



Interserve / Cwm Taf Morgannwg University
Health Board

PROPOSED CAR PARK, FORMER JOHNNY OWEN CENTRE

Planning Statement





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Planning Statement

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Board

PROPOSED CAR PARK, FORMER JOHNNY OWEN CENTRE

Planning Statement

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APPENDIX A

ECOLOGY WALKOVER SURVEY

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. WSP (*'the Agent'*) have been instructed by Interserve / Cwm Taf Morgannwg University Health (*'the Applicant'*) to prepare and submit a full planning application at the site of the former Johnny Owen Centre (*'the Site'*) adjacent to the Prince Charles Hospital for:

"Change of use of land to car park for use by construction staff at Prince Charles Hospital."

1.2 SUPPORTING DOCUMENTS

- 1.2.1. The Planning Statement should be read in conjunction with the following documents which accompany the planning application:

- Planning Application Form;
- Covering Letter;
- Plans and Drawings;

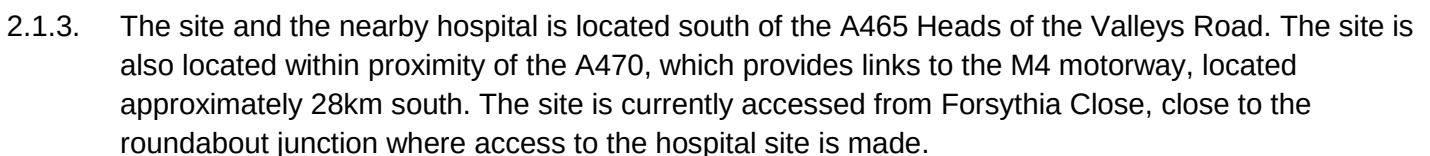
1.3 BACKGROUND TO THE DEVELOPMENT

- 1.3.1. The Proposed Development is for a car park on the site of the former Johnny Owen centre, accessed off Forsythia Close, Gurnos, Merthyr Tydfil. The site is located west of the main entrance to the Prince Charles Hospital.
- 1.3.2. There will be 56no. car parking spaces which will be utilised by contractors working at the Prince Charles Hospital site, to mitigate for potential capacity pressures within the hospital site.

1.4 FORMAT OF THE DOCUMENT

- 1.4.1. The Planning Statement is submitted as part of the planning application and is structured as follows:
- **Section 2 (Site Context)** – describes the location of the Proposed Development and any relevant planning applications in the area surrounding the Site.
 - **Section 3 (The Proposed Development)** – sets out the details of the Proposed Development including the proposed layout.
 - **Section 4 (Planning Policy Context)** – sets out the national and local planning policies relevant to the Proposed Development.
 - **Section 5 (Material Considerations)** – sets out the need for the Proposed Development, environmental considerations, and the planning balance for the Proposed Development.
 - **Section 6 (Conclusion)** – summarises the need for the Proposed Development and how it accords with the planning policy framework.

- ### Figure 2-1 - Site Aerial Location Plan



3 THE PROPOSED DEVELOPMENT

- 3.1.1. The proposal is for the change of use of land for car parking associated with the Prince Charles Hospital site, which is located nearby. The proposed development will provide additional car parking capacity for use by contractors and construction workers associated with the improvement works at the hospital site. It is planned that these works will continue for a number of years across the hospital site.
- 3.1.2. The footprint of the proposed car park covers an area of scrub/vegetation. It lies adjacent to an existing car park, already used by contractors working within the hospital site. The building of the former Johnny Owen Centre was located east of the proposed site, adjacent to the access from Forsythia Close. The building was demolished in 2018 (see prior notification application P/18/0302, please refer to planning history section below).
- 3.1.3. As shown on the General Arrangement plan submitted in support of this application, 56 no. car parking spaces are proposed within the site which extends across 1735m².
- 3.1.4. The boundary of the site will be installed with a solid timber hoarding. This will ensure safety and security for those staff and contractors who will use the additional parking capacity. This fencing will be painted green in order to mitigate potential visual impact which could be experienced by neighbouring properties.
- 3.1.5. This car parking provision will allow for contractors working on the improvement scheme at the hospital site to park without increasing pressures on parking capacity within the main hospital site.

