Walking and Cycling
- TA3 - Public Transport
- TA4 - Roads and Traffic
- TA5 - Parking
- ENV1 - Environment
- ER1 - Energy, Resources, Waste, Water and Recycling

- 7.3 The adopted Colchester Borough Development Policies (adopted 2010, reviewed 2014) sets out policies that apply to new development. Specific to this application are policies:

- DP1 Design and Amenity
- DP2 Health Assessments
- DP17 Accessibility and Access
- DP18 Transport Infrastructure Proposals
- DP19 Parking Standards
- DP20 Flood Risk and Management of Surface Water Drainage
- DP21 Nature Conservation and Protected Lanes

- 7.4 Some “allocated sites” also have specific policies applicable to them. The adopted Site Allocations (adopted 2010) policies set out below should also be taken into account in the decision making process:

- SA NGA1 Appropriate Uses within the North Growth Area

- 7.5 The Neighbourhood Plan for Myland and Braiswick (2016-2032) is also relevant. This forms part of the Development Plan in this area of the Borough.

- 7.6 Regard should also be given to the following adopted Supplementary Planning Documents (SPD):

- Essex Design Guide
- North Colchester Growth Area
- Sustainable Construction
- Sustainable Drainage Systems Design Guide
- Vehicle Parking Standards

7.7 Submission Colchester Borough Local Plan 2017-2033:

The Council is developing a new Local Plan that has been submitted to the Planning Inspectorate (October 2017). An Inspector has been appointed and the formal examination commenced in January 2018. The examination is ongoing.

Paragraph 48 of the Framework states that decision makers may give weight to relevant policies in emerging plans according to:

1. The stage of preparation of the emerging plan;
2. The extent to which there are unresolved objections to relevant policies in the emerging plan; and
3. The degree of consistency of relevant policies to the policies in the Framework.

The Emerging Local Plan is at an advanced stage and is, therefore, considered to carry some weight in the consideration of the application, but as it is yet to undergo a full and final examination, it is not considered to outweigh the material considerations assessed above in accordance with up-to-date planning policies and the NPPF in this case.

8.0 Consultations

8.1 The stakeholders who have been consulted and who have given consultation responses are as set out below. More information may be set out on our website.

8.2 Arboricultural Officer – recommends refusal subject to revision/additional information being provided.

In agreement with the submitted Tree Survey. The report advises that the proposed development will require the removal of numerous trees within the site. The trees in question are predominantly of low to moderate value with one being a high value tree. The loss of moderate and high value trees is not acceptable unless mitigated and does not comply with the requirements of local plan policy DP1.

The report provided does not provide any commentary on the loss except for it being 'to accommodate development'. A full justification of the losses should be provided with a description of why this is acceptable.

The above considerations need to be addressed before a full assessment of the proposed developments effect on the local landscape can be made or suitability of design confirmed.

8.3 Archaeological Adviser – recommended condition to secure a programme of archaeological work.

An adequate archaeological desk-based assessment has been submitted with the application (Cotswold Archaeology Report: SU0085_1, December 2019). There is, however, some potential for encountering early occupation remains at this location and groundworks will cause ground disturbance that has potential to damage any archaeological deposits that exist.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

8.4 Colchester Civic Society – no comments received.

8.5 Contaminated Land Officer – recommended condition to secure investigation should any unexpected contamination be encountered.

A Phase 2 Geotechnical and Geoenvironmental Ground Investigation has been undertaken following recommendations of an earlier Phase 1 Desk Study. The report is acceptable for Environmental Protection purposes (note: the geotechnical sections have not been assessed). Based on the information provided, no unacceptable risks to the proposed development have been found and no further information will be required in respect of contamination matters unless any unexpected contamination is found at any time during the development.

8.6 Environmental Protection – recommended conditions for construction method statement; hours of work; hours of deliveries; and the provision of electric vehicle charging points.

8.7 Essex Bridleways Association – No comments received.

8.8 Highway Authority – No objection subject to conditions to secure parking for bicycles and motorbikes; and an updated travel plan.

8.9 Historic Buildings Officer – No objections in principle on heritage grounds, but a suitable landscape strategy needs to be secured in order to mitigate the impact of the new car park on the setting of the locally listed Crescent before the proposals can be fully supported.

8.10 Landscape Officer – The proposal cannot currently be supported on landscape grounds. Main points:

- 1 Detailed landscape proposals have been submitted with the application. This level of detail is normally addressed post-decision via conditions so as not to unduly protract the planning application process as finalising landscape detail can take some time. The full landscape details submitted need to comply with Colchester Council Landscape Guidance Notes C (LIS/C).
- 2 Any revised proposal should look to retain and reinforce the linear feature of juvenile evergreen oaks alongside the access road where agreed as A or B category, unless agreed for removal by the Arboricultural Officer. This to help ensure that as originally envisaged the developing evergreen oak avenue is preserved and enhanced as a distinct landscape feature that complements the historic character of the crescent.

- 3 The existing perimeter planting beds alongside the access road, originally designed to filter screen ground level parking zones, will need to be revised in order to also filter/screen the proposed decking. This can be achieved through reinforcing/replacing the existing low evergreen shrub layer and including within the planting mix tall/spreading evergreen shrubs set back against the structure. Proposals should also include sufficient preventative measures to help avoid the existing vehicular overrun onto and multiple pedestrian desire lines through the beds (e.g. knee-rail alongside the crescent's access road).

8.11 Natural England – No comment.

8.12 The Ramblers Association – No comments received.

8.13 SUDs (Essex County Council) – Following the receipt of further information, no objections subject to conditions to secure a details surface water drainage scheme; a surface water drainage maintenance and management scheme; and that the existing pipes within the site that are used to convey surface water, are cleared of any blockage and restored to fully working conditions before development commences.

