

Design & Access Statement

4442: Exeter Mobility Centre Car Park

Date: 11/08/2020



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1. Introduction

- 1.1 This report has been prepared by TDA on behalf of the Royal Devon and Exeter NHS Foundation Trust in support of their Full Planning Application for the redevelopment of the former Devon Orthopaedic Association (DOA) and Exeter Mobility Centre (EMC) premises, Wonford Road, Exeter to create a temporary staff car park deemed essential to allow the Hospital to operate albeit at reduced capacity as a result of the Covid19 pandemic.
- 1.2 Current and expected long-term social distancing restrictions on public transport and car sharing schemes have seen a drastic reduction in functionality within the Hospital with disruption to Patient Services and care treatment which is predicted to take nearly 2 years to return to a state of normality.
- 1.3 During this disruptive period additional staff parking facilities are required as a result of increased reliance on private transport in the absence of any viable and safe alternative means.
- 1.4 The DOA/EMC site has been identified as an appropriate redundant site within close proximity (275m) to the main hospital site to provide open parking space for a total of 271 vehicles.

2. Application Site and History

- 2.1 Devon Orthopaedic Association (DOA) most recent use was for a charity as office buildings and as an office for the RD&E transport department.
- 2.2 The building has been unoccupied for approximately six years following a conditional survey and the discovery of asbestos.
- 2.3 The DOA was on a long term lease to the charity, the building ownership transferred from the charity to the RD&E in 2020.
- 2.4 The site's car park has been used as a 16 staff only permit controlled park and walk facility for the RD&E Wonford site.
- 2.5 The Exeter Mobility Centre (EMC) which occupied the site for over 10 years was vacated on the 30th June 2020.
- 2.6 During its occupation the building provided office space, patient assessment areas and workshops for the provision of mobility and specialist equipment for patients with clinical requirements.
- 2.7 The car park area was used as 8 blue badge, 43 patient, visitor pay and display parking spaces and 11 staff park and walk spaces as supplementary to the main hospital site.
- 2.8 Demolition of the existing buildings is scheduled to take place from the 17th August 2020 and Exeter City Council confirmed the works did not require planning consent (see appendices ref ECC/20/0758/P).

3. Planning Policy

3.1 In the normal bounds of redevelopment for this site the relevant documents for consideration would be the National Planning Policy Framework (NPPF) and Exeter Local Plan whereby tests against set policies can be made.

3.2 Government Planning Directive pertaining to Health Authorities issued in May 2020 in direct response to the COVID19 pandemic read as follows:

- A new time limited emergency permitted development right came into force at 10am on 9 April 2020 until 31 December 2020. The right supports health service bodies and local authorities' immediate response to coronavirus.
- The right is wide ranging, allowing for development by or on behalf of a local authority or health authority body for the purposes of preventing an emergency; reducing, controlling or mitigating the effects of an emergency; and taking other action in connection with an emergency. The right enables development including, but not limited to, change of use for existing buildings and new temporary modular buildings. The rights could be suitable to provide permission for a range of uses including use as hospitals, health facilities, testing centres, coroner facilities, mortuaries, additional residential accommodation and storage and distribution, including for community food hubs.
- There is no application process, and health service bodies and local authorities who are not the planning authority are required only to notify the local planning authority of the use of the development on a site as soon as practicable after commencing development. We expect this will be by e-mail or in writing.