4 RELEVANT PLANNING HISTORY

- 4.1.1. There have been no planning applications submitted in respect of any development on the proposed development site.
- 4.1.2. The demolition of the former Johnny Owen Centre, adjacent to the proposed site, was the subject of two prior notification applications, as set out below. The demolition of the building was undertaken in October 2018.
- P/18/0255
 - Application validated 15 August 2018
 - Decision 05 September 2018: Prior approval required
 - P/18/0302
 - Application validated 24 September 2018
 - Decision 16 October 2018: Prior approval not required
- 4.1.3. There is a long planning history associated with the nearby hospital site, in order to provide additional capacity and facilities and maintain standards of modern healthcare. Most recently, a phased masterplan has been put into action to continue these improvements to the hospital. It is the contractors associated with delivering these works who will primarily be making use of the additional car parking proposed as part of this application.
- P/17/0286 - Proposed entrance lobbies, extensions to Hydrotherapy pool, plant rooms, MRI building, double height atrium space and trauma lift
 - Application validated 29 September 2017
 - Approval 21 December 2017
 - P/19/0196 - Erection of a temporary two storey Portakabin, Unit 3, to provide a multi-disciplinary training unit
 - Application validated 22 July 2019
 - Approval 08 November 2019
 - P/19/0250 - Change of use of open space to provide extended helipad safety area, to include the erection of a fence and relocation of existing windsock. New formalised surfaced footpath in place of existing track through Pen-Y-Garn Wood
 - Application validated 11 September 2019
 - Approval 10 December 2019
 - P/19/0317 - Installation of 2no. single storey Portakabin Ltd blocks to provide office space for the Maternity Services
 - Application validated 05 December 2019
 - Approval 21 January 2020
 - P/19/0330 - Change of use of existing residential accommodation block to office space
 - Application validated 19 December 2019
 - Approval 27 January 2020

- P/20/0007 - Erect two storey side extension to Emergency Care Centre to provide Medical Day Unit
 - Application validated 08 January 2020
 - Pending decision
- P/20/0013 Erect two storey building in the car parking area to the south of the main hospital
 - Application validated 17 January 2020
 - Pending decision

5 RELEVANT PLANNING POLICY

5.1 INTRODUCTION

- 5.1.1. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that proposals are determined in accordance with the development plan unless material considerations indicated otherwise. The development plan comprises of local planning documents which have been the subject of examination in public or testing through public inquiry and are adopted having been through due process.
- 5.1.2. This section of the Planning Statement sets out the planning policy context for the Proposed Development in the context of the relevant planning policy and guidance at both the national and local level.

5.2 NATIONAL PLANNING POLICY

- 5.2.1. Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015, and other key legislation.
- 5.2.2. Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs). Each TAN provides detailed planning advice on a different subject.
- 5.2.3. Paragraph 1.17 of PPW 10 states that there is “a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated”.

5.3 LOCAL PLANNING POLICY

- 5.3.1. The MTCBC Local Development Plan 2006-2021 (LDP) was adopted by the Council on 25 May 2011. The adopted LDP forms the basis for decisions on land use planning in the area.
- 5.3.2. The table below sets out other relevant policies from the MTCBC LDP which are relevant to the Proposed Development.

Table 5-1 – Relevant LDP Policies

Policy	Policy text	Relevance to the Proposed Development
BW1 development Strategy – Primary Growth Area	The LDP targets the majority of new development towards the main Merthyr Tydfil settlement, which is classed as the Primary Growth Area.	The site is within the Primary Growth Area.
BW4 - Settlement Boundaries/Locational Constraints	Settlement boundaries are defined on the LDP Proposals Map in order to define the area within which development will be allowed providing it is compatible with other relevant plan policies and material planning considerations	The site is within the Settlement Boundary.

