

Application Number

P/2014/0511

Site Address

Mount Stuart Hospital
St Vincents Road
Torquay
Devon
TQ1 4UP

Case Officer

Mr Robert Pierce

Ward

Tormohun

Description

Single storey extension to provide a third operating theatre - installation of portacabin for admin use and associated plant - staff rest room in existing roofspace

Executive Summary / Key Outcomes

Mount Stuart is a privately owned hospital which is being asked to treat more and more NHS referred patients. It currently has two operating theatres and a third one has now become necessary to meet this extra demand. The proposal is therefore to extend the existing building which would accommodate a third operating theatre and ancillary facilities, associated air/chiller plant, a portacabin and additional external storage areas. This would result in the loss of 7 car parking spaces in order to accommodate the new extension, but this has been compensated for by the recent completion of a new on-site car park providing 24 spaces. This is considered to be a sustainably located new facility which would benefit the local community and create 8 new full time jobs. It would result in the footprint of the hospital being extended closer to adjacent residential properties; however, whilst this would inevitably result in the building being more visually prominent when viewed from the rear of these houses, it is not considered that it would be so overbearing as to adversely impact their overall residential amenity.

Subject to a Committee Site Visit to assess the impact on adjacent residential properties, the proposal is considered to be appropriate for a conditional approval.

Recommendation

Conditional Approval; subject to no objections from Community Safety; conditions delegated to Director of Place.

Statutory Determination Period

8 Weeks (23rd July 2014). The applicant's agent has agreed to extend the time period for determination to 30th August 2014.

Site Details

Mount Stuart Hospital is located within a residential area which fronts onto St

Vincent's Road. It offers a wide range of procedures including hip and knee replacements, dental surgery and sports rehabilitation. It currently has two operating theatres and now benefits from a recently completed additional car park with 24 spaces. It is undesignated in the Adopted Torbay Local Plan 1995-2011 ('the Local Plan').

Detailed Proposals

There are several elements to the proposal as follows:

1) A single storey rear and side extension to provide a third operating theatre with ancillary areas. The extension would be wrapped around the north west corner of the property and it would have a mansard type roof construction which would have a similar appearance to the existing roof, but would have a sunken roof well behind which would be sited new air plant/extraction units to service the theatre below. The roof would be tiled in brown concrete interlocking tiles to match the existing and the walls would be finished in white render to contrast with the existing buff/brown facing brickwork of the main building. In order to allow for access around the rear of the extension it is proposed to level out a 12 metre by 2 metre length of ground below the northern site boundary, which would be retained by extending the existing boundary wall. A bank of 7 new chiller units would be sited along the rear elevation of the existing building to serve the new theatre.

2) A standard type portacabin is to be located to the rear of the hospital which would be used for the storage of medical records in one half and as an office for the hospital engineer in the other. The Portacabin would be faced in Plastisol grey coloured metal cladding. The use of the portacabin would free up space within the main hospital building for Clinical use.

3) Other minor works include a relocated storage area for general/clinical bins to be constructed in close boarded timber fencing and a gas bottles cage opposite the side elevation of the extension, and a cage for storing liquid oxygen containers to the front elevation. On the roof at the front of the existing building it is proposed to install a new kitchen flue, a new kitchen air plant within the existing internal courtyard and 4 additional chiller units on the front elevation.

Summary Of Consultation Responses

Highways/Strategic Transportation: No objection but would require application of the SPD contribution at £12,929. This contribution will support the provision and enhancement of cycle links in the vicinity of the site and onwards to the Town Centre plus Shiphay / Newton Abbott directions along the National Cycle Network 28, to enable visitors and staff to have convenient and suitable routes for everyday trips by non-car modes. It will also mitigate extra vehicle trips that the proposal will generate by helping existing neighbours to also give up their cars for some of their shorter trips.

This is in accordance with the Local Authority policy to improve sustainable transport

opportunities and enabling travel by sustainable modes, particularly for short journeys.

Community Safety: Comments awaited.

Summary Of Representations

4 letters of objection received from occupiers of properties on Parkhurst Road. The main issues raised are as follows:

- The extension would be too close to their boundaries.
- Would infringe on privacy.
- Loss of parking.
- Overdevelopment of the site.
- Would encroach on views, ambience and light of rear garden to No 5 Parkhurst Road.

These representations have been copied and sent electronically for Members consideration.

Relevant Planning History

P/2014/0511: Formation of additional car parking: Approved 8.11.2012.