8.14 Sustainability and Transport Policy – mixed comments.

It is agreed that the proposal will not generate additional trips, as previously existing trips to the Walk In Centre will be redirected to the hospital, but it is considered that more trips will be generated overall in the area as different customers access the new services replacing the Walk In Centre in the Primary Care Centre (PCC) building.

In light of the Climate Emergency declared by the Council in July 2020, and the hospital being a major generator of traffic and contributing significantly to local traffic congestion, the reduction in staff car parking could have been looked at as a travel behaviour change opportunity. The Trust could fully commit to, and implement, its Travel Plan and gain substantial travel behaviour change rather than accommodate demand and take on the huge expense of building a multideck car park.

The hospital has had a Travel Plan in place to encourage sustainable travel including good incentives for staff for many years. Car park management has been strengthened in the past couple of years with the introduction of ANPR and a more robust parking permit points system to help control access and manage demand for parking.

However, the success of the Travel Plan has been hampered by the ongoing lack of a dedicated Travel Plan Coordinator that is needed for a consistent approach to develop and implement a programme of activities to promote sustainable Travel Plan initiatives and support and encourage staff to take up the incentives offered. This is reflected in the lack of take up of initiatives illustrated in the draft Travel Plan and the high drive to work alone rate of 83% identified in the 2016 survey.

Our view is that there is still huge scope for behaviour change amongst both staff and visitors and that ESNEFT have not given their Travel Plan a full opportunity to succeed through insufficient dedicated resources being devoted to marketing and coordination. If a dedicated Travel Plan Coordinator had been in place the need for additional car parking may not be required.

The Sustainability and Transport team would therefore support an alternative approach whereby the hospital delay the building of a multideck car park and seek permission to continue to use Turner Road and Mill Road car park on a temporary basis. This would allow time for a Travel Plan coordinator to be recruited and the Travel Plan to be fully implemented, including a significant promotion of the Park and Ride and exploration of a specific service between the Park and Ride and onto the hospital site.

Previous post code mapping work with the Trust and the current version of the Travel Plan (although based on a very low response rate) demonstrates that a significant proportion of staff live within 2 to 4 miles of the site, a realistic and manageable distance for sustainable travel options.

If after 2 years there is still considerable pressure on the car park, a multi deck car park could be considered.

Without prejudice to the concerns raised, if the application were approved, the following commitments from the hospital are sought in order to mitigate the impact of the development, improve access for sustainable travellers, and avoid any future applications for additional car parking:

- Updated and acceptable Travel Plan with a robust action plan on promotions, future car park management strategy and modal shift goals (feedback and expectations provided against application 192684)
- Five year commitment to provide a dedicated Travel Plan Coordinator with immediate recruitment of full time officer;
- Commitment for ongoing membership of the Colchester Travel Plan Club
- Contribution/funding towards wayfinding project between station and the hospital to encourage hospital visitors as well as staff to consider travelling by train and walking the route to the hospital
- Implementation and enforcement of a no-idling zone across the hospital site
- Improvements to the walking route from the new car park to the main hospital via Admin block south
- Add cycling roundels on road footway from hospital junction with Northern Approach, and from its junction with Turner Road and the PCC (and link to hospital via Admin block south, to the secure cycle parking
- Improvements to the PCC centre vehicular entrance/junction and pavements to improve safety and accessibility for walkers and cyclists to the hospital and Queen Boudica school
- Wayfinding improvements between PCC centre vehicular entrance and the main hospital, Queen Boudica school and cycle parking on the site
- 'Statement' Secure, lockable cycle compound(s) for staff located in a prominent position

9.0 Parish Council Response

- 9.1 Myland Community Council have stated that they have no objections to the proposals.

10.0 Representations from Notified Parties

- 10.1 The application resulted in a number of notifications to interested third parties including neighbouring properties. The full text of all of the representations received is available to view on the Council's website. However, a summary of the material considerations is given below.

10.2 Three representations of objection

- Increase in traffic, resulting in delays to road users and bus services;
- Air pollution (with reference made in one objection to the Royal College of Physicians and the Royal College of Paediatrics and Child Health Report of 2016 - Every breath we take: the lifelong impact of air pollution);
- Increased air pollution to the school;
- The Park and Ride is not sufficient as the stop is 'psychologically remote' from the hospital so will not be readily used;
- The creation of additional onsite car parking would:
 - Reduce the potential revenue viability and usage of a hospital park and ride service.
 - Dis-incentivise the hospital and staff to seek alternative ways of travel.
 - Allow people to take no exercise at all during their daily activities (increasing likelihood of obesity, osteoarthritis, poor levels of fitness and resilience);
- Are there any examples of where extra parking at hospitals has relived pressure on spaces in the short term? It is understood that extra parking spaces were created at Frimley Park Hospital and the parking issues are as bad as ever;
- Cars are contributing to the climate crisis;
- This will lead to further decked car parks;
- By permitting the decked car park, the Council will send out the wrong signal to how it would like to see transport in Colchester develop over the coming years. Car use inevitably means that public transport becomes less profitable and increasingly delayed due to congestion; and
- More car parking is not necessary. Plenty of workers can use the park and ride or the train. The Essex County Hospital functioned for many years with extremely limited parking (for both staff and visitors).

[Case Officer Note: These matters are assessed within the main body of this report at section 17]

10.3 Three representations of support

- Staff at the hospital should be able to travel and part at their place of work, especially during unsociable hours when buses and public transport are not available.
- Support the increase of car parking spaces for staff only; will hopefully take some pressure off local streets.
- There is a clear demand for parking and this will grow with increased services and population growth.
- The investment in parking is welcomed, although the Trust must also be pressed to make it less expensive and easier for their staff and visitors to travel to and from the hospital by public transport, discounted use of the park and ride, by foot, or cycle.

11.0 Parking Provision

11.1 The proposal seeks to provide a decked car park over an existing surface car park in order to provide 152 car parking spaces on the upper level.