BW7 Sustainable Design and Place Making	The Council will support good quality sustainable design and require new development to:- • be appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density; • integrate effectively with adjacent spaces and the public realm to enhance the general street scene and create good quality townscape; • not result in unacceptable impact on local amenity in terms of visual impact, loss of light or privacy, disturbance and traffic movements; • incorporate a good standard of landscape design; • sensitively relate to existing settlement patterns and take account of natural heritage and the historic environment on site and in terms of potential impact on neighbouring areas of importance; • foster 'inclusive design' by ensuring the development allows access for the widest range of people possible; • contribute to the provision of usable open and outdoor play space, ensuring its accessibility and connectivity to other green infrastructure, footpaths and cycleways; • incorporate resource efficient / adaptable buildings and layouts using sustainable design and construction techniques, including the re-use and recycling of construction and demolition waste on site, and energy and water conservation / efficiency measures; • minimise the demand for energy and, where appropriate, utilise the renewable energy resource through appropriate layout, orientation, mix of uses, density of development, landscaping, optimal use of local topography and incorporation of renewable energy technologies; • incorporate facilities for the segregation, recovery and recycling of waste; and • provide a safe environment by addressing issues of security, crime prevention, and the fear of crime in the design of buildings and the space and routes around them.	The proposed development will be a continuation of an existing area of car parking. The car park surface will be formed of gravel. Fencing proposed as part of the development which is required for security purposes, will be painted green to mitigate any adverse visual impact.
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BW8 – Development and the Water Environment	Proposals for built development will only be permitted where:- • they avoid identified river flood plains in order that these areas continue to fulfil their flood flow and water storage functions; • they do not have an adverse effect on the quality and/or quantity of surface waters or groundwater resources, and where opportunities exist, they incorporate measures to improve existing water quality; and • adequate water and sewerage systems exist, or are reasonably accessible, or are capable of being provided prior to the development becoming operational without placing unacceptable pressure on existing capacity or causing unacceptable environmental harm.	The Proposed Development is not within any designated Flood Zones, and given the nature of the development there will be no impact to the surrounding water environment.
BW11 – Transport, Cycling and Pedestrian Proposals	Proposals for new transport, cycling, and pedestrian facilities will be favourably considered where they:- • ensure improvements to the frequency, speed and extent of bus and rail services • improve the integration between transport modes • improve access to the countryside • ensure an increased amount of attractive, safe and easy-to-use routes • reduce the impacts of vehicular transport on residential areas • reduce traffic congestion • assist sustainable regeneration • facilitate social inclusion • reduce energy consumption and pollution • facilitate noise reduction and improved air quality • accord with the provisions of the Regional and the Local Transport Plan.	The development provides additional car parking capacity for contractors working at the hospital site. This will remove pressures on parking within the main hospital, ensuring that there is a reduced impact on visitors and hospital staff during the programme of improvement works being undertaken at the hospital. It is not considered that the additional parking spaces sought would lead to congestion issues given the relatively low levels of congestion in the surrounding area.
BW12 – Development Proposals and Transport	Where appropriate, the Council will expect all development proposals to demonstrate how they will:- • help reduce the need to travel • encourage the use of transport other than the private car • avoid increasing traffic to unacceptable levels	The development proposals will provide additional parking capacity to accommodate workers associated with the programme of improvement works being undertaken at the hospital site. This will ensure that increased transport pressures are not experienced on the highway

	• avoid causing or exacerbating highway safety problems	network around the hospital and Gurnos.
BW15 – Community Facilities	The Council will protect and support the enhancement of the County Borough's community facilities including schools, libraries, health centres, post offices, public halls, public houses and corner or village shops.	The Proposed Development does not involve the loss of community facilities.
AS21 – Community Health Facilities	Land use allocations have been made as shown on the LDP Proposals Map in order to support the delivery of:- • a new Local Health Park at Georgetown (CH1) • a new Primary Health Care Centre at Treharris (CH2)	Within the supporting text for Policy AS21: Community Health Facilities, the LDP highlights that the Prince Charles Hospital is an important facility providing general and specialist health care throughout a large part of the Valleys and south Powys. It is recognised that in order for the hospital to maintain this function for the foreseeable future, it is inevitable that it will undergo further adaptation and extension in order to meet the requirements of a modern, locally based health service. The additional parking capacity is required in order to accommodate the contractors working on the programme of improvement works at the hospital site.
TB11 – Access, Parking and Accessibility of Local Facilities	Proposals for development should ensure that:- • any new highways are designed and constructed in accordance with the Manual for Streets and include operational and non-operational parking provisions according to adopted standards set out in CSS Wales – Wales Parking Standards, and the land use, density and location proposed; and • the access needs and mobility requirements of all sections of the community, particularly those with special needs and disabilities, are met.	The proposed car parking will be accessed through the existing adjacent car park from Forsythia Close. The new car park is essentially an extension of the existing provision in this location (on the site of the former Johnny Owen Centre).