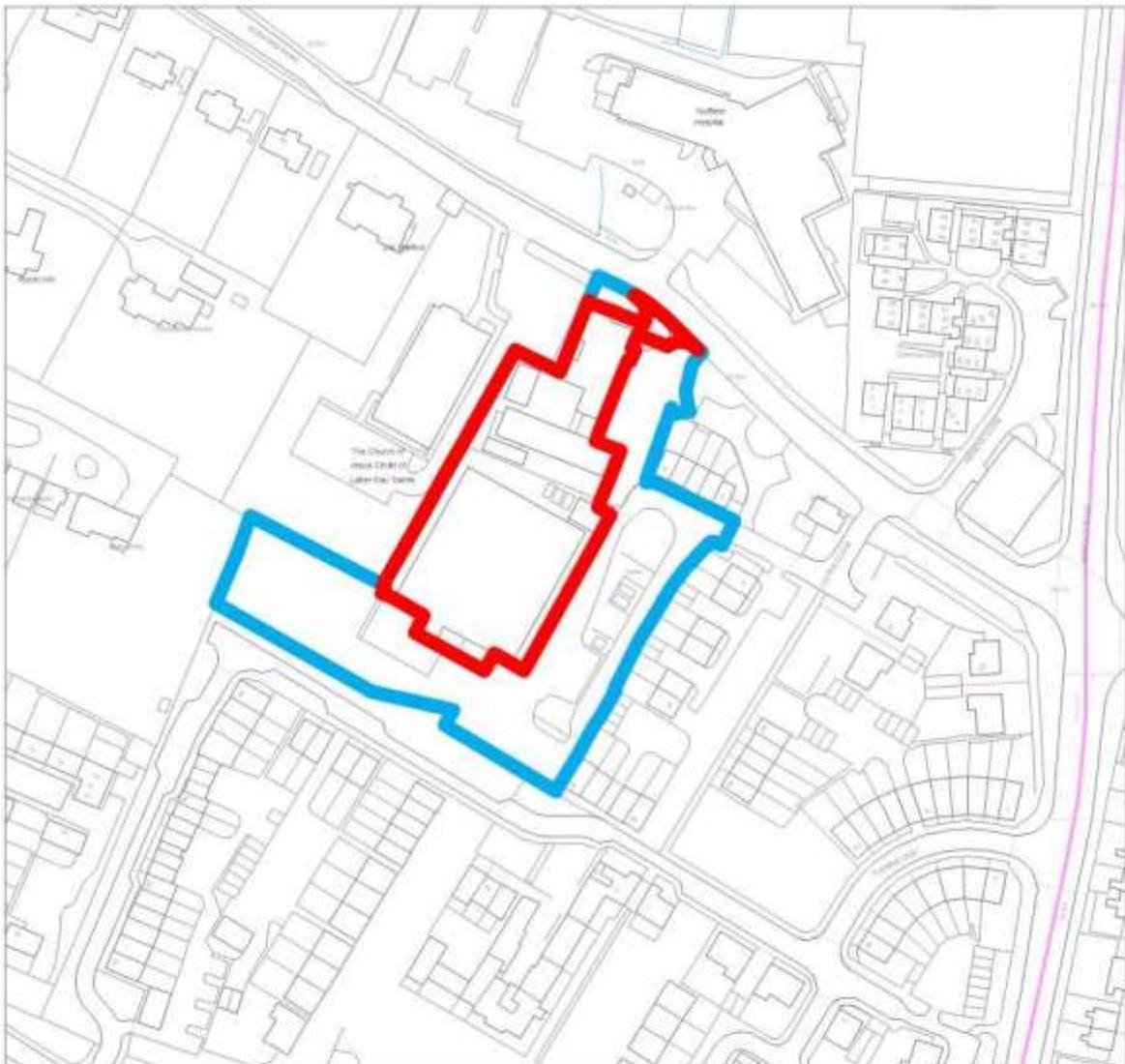
3.3 This directive provides a short term period for redevelopment to take place under Permitted Development Rights which was set to conclude in December though with a current expected period of review extending to April 2021. With the potential for resurgence in COVID19 cases in the UK a further extension is expected.

3.4 Due to the continuation of disrupted services which are expected to take up to 2 years to resolve The RD&EFT will require an additional period in which to use the site for temporary Staff Parking and as such have elected to submit a Full Planning Application to support this need and therefore the application will be tested against policies set out in the NPPF and ELP as material considerations.