11.2 Current parking provision at the hospital is recorded in the submitted Parking Study as follows:

Table 2.1 On-Site Staff Parking Provision

Car Park No.	Location	Total Spaces	Disabled Spaces (Included within total)
1	Car Park A	139	(0)
2	Car Park B	113	(0)
3	Car Park C	142	(0)
4	Car Park D	18	(0)
5	Blue Badge Car Park 'D'	14	(14)
6	Car Parks E, J and K	753	(0)
7	Car Park F	76	(0)
8	Car Park G	60	(0)
Total		1,315	(0)

Table 2.2 On-Site Visitor Parking Provision

Car Park No.	Location	Total Spaces	Disabled Spaces (Included within total)
9	Main Visitor Car Park	482	(21)
10	Radiotherapy Centre	32	(4)

11.3 It should be noted that Car Park A is now being used as visitor parking, hence the need to supplement the lost staff car parking elsewhere.

- 11.4 It is noted from the Car Parking Plan submitted with the Travel Plan that disabled car parking spaces are provided at multiple locations throughout the hospital site (in addition to those cited in the Parking Study records above). The Plan shows 96 disabled parking spaces in total, 31 of which appear to be for staff.
- 11.5 The Travel Plan also shows a number of parking areas for cycle parking and motorcycle parking throughout the hospital site, providing 174 cycle spaces and 11 motorcycle spaces in total.

12.0 Accessibility

- 12.1 The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. The proposal for car parking is not considered to discriminate end-users as access is not restricted (other than the car parking being for staff only). Whilst the proposal does not include any additional disabled car parking spaces, this is not considered to be a discriminatory factor given the amount of disabled parking provided in the immediate vicinity which are sited in more convenient locations in terms of accessing places of work and facilities (i.e. outside the entrances to hospital buildings).

- 12.2 The Agent has provided a statement in respect of accessibility as follows:

The proposed re-provided staff car parking will allow further flexibility for ESNEFT to deliver improved accessible car parking across the Hospital as a whole. Linked to this proposal, ESNEFT has allocated a further 6 Blue Badge spaces within Visitor Car Park 2 near to the main Hospital entrance. In summary, Blue Badge parking will continue to be provided in convenient locations close to key hospital entrances for patients, visitors and staff. Further Blue badge parking will also continue to be located close to administrative and non-public clinical areas for staff. The number and location of Blue Badge spaces is shown on the car parking layout plan included within the Travel Plan. This policy of dispersal allows for optimum accessibility over the entire health campus. There are currently 96 dedicated Blue Badge spaces located across the Hospital for visitor/patient and staff use, representing just over 5% of the number of spaces overall. As part of its internal car park management system, ESNEFT continually monitors the situation and will provide further Blue Badge parking at suitable locations through the re-allocation of existing or provision of new spaces if the need arises.

The proposed decked car park is essentially an extension to Car Park K, a dedicated staff car park, which due to the distance from the main public entrances relative to other car parks is not allocated for public use for patients or visitors. Also, due to the relative remoteness of this location, no Blue Badge spaces are provided here for staff use either. If there was a need to provide such parking within this area following the construction of the parking deck, Blue Badge parking could be made within the covered ground floor area, which represents the most suitable and accessible location within this particular car park. A Building Regulations compliant staircase is also being provided to the upper deck area. The associated Travel Plan submitted with the planning application also makes provision for other accessible transport modes and

initiatives, such as improvements to the Hospital approach paths, as part of a complementary approach to the planning for sustainable and accessible travel.

In summary, ESNEFT is continuing to plan and provide for inclusive access within the Hospital including through the provision of the proposed development in compliance with the provisions of the Equality Act, which requires that due regard is given to the need to advance equality of opportunity between persons who share a relevant protected characteristic (i.e. persons with disabilities) and persons who do not.

13.0 Open Space Provisions

- 13.1 Open space provisions are not relevant for this proposal. Local Plan Policies require new residential development to provide open space. No contributions towards strategic open space have been sought from the Council's Parks and Recreations team.

14.0 Environmental and Carbon Implications

- 14.1 The Council has declared a Climate Emergency and has committed to being carbon neutral by 2030.
- 14.2 The purpose of the planning system is to contribute to the achievement of sustainable development as defined in the National Planning Policy Framework (the Framework). Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic, social and environmental objectives.
- 14.3 This report/consideration of this application has taken into account the Climate Emergency and the sustainable development objectives set out in the Framework. As part of this, the Agent has submitted a Climate Change Statement for consideration as per the below:

Background

ESNEFT is committed to working towards delivering carbon reduction objectives included in the Climate Change Act 2008 complemented by other related NHS requirements, including the recent publication 'For a Greener NHS' (January 2020). A Sustainable Development Management Plan (SDMP) 2019-2022 is also in operation, which is due to be updated later this year. The primary purpose of the SDMP is to drive reductions in ESNEFT's annual carbon emissions in line with statutory targets. In addition to staff travel, the SDMP covers a wide range of sustainability matters including; energy conservation, organisational and workforce development, procurement and supply chain, water, waste and built environment design considerations. ESNEFT's Annual Report, Annual Accounts and Quality Report (2019) explained that through various schemes implemented to date ESNEFT has achieved the 2020 carbon reduction target ahead of schedule and is now planning to achieve the 2025 target.

With this background in mind, ESNEFT recognises that the short and longer term impacts on the environment need to be managed to protect the health of individuals and communities. In this regard, and in line with its sustainability responsibilities, a range of measures are being brought forward through its SDMP aimed at reducing use of natural resources and reducing carbon emissions and waste as referred to above.

Colchester Hospital function and Catchment Area

For Colchester Hospital, ESNEFT has a statutory responsibility to provide acute health care services for the sub-regional catchment area covering a population of 350,000 people. As the effects of climate change have implications for public health, ESNEFT is geared up to respond to and deal with consequential impacts of the Council's recently declared climate emergency across the wider catchment area. In addition, set against a backdrop of increased clinical demand and healthcare need, ESNEFT is committed to working with partner organisations to reduce the effects of climate change and its own carbon footprint, delivered in part through its SDMP referred to above. This has to be undertaken in a realistic way that does not hinder the efficient operation of the acute Hospital itself, including the related transportation requirements of its staff, patients and visitors.