6 MATERIAL CONSIDERATIONS

6.1 THE PRINCIPLE OF THE DEVELOPMENT

- 6.1.1. The objective of the development is to provide additional car parking spaces for use by contractors working on the programme of improvement works planned to be undertaken at the Prince Charles Hospital site, located nearby.
- 6.1.2. The proposed car park will be located adjacent to the site of the former Johnny Owen Centre. This land is also currently used as a car park for use by contractors. The proposed car park will be accessed from this existing car park, which itself is accessed off Forsythia Close.
- 6.1.3. The proposed development is located on grassland / scrub, and gravel will be used as a surfacing for the car park. This will be a continuation of the gravel used in the existing car park.
- 6.1.4. The additional car parking space will not be located within the main hospital site, but will be utilised by contractors working on the refurbishment schemes. This will ensure that contractors and construction staff do not increase pressures on car parking spaces which are required for hospital visitors and staff.
- 6.1.5. In light of the above, it is considered that the principle of the Proposed Development is compliant with relevant planning policy and represents an acceptable development.

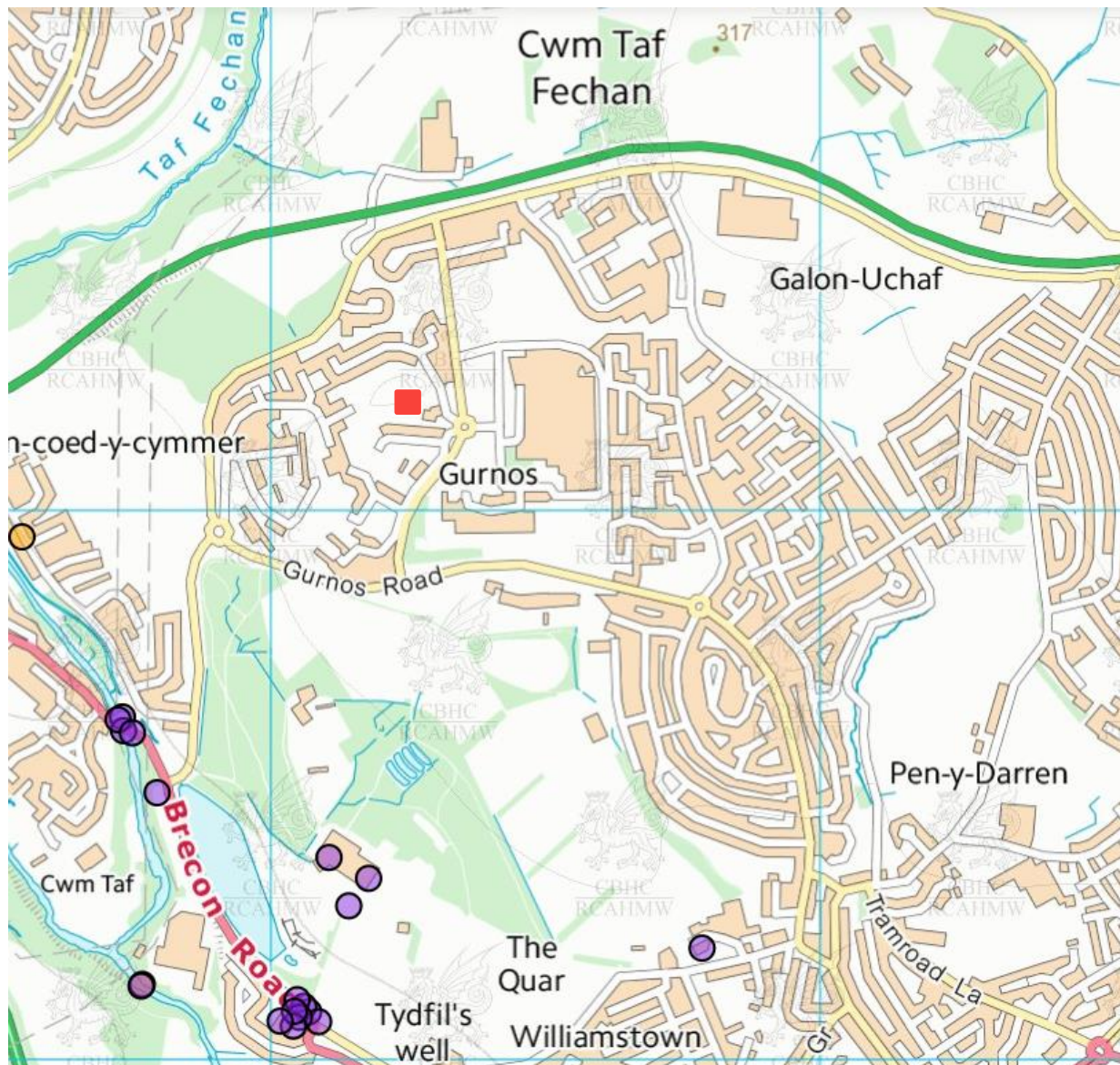
6.2 ECOLOGY AND BIODIVERSITY

- 6.2.1. An ecology site walkover was carried out by a qualified ecologist on 14 January 2020.
- 6.2.2. The outcome of this walkover has been reported on and can be found at Appendix A of this Planning Statement. In summary, it was concluded that no further ecological surveys would be necessary, and no concerns were raised around protected or sensitive species that cannot be mitigated with the appropriate method statements in place.
- 6.2.3. There are no European Protected sites located within 2km of the Site.
- 6.2.4. Cwm Taf Fechan Woodland is designated as a Site of Special Scientific Interest (SSSI) and a Local Nature Reserve (LNR), and is located approximately 700m north west of the Site (at the closest point).
- 6.2.5. There are 12 Sites of Importance for Nature Conservation (SINCs) within 2km of the Site. None of these SINCs are located on the hospital site.
