

Development Management Committee

Addendum Report

Committee Date: **20 March 2024**



UPDATES TO PLANNING APPLICATIONS

Item 4

Application 06/22/1026/D

Site: Land off Foster Close, Ormesby St Margaret

Clarification / errors in the published report:

On page 16 of the Agenda Pack, the applicant is stated incorrectly as Great Yarmouth Borough Council. This is an error and the Applicant is in fact Denbury Homes Ltd.

Updates to report:

There are no other updates or amendments.

Recommendation:

As per the published agenda report.

Item 5

Application 06/23/0918/F

Site: Site of former Car Park G, James Paget University Hospital

Updates to report:

1. Paragraph 1.3 describes how development had commenced and at the time of the officer site visit the works were limited to ground works and foundations. A site visit on the 19th March 2024 has however confirmed that the building's modules have been delivered to site and installed, meaning that the frame of the buildings are in situ.
2. Paragraph 4.4 states that the temporary car park application, reference 06/23/0748/F, was likely to be determined prior to this Committee meeting. Planning permission was issued on the 14th March 2023 and works commenced on site on the 18th March 2024.
3. Paragraph 5.8.1 states that no comments had been received from the Environment Agency, Arboricultural Officer or the Designing Out Crime Officer at the time of publishing the report. This remains the case.
4. Paragraph 10.15 states that some noise data sheets for the Air Source Heat Pumps were submitted and further noise data sheets were expected to be provided in advance of the

Committee meeting. The Environmental Health Officer has confirmed that the information submitted so far has not been sufficient and that proposed Condition 5 (Details of plant noise data and mitigation) is still required.

5. Paragraph 10.16 details the rationale behind the proposed conditions to ensure that the development can be constructed in a way which is not detrimental to neighbouring amenity. A Construction Environment Management Plan has been submitted and the Environmental Health Officer confirmed that the detail contained within it was acceptable subject to further clarity being added regarding who neighbours would contact if there were disturbances regarding during construction. A further Construction Environment Management Plan has since been submitted which includes this information, but the Environmental Health Officer is yet to confirm that this is acceptable.
6. Members will be updated at the meeting in respect of the suitability of the amended submitted Construction Environment Management Plan and the associated amendments required to proposed Condition 3 (Construction Environment Management Plan).
7. Paragraph 10.21 states that there is uncertainty regarding cycle parking provision. To clarify the position, the DAC to the east, and the Concept Ward to the south, did not provide additional cycle parking for either staff or visitors to patients or out-patients themselves. The reason for not requiring these at the time was because the hospital considered there to be adequate surplus facilities for staff, and an expectation of additional development in the vicinity (such as this application) which could provide for visitors and out-patients; Officers accepted those proposals on the basis of the particular developments at the time.
8. This application proposes 5 covered but open cycle hoops (10 cycle spaces) for visitors / out-patients, located at the building's public entrance. These are sufficient for this facility and the adjoining DAC building.
9. The 40 cycle spaces for staff which are to be proposed in this application are dedicated to the use of staff, both within this new building and from other facilities. The applicant has not provided any details of the storage, but indicate use of 'shelters' on the site plan, to be located at the rear of the building. Being at the rear of the building these are not especially visible from natural surveillance by staff, so the facilities need to be safe, secure and covered if they are to be worthwhile and successful in encouraging sustainable travel.
10. It is noted that the Norfolk County Parking Standards states that for hospitals, cycle parking should be assessed on a case-by-case basis; whilst the Local Highway Authority have no objection to the level / quantum of cycle provision, Officers nevertheless consider the use of 'shelters' would be inadequate in themselves, and further details are required to demonstrate that cycle storage for staff is both secure, safe and covered. Additional details should be provided by an amendment to proposed Condition 7 (Parking areas).
11. Paragraph 10.21 describes how the Travel Plan needed further consideration. The Travel Plan submitted with this application is said to be broadly compliant in terms of time scales, monitoring frameworks and provisions of previously approved travel plans on the hospital site. The travel plan is recognised to be an evolving document, but whilst the version submitted with this application is more extensive than those approved previously, for example in comparison to the travel plan submitted with the Concept Ward (06/22/0576/F), those comparisons can only extend so far given the staff at the Concept Ward were relocated from other facilities on the campus.

12. The proposed travel plan with this application suggests that more measures might be available to achieve more sustainable transport modes and to reduce the parking pressures at the site, but it is non-committal to any real modal shift away from the private car. Whilst the Interim travel Plan describes exploring ideas for a shuttle bus and/or a voucher scheme as incentives to move away from a reliance on the private car, there are no firm commitments and the condition proposed in the published Committee report does not require anything further than the roll-out of the interim travel plan.
13. The recommended Conditions are proposed to be amended to secure prompt use of the travel plan and a further development of the travel plan concept beyond that of just the interim travel plan. Notwithstanding the published report's paragraph 10.23, the ambiguity of the interim travel plan has necessitated a revised approach to the conditions proposed. The most significant change to note is the proposed requirements to introduce a Travel Plan model at this development which can both account for recent developments and look forwards towards the redevelopment of the hospital site and other proposed piecemeal developments emerging in the interim. The recommended revisions include:
- Submit a revised Interim Travel Plan prior to commencement of use;
 - Commence the measures within the Interim Travel Plan upon first use of the development and undertake annual travel surveys as part of that Interim Travel Plan;
 - Submit a Travel Plan Monitoring Report after 12 months of use, and in years 2, 3 and 5 after that first use;
 - Submit a Full Travel Plan after 24 months of use, based on the preceding reports.
14. In respect of tree protection, proposed Condition 4 requires appropriate fencing and tree protection measures to be in place during construction. The site visit on the 19th March 2024 showed that the Herris Fencing which has been erected around the site provides a suitable barrier. Condition 4 can be amended to require the measures to be retained rather than suggest that other protection measures should be used.