Proposed Car Parking & Travel Plan Measures

The proposed development comprises a decked car park for replacement staff parking along with a range of complementary measures brought forward from ESNEFT's latest Travel Plan (2020). The parking area essentially replaces a 139 space car park, displaced by visitor parking following re-allocation after the Urgent Treatment Centre was moved from the nearby Primary Care Centre (PCC). This occurred as part of the Emergency Department reconfiguration in October 2019. An additional 13 spaces are also being provided, to help regularise unauthorised and double bank parking, which has taken place on the site due to capacity issues and caused logistical issues.

Other than the provision of limited replacement lighting, the deck structure itself will not draw on the Hospital's energy supply, and the level of parking represents the minimum needed to ensure the acute Hospital can function effectively. ESNEFT employs approximately 4,500 staff at Colchester Hospital, although on-site staff parking provision is limited to around 1,300 spaces even with the replacement parking in place. The number of staff parking permits has also been significantly reduced and will be reviewed further on an annual basis. However, the Hospital cannot function with this intended level of reduced staff parking alone and necessarily relies on a range of complementary sustainable transport measures and initiatives being in place and promoted through its latest Travel Plan.

Consequently, as part of the current proposal, the following complementary travel and transport measures are being put in place within an overall package of measures to be delivered over the next 12 months:

- Appointment of a Travel Plan Coordinator to assist the current Energy and Sustainability Manager and Team*

- *Additional way finding for pedestrians between the Hospital and Railway Station*
- *Provision of cycling roundels between Turner Road and the Northern Approach pedestrian/cycle accesses*
- *Additional covered cycle and power two wheeler shelters within secure compounds*
- *Wayfinding improvements between the PCC and Hospital for pedestrians and cyclists*
- *Improvements to the pedestrian route between the new deck car park and main Hospital area*
- *Improvements to the shared PCC Turner Road entrance for pedestrians and cyclists*
- *Further measures to help disseminate information concerning the availability of pedestrian routes to the Hospital*
- *Implementation and enforcement of a no idling zone to enable improved dropping off areas*
- *Provision of additional electric vehicle charging points*

These measures are additional to a wide range of further initiatives including staff park and ride fare subsidies and improved on site bus stops and related real time information provision.

14.4 The proposals above demonstrate that actions will be taken to reduce the hospital's carbon footprint. The proposals in the hospital Travel Plan will be developed further as part of the Case Officer's request for delegated authority in order to achieve actions at the earliest opportunity (in consultation with the Council's Sustainability and Transport team). On this basis, it is considered that measures can be secured that would contribute to achieving sustainable development.

15.0 Air Quality

15.1 The site is outside of any Air Quality Management Area. The impact of the proposal upon air quality has been assessed and this assessment is detailed in the main body of this report at section 17.

16.0 Planning Obligations

16.1 As a "Major" application, there was a requirement for this proposal to be considered by the Development Team. In consideration of the nature of the proposal, it was determined that no planning obligations or contributions are necessary in order to mitigate the impact of the proposal.

17.0 Report

17.1 The main issues in this case are:

- Principle of Development
- Highway Matters (including sustainable transport)
- Amenity (including air quality)

- Design and impact on surrounding area (principally landscape, trees, and setting of undesignated heritage assets)

Principle of Development

- 17.2 The application site is part of established hospital grounds, located within the settlement boundary of Colchester and an identified growth area. Core Strategy Policy SD1 seeks to focus development in a number of areas within Colchester Town, including the North Growth Area and the expansion of Colchester General Hospital is identified in Core Strategy Policy SD3 as a key community facility with which to support the Sustainable Community Strategy and to develop Colchester as a prestigious regional centre.
- 17.3 Core Strategy Policy TA1 seeks to improve accessibility and change travel behaviour as part of a comprehensive transport strategy for Colchester. A key aspect of this is the improvement of accessibility by enhancing sustainable transport links and encouraging development that reduces the need to travel. Developments that are car-dependant or promote unsustainable travel behaviour will not be supported.
- 17.4 The proposal is for a car park so is clearly car-dependant. The application is, however, supported by a Travel Plan that proposes various measures and initiatives aimed at reducing the number of car journeys to and from the hospital in general. The Council's Sustainability and Transport team has requested some further amendments to the Travel Plan that would advance the deliverability of the measures and initiatives being put forward. On this basis, sustainable travel behaviour would be actively promoted by the hospital and the application would not be considered to be contrary to Core Strategy Policy TA1.
- 17.5 Given this context, there is no objection to the proposal in terms of the principle of development, subject to material planning considerations including sustainable travel initiatives as part of the associated Travel Plan.

Highway Matters (including sustainable transport)

- 17.6 Core Strategy policy TA4 seeks to make the best use of the existing highway network and manage demand for road traffic. The policy makes it clear that new development will need to contribute towards transport infrastructure improvements to support the development itself and to enhance the broader network to mitigate impacts on existing communities. Development Plan policy DP17 requires all development to maintain the right and safe passage of all highways users. Development Plan policy DP19 relates to parking standards in association with the Vehicle Parking Standards SPD (see Section 11 of this report for details of parking requirements).
- 17.7 A Transport Statement and Parking Survey has been submitted with the application, as well as a Travel Plan that sets out measures and initiatives to promote sustainable modes of transport. These include bus travel, cycling, walking, car parking management, and alternative ways of working and communicating as part of an overall sustainable transport strategy.