Key Issues/Material Considerations

The key issues to consider in this application are:

1. Principle of the development
2. Visual impact from a public view
3. Impact on neighbour amenity
4. Noise/odour from Air Extraction Plant etc.
5. Loss of car parking

1. Principle of the development

The principle of the development is acceptable as it would support an existing community use and generate jobs.

2. Visual impact from a public view

The bulk of the extension would be sited to the rear of the existing building and would project out from the side by approximately 4 metres in the north west corner of the site. It would be set back from the road frontage and would therefore not be visually prominent within the streetscene. The design of the extension reflects the style and form of the main building and it would have a wraparound pitched roof to match the existing, concealing the theatre air plant within the roof well. The roof tiles and windows would match the existing. In contrast to the brickwork used in the main building the extension would have a white rendered finish. Not only would this allow

for more internal space to be achieved it would provide an attractive contrast to the main building and break up any visual monotony. The use of render also reflects the rendered finish to Chapel Court development to the rear of the site.

The air plant on the roof would not be visible from a public view as it would be screened by the mansard style roof. The portacabin is to be sited at the rear of the existing building and would not be visible from a public view either.

Therefore, the application accords with Local Plan Policies BES and BE1.

3. Impact on neighbour amenity

The extension would have the effect of moving the hospital closer to the 4 residential properties immediately adjacent to the north west of the site. The building would therefore be more visually prominent than it is at present. There are no windows within the elevations of the extension, so there would be no loss of privacy. The impact on "Edale", St Vincents Road and Nos 1 and 3 Parkhurst Road is lessened to quite a degree because these properties all have well screened rear gardens and it is only the lesser side element which would project out towards them. It is considered that the impact on these 3 houses would not be significant enough to adversely affect their residential amenity.

The bulk of the extension would project towards the lower half of the garden of No 5 Parkhurst Road. However, the submitted sectional drawings indicate that the ground floor level of the hospital is approximately 2 metres lower than the garden, which is screened by a 2 metre high boundary fence. The eaves level of the extension would remain below the boundary fence, but the pitch of the roof would gradually rise up above it. Due to the angle of the new build the extension would gradually close in towards the boundary from 7 metres at one corner to 2 metres at its nearest point. Whilst the new extension would be more visually prominent when viewed from the lower half of the garden the overall impact is reduced, as the slope of the roof would rise away from the boundary. It is considered that it would not have an unacceptable impact on the residential amenity of No 5 Parkhurst Road. Therefore, the application is acceptable with regard to this issue.

4. Noise/odour from Air Extraction Plant etc.

Part of the application involves the siting of air plant/extraction units on the roof of the extension to service the Operating Theatre below and also the siting of a bank of 7 chiller units against the existing rear elevation of the building, 4 chiller units on the front of the existing building together with a new kitchen extractor on the roof of the existing building and new kitchen air plant within an internal courtyard. This equipment could create a nuisance by way of noise and odour, which may have to be controlled. The response from Community Safety is awaited. No technical details have been submitted with the application in this respect, therefore a condition is recommended as drafted below. Further conditions may be necessary following the consultation response from Community Safety. Therefore, officers seek delegated authority to finalise conditions post committee.

5. Loss of car parking

The proposed extension would result in the loss of 7 car parking spaces to the rear of the site. This is not considered to be an issue because a new car park on the former site of the adjoining chapel has been completed, which makes provision for 24 additional spaces.

S106/CIL -

The sustainable transport contribution has been calculated at £12,929. However, this does not mitigate for jobs created.

Taking into account mitigation for the creation of 8 full time jobs on the site, no contribution towards sustainable transport would be required from this development.

Conclusions

The proposed development is considered to be appropriate for conditional planning approval, having regard to all national and local planning policies and all other relevant material considerations.

Condition(s)/Reason(s)

01. Prior to the commencement of the development, details of the type, specification and noise/odour levels of all of the proposed air supply and extraction units and chiller units shall be submitted to and approved in writing by the Local Planning Authority. The approved systems shall be installed and permanently maintained to the agreed specification thereafter whilst the operation is in use.

Reason: In the interest of the residential amenity of the surrounding area and in accordance with requirements of Saved Policies EP3 and EP4 of the Adopted Torbay Local Plan 1995-2011.

Relevant Policies

BES Built environment strategy
BE1 Design of new development
T25 Car parking in new development
CFS Sustainable communities strategy
CF1 Provision of new and improved community
EPS Environmental protection strategy
EP3 Control of pollution
EP4 Noise