

Brief summary of Key Environmental Concerns set out in Environmental Statement

Environmental Statement

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

Landscape and Visual

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

Ecology

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

Archaeology

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

Air Quality

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

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

Noise

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

Water and Land Conditions

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

Socio-economics

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

Traffic and transport

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

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

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

Summary of Accompanying Documents

Design and Access Statement

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

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

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

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

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

Planning Support Statement

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

It concludes:

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

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

Statement of Community Involvement

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

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

The key issues identified were:

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

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

Flood risk assessment

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

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

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

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

Sustainability and Energy statement

This report in summary states:

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

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

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

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

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

Transport Assessment

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

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

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

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

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

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

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

8.2. Conclusions

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

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

Travel Plan

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

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

Tree Survey

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

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

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

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

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

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

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

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

Representations received from the public and Grindon Parish Council

Robert Evans, 3 Park Avenue

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

R. Tempest, Wynyard Estate Co. Durham

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

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

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

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

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

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

Existing Planning Conditions

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

Mr & Mrs Renfrew, 17 The Granary Wynyard

"Our grounds for objection are as follows:-

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

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

Grindon Parish Council

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

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

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