- 17.8 The application states that the proposed decked car park would provide staff car parking to replace that lost at Car Park A (to the north of the hospital site) which has been turned over to visitor car parking to service the relocation of the Walk in Centre to the General Hospital site. The Parking Survey demonstrates that staff car parks are at capacity at peak times. The Transport Statement acknowledges that, although the hospital itself will experience further activity due to the relocation of the Walk in Centre from the adjacent Primary Care Centre, the wider health campus as a whole together with the local road network is unlikely to experience any significant increase in related traffic generation overall. In this context, the Transport Statement concludes that the re-provided parking is unlikely to result in any significant additional traffic generation.
- 17.9 There are over 70 proposals within the submitted Travel Plan. Initiatives and measures include, but are not limited to, the following:
- Fund and appoint a Travel Plan Coordinator;
 - Liaison with Essex County Council and Colchester Travel Plan Club to provide additional wayfinding between the train station and the hospital for pedestrians;
 - Dedicated travel centre to be built on the hospital site in the future for publicising public transport information to patients, visitors, and staff;
 - Continue to promote/develop incentives via fare subsidy scheme for use of buses and trains by staff;
 - Provide cycling roundels on road footway from hospital junction with Norther Approach and entrances from Turner Road;
 - Provide 'statement' secure cycle compound(s) for staff located in safe and convenient locations;
 - Provide wayfinding improvements between Turner Road Surgery and the hospital for pedestrians and cyclists;
 - Provide improvements to the pedestrian walking route from the proposed single deck car park at Staff Car Park K to the main hospital site via Admin Block South;
 - Provide improvements to the Turner Road Surgery shared entrance junction with the hospital to improve safety and accessibility for walkers and cyclists;
 - Information regarding pedestrian network routes to be made available through newsletters, the intranet and patient literature;
 - Implementation and enforcement of a 'no idling zone' within drop off areas across the hospital site; and
 - Provide 12 electric vehicle charging spaces (6 staff and 6 visitor) within the hospital site.
- 17.10 Public representations express concern regarding traffic generation and the lack of interest in existing opportunities for sustainable modes of transport (particularly the Park and Ride). There has also been queries as to whether the proposed parking would ultimately relieve parking issues or whether the issues will continue.

- 17.11 In clarifying the traffic issue, it is important to note that the proposed car parking is a re-provision of displaced staff parking. There would be an increase in parking spaces at the hospital due to the transfer of services from the Primary Care Centre (PCC) to the new/reconfigured Urgent Treatment Centre, but that of course frees up car parking and traffic movements from the PCC (essentially a status quo).
- 17.12 The Park and Ride service is one of many options for travel to and from the hospital site. With regards to how the Park and Ride is used by hospital staff, the Agent has commented as follows:

The current park and ride service serves the Hospital from the stops on the Northern Approach Route which lie within 400m (i.e. a reasonable walking distance) of the majority of the Hospital site area. The Trust will continue to promote and subsidise use of the park and ride facility for staff through the Travel Plan with a view to increasing patronage further. The Travel Plan also encourages use of the park and ride by visitors (and patients) where possible. Additional use of the park and ride facility could also be pursued as a further initiative too. However, as explained above, these measures need to be complementary to the overall parking and transport facilities and arrangements provided by the Trust and could not realistically represent an alternative to the urgently needed replacement staff parking required on site on a 24 hour basis.

- 17.13 In order to address public representations that query whether the proposed parking will address parking issues, the Agent has provided a case study from Ipswich Hospital:

Concerning parking management beyond the short term, the Trust's recent experience at Ipswich Hospital is a good example of this working practice in operation. In 2016 visitor and staff car parking at Ipswich Hospital were operating close to capacity, which was creating logistical problems compounded by the growth in health care needs and demands. The Trust subsequently acquired an adjacent site and secured planning permission for a 200 space car park (and new helipad) creating much needed capacity. This occurred concurrently with the provision and implementation of a range of sustainable travel initiatives contained within the Travel Plan. The new car park was allocated to staff use and freed up capacity for further visitor/patient use on other designated car parks and the latest parking and travel surveys undertaken in 2019, indicate continued on-site parking capacity in both visitor and staff car parks, together with an impressive staff travel to work modal split (55% single car occupancy versus 45% other forms/modes). The parking surveys also highlighted that parking on nearby residential streets had been reduced. Ipswich Hospital is continuing to function efficiently and the patient/visitor experience and staff working conditions have been improved partly as a consequence of this development. The Trust intends to build on this success and extend the general approach across all ESNEFT sites including Colchester Hospital.

- 17.14 The Highway Authority has considered the submitted information and has confirmed that they have no objection to the proposal on highway and transportation grounds, subject to conditions to secure cycle and motorbike parking and an updated Travel Plan.
- 17.15 The Council's Sustainability and Transport team have concerns that the proposal for additional car parking is premature ahead of the Travel Plan being fully implemented and have suggested an alternative approach whereby the proposal for the decked car park is delayed for two years to allow the Travel Plan to be implemented and to assess its effectiveness; if after this time there is still considerable pressure on the car park, a decked car park could be pursued. The Sustainability and Transport comments are set out in detail at section 8.1 of this report.
- 17.16 The Sustainability and Transport team position has been given careful consideration. In highway impact terms, the National Planning Policy Framework (the Framework) states at paragraph 109 that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.' No severe highway impacts have been identified so a refusal on highway grounds is not considered to be justified.
- 17.17 In terms of sustainability, the proposal is for a car-dependant development, although this has been supplemented by the Travel Plan which sets out a considerable number of proposals to improve sustainable modes of transport to and from the hospital for both staff and visitors. In terms of how staff car parking operates at the hospital, approximately 4,500 staff are employed at the Hospital of which approximately 3,000 currently have parking permits and the Hospital only provides approximately 1,300 on-site parking spaces for staff. The submitted Parking Survey has demonstrated that there is a significant capacity issue for staff car parking on weekdays. The hospital has confirmed that reliance on travel modes and measures other than on car use and on-site parking will therefore continue to be an important element of the Trust's overall transport strategy. On balance, whilst the proposal itself is car-dependent, the need has been justified and the supplementary measures to encourage sustainable modes of transport are considered to mitigate the car-dependant nature of the proposal.