3.5 A detailed response to the NPPF and the Exeter Local Plan and its Supplementary Planning Document is outlined in Section 9 and a detailed Transport Assessment is included in this Planning Application.

4. Site Layout

- 4.1 The site layout is defined by the combined areas of existing car parking and redundant buildings which are to be cleared from the site.
- 4.2 The development site area is 3575 sqm (0.36ha). RD&E control 0.83ha as shown within the blue line boundary.



OS Licence no. 100049177

SITE LOCATION PLAN

SITE AREA = 0.36 Ha

5. Scale

- 5.1 The scale of the development is proportionate to the location and density of the built environment.
- 5.2 It utilises a redundant site and clears the site of existing building structures which provides an additional 43% open space to the overall site area.

6. Landscape & Appearance

- 6.1 The new surface will be impermeable bitumen tarmac with white lining to delineate the 2.4 x 4.8m standard bays, 6.0 x 2.0m parallel bays (with margins) and 6.0 x 3.6m mobility spaces.
- 6.2 The bays are bounded by 100mm sq timber birds-mouth knee rails and concrete kerbing.
- 6.3 Margins, islands and tree root zones are to be soft landscaped with weed protection and loose bark chippings.
- 6.4 The remodelled entrance will include the partial demolition of the existing brick wall which is to be made good with a new brick pier.
- 6.5 The existing vehicle drop barrier is to be replaced with new to match.
- 6.6 The development will have no detrimental impact on the existing landscape and provide an opportunity to enhance the landscape quality and biodiversity through the loss of built structures and opening up of the site.
- 6.7 The protection and management of trees and planted hedge boundaries ensures the long-term health and sustainability of the site.

7. Ecological Assessment

- 7.1 Hutchinson Ecological Consultants were appointed to provide a Preliminary Ecological Assessment reference HEA465a2020 contained in the Appendices.
- 7.2 This report includes survey results for bats, Barn Owls and Nesting Birds, as well as a Bat Emergence Survey carried out in the period between the 20th July and 28th August.
- 7.3 The report is primarily concerned with both Buildings 1 (Devonian Orthopaedic Association) & 2 (Exeter Mobility Centre) which are due to be removed from site and therefore provide sufficient data to facilitate the lawful disturbance of any found habitat if demonstrated to be the case.
- 7.4 The summary conclusions confirmed low level occupation within Building 1 and no occupation within Building 2 which has negligible ecological value.
- 7.5 Neither building showed evidence of bird or barn owl nesting.
- 7.6 Summary recommendations are that a derogation licence from Natural England is obtained prior to the demolition of the existing buildings with further limited mitigation for the loss of habitat, namely a single bat box located within one of the mature trees on site.

8 Transport Assessment

- 8.1 Refer to the full Transport Assessment contained in the Appendices.
- 8.2 Summary recommendations of this assessment state that due to the ongoing COVID 19 pandemic the hospital cannot rely on local public transport to provide a safe and socially distanced means of travel.
- 8.3 For the health & safety of staff members and the successful operation of the Hospital for the immediate and foreseeable future the hospital must adopt emergency temporary travel measures to ensure staff can continue to carry out essential care and services.
- 8.4 The Hospital has therefore identified suitable land available on Wonford Road which can provide some additional parking space within walking distance to the main hospital site.

9. Lighting Scheme

- 9.1 Refer to services Layout Plan Sheet 1 – 4442.ENG.11 & Sheet 2 – 4442.ENG.12 included in the application documents.
- 9.2 The external lighting scheme has been designed to provide an appropriate level of directional overhead lighting whilst limiting light spread and pollution beyond the site.



typical spacing

- > Designed to S4, BSEN13201 P2, 2003
- > 6m mounting height, 2 lanes, 10m road width with 2m setback.
- > Achieving 36m max spacing with 0.22 uniformity



typical spacing

- > Designed to S4, BSEN13201 P2, 2003
- > 6m mounting height, 2 lanes, 10m road width with 2m setback.
- > Achieving 32m max spacing with 0.25 uniformity