Amendments to Recommendation:

15. In light of the aforementioned matters, the recommendation has therefore been changed as below:
16. **Condition 3 should be amended** in respect of the Construction Environment Management Plan and its implementation: Officers will advise the Committee in a verbal update.
17. **Condition 4 (Tree Protection Measures) should be amended** as below:

~~"Before any works begin,~~ For the duration of construction period of the development hereby permitted, appropriate tree protection fencing shall be installed, retained and maintained around the retained trees on the western edge of the existing car park to be used as a construction compound. There shall be no storage of materials, parking, servicing or loading or unloading undertaken within the immediate vicinity or within the crown spread of the retained trees on the western edge of the car park to be used as a construction compound, and these are to be retained and shall not be pruned, lopped or in any way altered or removed without the prior written consent of the local planning authority.

Reason: In the interests of protecting the visual amenity of the area and maintaining biodiversity and ecology at the application site, in accordance with policies CS11 and E4.”

18. **Condition 7 (Parking areas to be provided) should be replaced** with the following amended version:

“There shall be no use or occupation of the development hereby permitted until full details of providing secure and covered staff cycle parking storage facilities for no less than 40no. cycles have first been submitted to and approved in writing by the Local Planning Authority.

The development shall be undertaken in strict accordance with the details as approved, and the proposed access, on-site car parking and turning/waiting areas, and visitor and staff cycle parking, and all have first been laid out, demarcated, levelled, surfaced and drained and made available for use, in accordance with the approved plans. The facilities shall thereafter be retained and maintained available for that specific use for the duration of the use of the development hereby permitted.

Reason: To ensure the permanent availability of the parking/manoeuvring areas, and to ensure appropriate provision of facilities to promote sustainable travel, in the interests of satisfactory development and highway safety, in accordance with Core Strategy Policies CS1 and CS16.”

19. **Condition 9 (Interim Travel Plan) should be replaced** with the following amended version:

“There shall be no use or occupation of the development hereby permitted until an updated Interim Travel Plan has first been submitted to and approved in writing by the Local Planning Authority, the production of which shall have regard to the travel plan document entitled ‘Cold Elective Hub’ version P2 dated December 2023.

The travel plan to be proposed shall include as a minimum:

- measures to quantify the existing travel patterns of the hospital site staff and visitors;
- the effects of recent and planned developments;
- a timetable for undertaking annual travel behaviour surveys;
- proposals for monitoring and responding to travel behaviour surveys;
- proposals for submission of Travel Plan Monitoring Reports after 12 and 24 months;
- timetables for implementing sustainable travel measures for staff and visitors; and,
- a timetable and proposals for producing, implementing and funding a hospital / campus-wide Full Travel Plan.

The Interim Travel Plan shall be implemented upon commencement of use of the development hereby permitted, and shall be operated in accordance with the timetable and targets contained therein, for at least 24 months following first use of the development, and shall continue to be implemented and operated as such as long as any part of the development hereby permitted is occupied, subject to any approved modifications to be first agreed in writing by the Local Planning Authority.

Reason: To ensure that an Interim Travel Plan can be effective in helping to understand travel behaviour patterns and initiatives for promoting and securing sustainable forms of travel at the application site and the wider hospital campus, by ensuring the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, in accordance with Core Strategy Policies CS1 and CS16.”

20. **A new Condition 12 (Travel Plan Monitoring reports) is proposed** as below:

“A Travel Plan Monitoring Report shall be submitted to the Local Planning Authority on each of the following occasions:

- (a) no later than after 18 months following the development’s first use;
- (b) no later than 6 months after the anniversary of Year 2 following the first use of the development;
- (c) no later than 6 months after the anniversary of Year 3 following the first use of the development; and
- (d) no later than 6 months after the anniversary of Year 5 following the first use of the development.

Each Travel Plan Monitoring Report shall contain the results of an annual travel behaviour survey undertaken at the conclusion of the preceding 12 month’s use of the development and shall include proposals for reviewing and implementing the Interim or Full Travel Plan measures as appropriate. The development shall thereafter be operated in full accordance with the approved Interim Travel Plan and/or Full travel Plan as may be in place at the time.

Reason: To ensure that an Interim Travel Plan can be effective in helping to understand travel behaviour patterns and initiatives for promoting and securing sustainable forms of travel at the application site and the wider hospital campus, by ensuring the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, in accordance with Core Strategy Policies CS1 and CS16.”

21. **A new Condition 13 (Full Travel Plan) is proposed** as below:

“A Full Travel Plan shall be submitted to the Local Planning Authority no later than the 2nd anniversary following the first use of the development hereby permitted, which shall contain proposals for monitoring and implementing sustainable travel measures across the hospital site campus. The Full Travel Plan shall contain timetables, measures and targets for implementing and monitoring and reviewing sustainable travel measures across the campus, and shall have regard to the details of the approved Interim Travel Plan and successive and planned Travel Plan Monitoring Reports.

The Full Travel Plan shall be implemented upon approval of the details submitted and shall be implemented and operated in accordance with the timetable and targets contained therein for as long as any part of the hospital site hereby permitted is occupied, subject to any approved modifications or replacement with an alternative hospital site/campus-wide Travel Plan to be first agreed in writing by the Local Planning Authority.

Reason: To ensure that an Interim Travel Plan can be effective in helping to understand travel behaviour patterns and initiatives for promoting and securing sustainable forms of travel at the application site and the wider hospital campus, by ensuring the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, in accordance with Core Strategy Policies CS1 and CS16”.