Amenity (including air quality):

- 17.18 Development Plan policy DP1 requires all development to be designed to a high standard that protects existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance, pollution, and daylight and sunlight.
- 17.19 The proposed decked car park is located amongst existing hospital development and north of an existing school sports pitch/playing field (Queen Boudica Primary School). With the proposed development being north of the school, it would not have a detrimental impact in terms of sunlight which would rise and fall east-south-west. The height of the car park would not be

excessive, measuring 5.62 metres on its southern elevation alongside the boundary with the school. The height of the car park is not considered to result in any harmful impacts to the detriment of amenity, such as loss of light. There are no concerns regarding overlooking as the timber slat cladding is proposed to extend above head height along the southern elevation of the car park where it faces the school grounds.

17.20 An Air Quality Assessment has been submitted with the application. The Assessment included dispersion modelling to assess the air quality impact of the development on sensitive receptors, including the adjacent Primary School, and concluded that impacts would be negligible in accordance with the Institute of Air Quality Management (IAQM). The Air Quality Assessment submitted with the application has been assessed by the Council's Environmental Protection team who have not expressed any concerns regarding air quality on the basis that the proposal presents the opportunity to promote sustainable travel, especially with the provision of Electric Vehicle (EV) charging points. The Travel Plan proposed the provision of EV charging points, as well as a commitment to undertaking an annual review of the demand for EV charging. Both active and passive charging points are recommended in order to promote sustainable travel for the site and to future proof the development.

17.21 It is noted that public representations are concerned with air pollution, but given the evidence submitted in the Air Quality Assessment as well as the Environmental Protection acceptance of the information submitted, there are not considered to be any issues that would justify refusal in this respect.

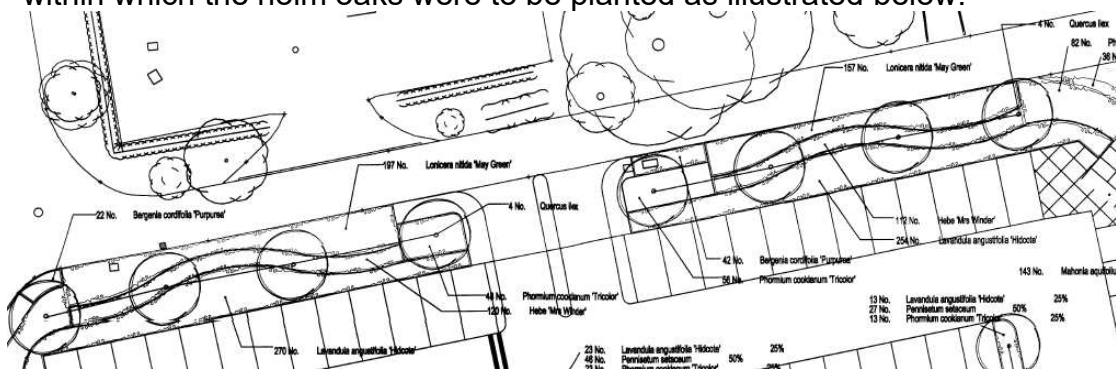
Design, Layout, and Impact on Surrounding Area (principally landscape, trees, and heritage setting):

17.22 As set out in section 8.1 of this report, objections and concerns have been raised by the Council's Arboricultural Officer, Landscape Officer, and Historic Buildings and Areas Officer (HBAO) in terms of the impact of the proposal on existing landscape features and how this, in turn, effects the character and appearance of the area; in particular, the setting of the locally listed Villa buildings which are undesignated heritage assets.

17.23 The relevant policy considerations are as follows: Core Strategy Policy ENV1 seeks to conserve and enhance Colchester's natural and historic environment, countryside and coastline, with Development Plan Policy DP1 requiring development proposals to demonstrate that they, and any ancillary activities associated with them, will respect and enhance the character of the site, context and surroundings in terms of (inter alia) its landscape setting. Development Plan Policy DP14 also seeks to conserve and enhance Colchester's historic Environment. In considering the design and layout of the proposal, Core Strategy policy UR2 and Development Plan policy DP1 are relevant. These policies seek to secure high quality and inclusive design in all developments, respecting and enhancing the characteristics of the site, its context and surroundings. In respect of the Locally Listed villas, the Framework makes it clear, at paragraph 197, that 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly

affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

- 17.24 Currently the proposal would involve the loss of a number of trees, including the oaks along its northern boundary, which are categorized as B category trees. These trees (a linear feature of juvenile oaks) form part of the landscape scheme agreed as part of the planning permission for Car Park K. The agreed landscaping formed part of compensatory measures to mitigate the loss of the recreation grounds to the villas. It was envisaged that these juvenile oaks, together with the existing holm oaks on the opposite side of the access road, would in time form an avenue of holm oaks that at maturity would act as the principal landscape feature to this part of the hospital and that, due to its scale and softening impact on the built form, would have a correspondingly significant amenity value. The landscape scheme agreed allowed for a 6m bed within which the holm oaks were to be planted as illustrated below:



- 17.25 As Category B trees, the trees are regarded as being moderate to high value and a clear justification is required for their removal. The justification submitted, being that the trees are relatively young and their removal is required to accommodate the development, is not sufficient as the proposal is essentially 'designing in' the conflict with the trees when it should respond to the trees as a constraint and be designed accordingly so as to allow for their retention. It is considered that the scheme could be redesigned to allow for the retention of the oaks and the case officer recommendation provides for delegated authority to negotiate with the applicant in order to agree an acceptable solution.
- 17.26 In conclusion, the juvenile oaks should be retained as important landscape feature with long term amenity and value as a carbon store and that the proposed development should be revised to allow for a layout that allows these trees to establish unimpeded through to maturity.

Other Matters:

Archaeology

- 17.27 Both Core Strategy Policy ENV1 and Development Plan Policy DP14 seek to conserve and enhance Colchester's historic Environment and development will not be permitted where it adversely affects important archaeological remains.