- 6.2.6. The Brecon Beacons National Park is located approximately 1.6km to the north west of the Site.

6.3 HERITAGE AND CONSERVATION

- 6.3.1. There is one scheduled monument located within 1km of the Proposed Development. The Gurnos Quarry Tramroad and Leat is located approximately 960m west of the Site.
- 6.3.2. There are nine listed buildings within 2km of the Proposed Development, all of which are located within the Cyfarthfa Conservation Area. Two of the listed buildings are Grade I listed; Cyfarthfa Castle, and the School at Cyfarthfa Castle. The closest point of the Cyfarthfa Conservation Area is located approximately 240m south of the Site. Cyfarthfa Castle Park is also a Grade II* Registered Park and Garden.

Figure 6-1 - Heritage and Conservation Sensitive Receptors



Extract from Historic Wales, showing listed buildings within the area local to the former Johnny Owen Centre, Merthyr Tydfil

HISTORIC WALES MAP LEGEND

Listed Buildings		Scheduled Monuments		The Site	
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6.4 WATER ENVIRONMENT

- 6.4.1. As shown in Figure 7-2 below, the Site is not located within any designated flood zones. There is one main river within proximity to the Site; the Taf Fechan is located approximately 860m south west of the Site.

Figure 6-2 - NRW Development Advice Map Extract



NRW DEVELOPMENT ADVICE MAP LEGEND

Zone C2		Zone B		The Site	
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6.5 LANDSCAPE AND VISUAL

- 6.5.1. The site is a vacant piece of land which is characterised by scrubland and low density vegetation. It lies adjacent to an existing car park, the gravel materials of which will be replicated in the new car park.
- 6.5.2. Solid fencing will be provided around the proposed car park in order to provide safety and security for the site.

6.6 TRAFFIC AND TRANSPORT

- 6.6.1. The site location is accessible via Forsythia Close. Cars will access the proposed parking area via the existing car park.

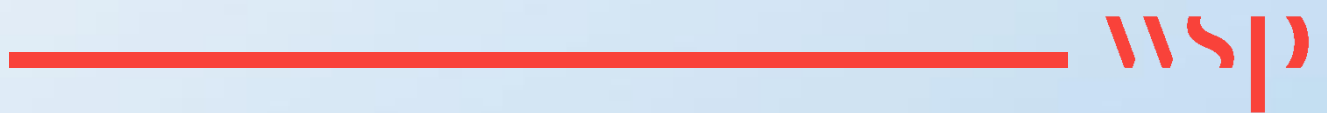
- 6.6.2. Good transport links are present in the surrounding area with a bus stop located on the adjacent highway only a short distance from the hospital.