- 17.28 An Archaeological Desk-Based Assessment has been submitted with the application which the Council's Archaeological Adviser considers to be acceptable. Given that there are records of Romano-British activity in the vicinity of the site, there is archaeological potential and the groundworks necessary for the development would cause ground disturbance that would have the potential to damage any archaeological deposits that exist. In order to address this, the Archaeological Adviser has recommended a condition to secure a programme of archaeological work. The work would be required before any works commence on site and the applicant is keen to address the requirement during the current application rather than via condition. The Case Officer recommendation for delegated authority would allow for this to be addressed pre-determination of the application and conditioned accordingly.

Contamination

- 17.29 Development Plan policy DP1 requires new development to undertake appropriate remediation of contaminated land.
- 17.30 A Phase 1 Contaminated Land Desk Study Report and follow on Phase 2 Geotechnical and Geoenvironmental Ground Investigation report have been submitted with the application. The reports have been considered to be acceptable by the Council's Contaminated Land Officer who has confirmed that the testing carried out has not identified any evidence of significant contamination and potential pathways to end users/controlled waters are considered of negligible risk. Recommendations have been made in the report(s) to protect groundworkers and offsite receptors during the development. Phytotoxic contaminants were also recorded, which were considered to pose a risk to vegetation (copper/zinc). A remediation method statement, watching brief and verification plan has been provided at section 7 of the Phase 2 report, to ensure that site works do not impact on site receptors and imported materials are chemically compliant for use in the development.
- 17.31 In consideration of the above, it can be concluded that there would be no unacceptable risks to the proposed development and no further information is required in respect of contamination. It is however prudent and necessary to ensure that appropriate investigation and remediation is undertaken in the event that any unexpected contamination is encountered during the development; hence, a condition is recommended to secure appropriate measures.

Ecology

- 17.32 Section 40 of the Natural Environment and rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity and a core principle of the NPPF is that planning should contribute to conserving and enhancing the natural environment. Development Plan policy DP21 seeks to conserve or enhance biodiversity and geodiversity in the Borough. New developments are required to be supported by ecological surveys where appropriate, minimise the fragmentation of habitats, and maximise

opportunities for the restoration, enhancement and connection of natural habitats.

- 17.33 A Preliminary Ecological Appraisal and Impact Assessment Report has been submitted with the application. The Report concludes that no further surveys are necessary and that the site has very limited habitat, although a walkover survey is recommendation prior to the start of construction in order to establish whether there has been any badger activity in the intervening period from initial assessment and construction. A summary of the likely impacts, mitigation and enhancement measures have been set out in Table 6 of the Report, as shown below:

Table 6: Summary of Likely Impacts, Mitigation and Enhancement Measures and Residual Impacts.

Feature	Likely Impacts	Further Surveys	Likely Mitigation and Enhancement Measures	Likely Residual Effect
European Designated Sites	No likely impacts	N/A	No mitigation/enhancement required	Negligible
SSSI/LWS	No likely impacts	N/A	No mitigation/enhancement required	Negligible
Country Park	No likely impacts	N/A	No mitigation/enhancement required	Negligible
Habitats	Loss of introduced shrub	N/A	Retention and enhancement of boundary habitat	Positive
Badger	Potential injury/death during construction	Walkover survey should be undertaken prior to the start of construction	Precautionary construction techniques Retention and enhancement of boundary habitat	Neutral
Bats	No likely impacts	N/A	Retention and enhancement of boundary habitat and trees with low bat roosting potential	Neutral
Birds	Loss or of nesting habitat in the form of scrub and hedgerows	N/A	Works to be undertaken outside of breeding bird season or after an ecologist has confirmed no active nests Retention and enhancement of boundary habitat	Neutral
Other notable species	Loss of habitat. Injury/ and or death to European Hedgehog	N/A	Sensitive habitat removal Retention and enhancement of boundary habitat	Neutral
Reptiles	No likely impacts	N/A	Retention and enhancement of boundary habitat	Neutral

- 17.34 Given the low habitat quality of the site, the recommendations and mitigation measures included in the Report are generally best practice and precautionary. These measures are as follows:

- Boundary habitats are retained and enhanced where possible with native species planting (detailed recommendations included in the report);
- Precautionary measures to mitigate in the event that badgers access the site (foraging/dispersing);
- Recommendation that the ash tree within the north-eastern section of the boundary is retained or, if it is to be removed, it is soft felled to reduce the residual risk of killing or injury to bats;
- Any clearing of habitat should be outside the hedgehog hibernating season (generally November to February inclusive), noting that September/October

would be the optimum time to remove vegetation as this avoids both the nesting bird season and hedgehog hibernation season.

- 17.35 In response to these recommendations it is considered that the boundary habitat can be retained and enhanced via the landscape revisions and agreed proposals (to be negotiated under delegated authority as per the case officer recommendation). It is noted that the ash tree recommended for retention is shown as being retained on the submitted tree survey and impact assessment which is a positive both in terms of landscape and ecology reasons. The recommendations for vegetation clearance and precautionary measures for badgers (the site walkover and procedures during construction) can be suitably controlled/secured via condition or informative as necessary.
- 17.36 It is therefore considered that the proposal would not have a harmful impact on ecology subject to conditions.

Flood Risk and Drainage

- 17.37 Core Strategy Policy SD1 and Development Plan Policy DP20 require proposals to promote sustainability by minimising and/or mitigating pressure on (inter alia) areas at risk of flooding. Policy DP20 also requires all development proposals to incorporate measures for the conservation and sustainable use of water, including the appropriate use of SUDs for managing surface water runoff.
- 17.38 The site is located within Flood Zone 1 which means that there is low probability of flooding (less than 0.1%). The development itself is, therefore, unlikely to be susceptible to flooding. It is still important, however, to assess whether/how the development could affect flood risk elsewhere.
- 17.39 A drainage strategy (Haydn Evans Consulting Drainage Strategy Rev B (January 2020)) has been submitted which acknowledges that the proposed deck would result in a net increase in impermeable area of 200sqm and proposes that the upper deck of the car park will drain to a series of channel drains and hence via downpipes to a new 150sqm attenuation tank with additional surface storage of 46sqm to contain the 1 in 100+ 20% event on the site. The discharge from the new upper deck would be restricted to 4.5litres/second giving a 50% betterment for the existing car park. The drainage will also pass through an existing oil interceptor and a new Aqua Swirl vortex separator to improve water quality discharging from the site.
- 17.40 Essex County Council SUDs, as Lead Local Flood Authority, have assessed the submitted strategy and have no objection to the proposal subject to further information being submitted and agreed. A surface water drainage maintenance and management plan is also required, as is the requirement for existing pipework to be cleared of any blockages prior to commencement of the development. The further information has been requested as conditions, although the applicant is keen to address this ahead of the application being determined. This matter can be dealt with as part of the Case Officer recommendation for delegated authority and then conditioned as appropriate.

Health Impact Assessment:

- 17.41 Development Plan Policy DP2 states that Health Impact Assessments (HIA) will be required for all residential development in excess of 50 units and non-residential development in excess of 1,000 square metres. The purpose of the HIA will be to identify the potential health consequences of a proposal on a given population, maximise the positive health benefits and minimise potential adverse effects on health and inequalities. A HIA must consider a proposal's environmental impact upon health, support for healthy activities such as walking and cycling, and impact upon existing health services and facilities.
- 17.42 In response to the provisions of Development Plan Policy DP2, an HIA has been submitted. As the proposed development is for ancillary infrastructure as part of the wider hospital, and no additional departments are proposed, the scope of the HIA has been limited to a brief desktop review only. This approach is accepted by the Case Officer.
- 17.43 The submitted HIA states that there are two main parts of the HIA being a) the requirement for the parking facility to support the function of the Hospital and its impact on local health service provision, and b) the public health consequences of re-providing the staff car parking including complementary Travel Plan measures submitted alongside the planning application.
- 17.44 Overall Hospital healthcare strategy, parking and travel plan provision, and environmental impacts (traffic generation, air quality and pollution, light pollution, noise impact, landscape and amenity). Ultimately, the HIA concludes that the proposed parking will support and enhance the provision and function of vital accessible healthcare facilities, with no consequential significant adverse effects on local public health, equality and wellbeing being experienced.
- 17.45 The Myland and Braiswick Neighbourhood Plan 2016-2032 has been considered as part of the assessment of this application. The Plan does not make a great deal of reference to development proposals at the hospital, although it does comment that 'Residents generally considered that public transport should be affordable, have cheaper fares and family tickets, more regular/frequent buses - especially in the mornings and evenings, direct local destinations e.g. General Hospital and PCT Centre, better display of bus times and more information and that the buses should be 'friendlier and cleaner'.' The submitted Travel Plan demonstrates that the hospital does provide various incentives for public transport. The Travel Plan will need to be secured as part of the proposed scheme; in which case, there is not considered to be any conflict with the statement made in the Myland and Braiswick Neighbourhood Plan. In addition, Myland Community Council have commented on the application and have not raised any objections to the proposal.

17.0 Conclusion

17.1 In conclusion, the proposal is considered to be acceptable in principle given mitigation measures including sustainable modes of transport (subject to some tighter timescales being secured in respect of the implementation of the measures proposed in the submitted Travel Plan). There are outstanding issues in respect of trees, landscape, and heritage impact, although this is considered to be capable of resolution subject to amendments to the scheme.

18.0 Recommendation to the Committee

18.1 The Officer recommendation to the Committee is for:

APPROVAL in terms of the principle of development, with DELEGATED AUTHORITY to negotiate amendments to the proposals in order to address matters pertaining to trees, landscape, and the setting of non-designated heritage assets, as well as the necessary requirements for conditions. Matters considered necessary to secure via condition would include the following:

- **Time Limit for Full Permissions**
- **Development to Accord with Approved Plans**
- **Construction Method Statement**
- **Limits to Hours of Work and Deliveries (unless included in the Construction Method Statement)**
- **Tree Retention (and replacement as necessary)**
- **Tree Protection**
- **Archaeology**
- **Landscaping**
- **Landscape Management Plan**
- **Surface Water Drainage Scheme**
- **Surface Water Drainage Works**
- **Surface Water Drainage Maintenance and Management**
- **Bicycle and Motorcycle Parking**
- **Travel Plan**
- **Reporting of Unexpected Contamination**
- **Ecology**

19.0 Informatives

19.1 The following informatives are also recommended:

1. ZT0 – Advisory Note on Construction & Demolition

The developer is referred to the attached advisory note *Advisory Notes for the Control of Pollution during Construction & Demolition Works* for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

2. ZTA - Informative on Conditions Stating Prior to Commencement/Occupation

PLEASE NOTE that this permission contains a condition precedent that requires details to be agreed and/or activity to be undertaken either **before you commence the development or before you occupy the development**. This is of critical importance. If you do not comply with the condition precedent you may invalidate this permission and be investigated by our enforcement team. Please pay particular attention to these requirements. To discharge the conditions and lawfully comply with your conditions you should make an application online via www.colchester.gov.uk/planning or by using the application form entitled 'Application for approval of details reserved by a condition following full permission or listed building consent' (currently form 12 on the planning application forms section of our website). A fee is also payable, with the relevant fees set out on our website.

3.ZTB - Informative on Any Application With a Site Notice

PLEASE NOTE that a site notice was erected in a publicly visible location at the site. Colchester Borough Council would appreciate your co-operation in taking the site notice down and disposing of it properly, in the interests of the environment.

4. Highway Authority Informative

All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SMO1 – Essex Highways
Colchester Highways Depot,
653 The Crescent,
Colchester
CO4 9YQ