7 CONCLUSIONS

- 7.1.1. The proposed development will provide additional car parking capacity to be used by contractors/construction staff only. This will ensure that the construction activities will not have any adverse effects on the operation and car parking capacity of the main hospital.
- 7.1.2. Having the car park located on a separate site, but which is still located within proximity, will provide safety and security for contractors working at the site.
- 7.1.3. From assessing the Site and Proposed Development against relevant national and local planning policy and guidance, the proposed development is considered acceptable in principle.

Appendix A

ECOLOGY WALKOVER SURVEY



Spectrum Ecology

Ecological Consultants

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Daniel Lock : 07912 090514

Leigh Tuck: 07540 143784



Re: Land to the west of Prince Charles Hospital

14th January 2020

To whom it may concern,

On 14th January 2020 a preliminary 'walkover' survey was carried out on the land to the west of Prince Charles Hospital, Merthyr, which is proposed to be developed for additional car parking provision.



Following this initial survey, there appear to be no 'in principle' ecological constraints that would preclude such a development.

Areas of bare concrete and 'hardstanding' are visible through the vegetation suggesting that the site has been previously developed. The emergent vegetation which has since colonised is typical of such sites, being comprised of common, rank grassland species with no real conservation value in and of themselves.

No mature trees exist within the proposed development boundary, although a small number (<5) of scrub-level hawthorn and birch trees have become established. These young trees contain none of the features with known potential for roosting bats.

A small patch of bramble scrub has also become established.

The land proposed for development is limited in extent, comprising the most level part of a slightly larger 'green block' (see aerial image above). However, this wider parcel of land which contains the survey site is itself isolated and surrounded by roads and development on all sides, meaning there is no connectivity to the wider habitats and natural environment. This further reduces the ecological value.

As stated above, the proposed development area comprises only the most level part of the wider site. Where this level topography changes and the land drops away - particularly to the north / north-west of the proposed development area - a bank comprised of large stone rubble exists. This potentially indicates that at least part of the site is comprised of compacted arisings from a previously demolished structure. Banks such as these can hold varying degrees of potential for reptiles and as terrestrial habitat for amphibians. This potential is significantly greater where the bank is south-facing, whereas the bank here is largely north-facing. However, as this bank does not form part of the proposed development site and as it holds some potential ecological value, it is advised that a 3 metre buffer is retained and allowed for in planning the site layout.

The general habitat is of a type that is known to have potential for reptiles. However, the small scale of the site and the lack of connectivity to wider habitats mean that potential is significantly decreased.

It is considered that a full suite of reptile surveys would not be necessary (depending on results of a more comprehensive ecological assessment) but it is suggested that works to clear vegetation should be carried out under a method statement which takes account of the potential for reptiles and other sensitive species, possibly with an ecological clerk of works (ECoW) present who can carry out a walkover survey for reptiles immediately ahead of such works. The method statement would detail the sensitive working method for clearing the site to ensure potential impacts are mitigated, and would include details of how the vegetation will be cut (e.g. 2 phase cutting, directional cutting etc).

Sensitive timing of works would also be important for any ground investigations which should ideally occur after April 2020 once the potential for disturbing hibernating reptiles has passed.

The thicket of bramble and some of the taller vegetation on the site is good potential habitat for nesting birds. Vegetation clearance should ideally be conducted outside of the bird nesting period (which is March – August). However, given the small scale of the site and the small number of high potential features, it is considered that the works could be carried out at any time of year if necessary under a method statement with the ECoW carrying out fingertip searches for nesting birds and other species immediately ahead of clearance works to mitigate the potential for disturbance. It should be noted that if nesting birds were found in such a scenario, then all works would cease until such a time as the nest becomes inactive, in accordance with the relevant legislation.

It should be noted that a preliminary walkover survey such as that detailed here is limited in nature and may not identify all ecological concerns pertaining to the site. It is recommended that a more formal ecological assessment be carried out to confirm findings and satisfy the local planning authority. Assuming the broad conclusions drawn here are confirmed, the assessment can then be used to assist in the development of the relevant method statements to allow vegetation clearance and other works to proceed.

Based on these initial findings though, it is considered that no other more dedicated surveys for protected species are likely to be necessary and there appears to be no concern around protected or sensitive species that cannot be mitigated for with the appropriate method statements in place.

I hope this is of assistance but if you require anything further, please don't hesitate to contact me.

Kind regards

Mr Daniel Lock
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