



Interserve / Cwm Taf Morgannwg University Health Board

PRINCE CHARLES HOSPITAL, MERTHYR TYDFIL - PROPOSED MULTI-DISCIPLINARY TRAINING UNIT (UNIT 2)

Design and Access Statement





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Design and Access Statement

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CONTENTS

1	INTRODUCTION	1
1.1	PURPOSE OF THIS STATEMENT	1
1.2	THE BRIEF AND VISION	1
1.3	FORMAT OF THE STATEMENT	1
2	SITE AND CONTEXT	2
2.1	THE SITE	2
	CHARACTER OF EXISTING SITE	2
2.2	SITE ANALYSIS	3
	ECOLOGY AND BIODIVERSITY	3
	HERITAGE	3
	WATER ENVIRONMENT	4
	PLANNING HISTORY	5
3	THE PROPOSED DEVELOPMENT	6
3.1	OVERVIEW	6
3.2	CHARACTER	6
	DETAIL DESIGN	7
	LAYOUT	8
3.3	MOVEMENT AND ACCESS	10
3.4	ENVIRONMENTAL SUSTAINABILITY	11
3.5	COMMUNITY SAFETY	11
4	PLANNING POLICY CONTEXT	12
4.1	INTERPRETATION	12

4.2	RESPONSE TO PLANNING POLICY	12
	PLANNING POLICY WALES	12
	TECHNICAL ADVICE NOTES	12
	LOCAL PLANNING POLICY	12
4.3	DESIGN DEVELOPMENT	11
5	CONCLUSION	17

TABLES

Table 4-1 - Planning Policy Matrix	12
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FIGURES

Figure 2-1 - Site Location Plan	2
Figure 2-2 - Extract from Historic Wales, showing listed buildings within the area local to Prince Charles Hospital, Merthyr Tydfil	4
Figure 2-3 - NRW Development Advice Map Extract	5
Figure 3-1 - The Proposed Development	7
Figure 3-2 - Proposed East Facing Elevation	8
Figure 3-3 - External Finishes	8
Figure 3-4 - Ground Floor Layout	9
Figure 3-5 - First Floor Layout	10
Figure 3-6 - Access Ramps	11

1 INTRODUCTION

1.1 PURPOSE OF THIS STATEMENT

- 1.1.1. Interserve, on behalf of the Cwm Taf Morgannwg University Health Board, have instructed WSP to prepare and submit a full planning application at Prince Charles Hospital, Merthyr Tydfil for:
- The installation of a detached two-storey portable building block to accommodate Unit 2 / Multi-Disciplinary Training Unit (MDTU). Temporary building for an estimated six years.
- 1.1.2. The Design and Access Statement (DAS) has been prepared to accompany the planning application in accordance with paragraph 7(1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012. This statement sets out the design principles and concepts that have been applied to the Proposed Development. It also details how access arrangements to the Site are addressed within the design of the development.

1.2 THE BRIEF AND VISION

- 1.2.1. As part of the Prince Charles Hospital Ground and First Floor Refurbishment Scheme (planning reference P/17/0286), improvement opportunities have been identified across the hospital. The Proposed Development has been identified as a result of the improvements taking place at the hospital.
- 1.2.2. The Multi-Disciplinary Training Unit (MDTU) (also known as Unit 2) will comprise of a temporary (estimated six years) two-storey portacabin unit which will provide essential facilities for hospital staff. The proposal is a relocation of existing hospital facilities which are within the main hospital building, allowing for future permanent construction phases to be commenced earlier than previously programmed.

1.3 FORMAT OF THE STATEMENT

- 1.3.1. The DAS 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 provides an analysis of the Site constraints and opportunities presented by the Site;
 - **Section 4 (The Proposed Development)** – sets out the design principles of the Proposed Development;
 - **Section 3 (Planning Policy Context)** – sets out the relevant design policies associated with the Proposed Development;
 - **Section 5 (Conclusion)** – summarises the design and access principles applied to the Proposed Development and how it accords with the planning policy framework.
- 1.3.2. The DAS should be read in conjunction with the following documents which will accompany the planning application submission:
- Planning Application Forms;
 - Covering Letter;
 - Plans and Drawings;
 - Pre-Application Consultation (PAC) Report;
 - Planning Statement.

2.1 THE SITE

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



- 2.1.2. Prince Charles Hospital offers a high standard of healthcare and is a significant employer. A long planning history is associated with this site, ongoing construction has taken place throughout the years with the addition of numerous buildings.

CHARACTER OF EXISTING SITE

- 2.1.3. The hospital is located in Gurnos, which lies to the north of Merthyr Tydfil town centre and is characterised by a mixture of buildings varying in scale and material appearance. A number of demountable buildings are present across the site. The hospital site dates from the 1960s and there has been various stages of development and alteration over the past 60 years. This is evident in

the building styles present. The hospital occupies a site that generally slopes downhill towards the south. Buildings are predominant in the north-eastern section of the hospital site and towards the south-west of the hospital site (although in this section the buildings are more dispersed). The application site is located south of the main core of buildings and east of the more dispersed cluster of buildings. The hospital site is surrounded by post-war low density residential development to the east, west and north, with historic parkland (Cyfarthfa Park) to the south.

2.2 SITE ANALYSIS

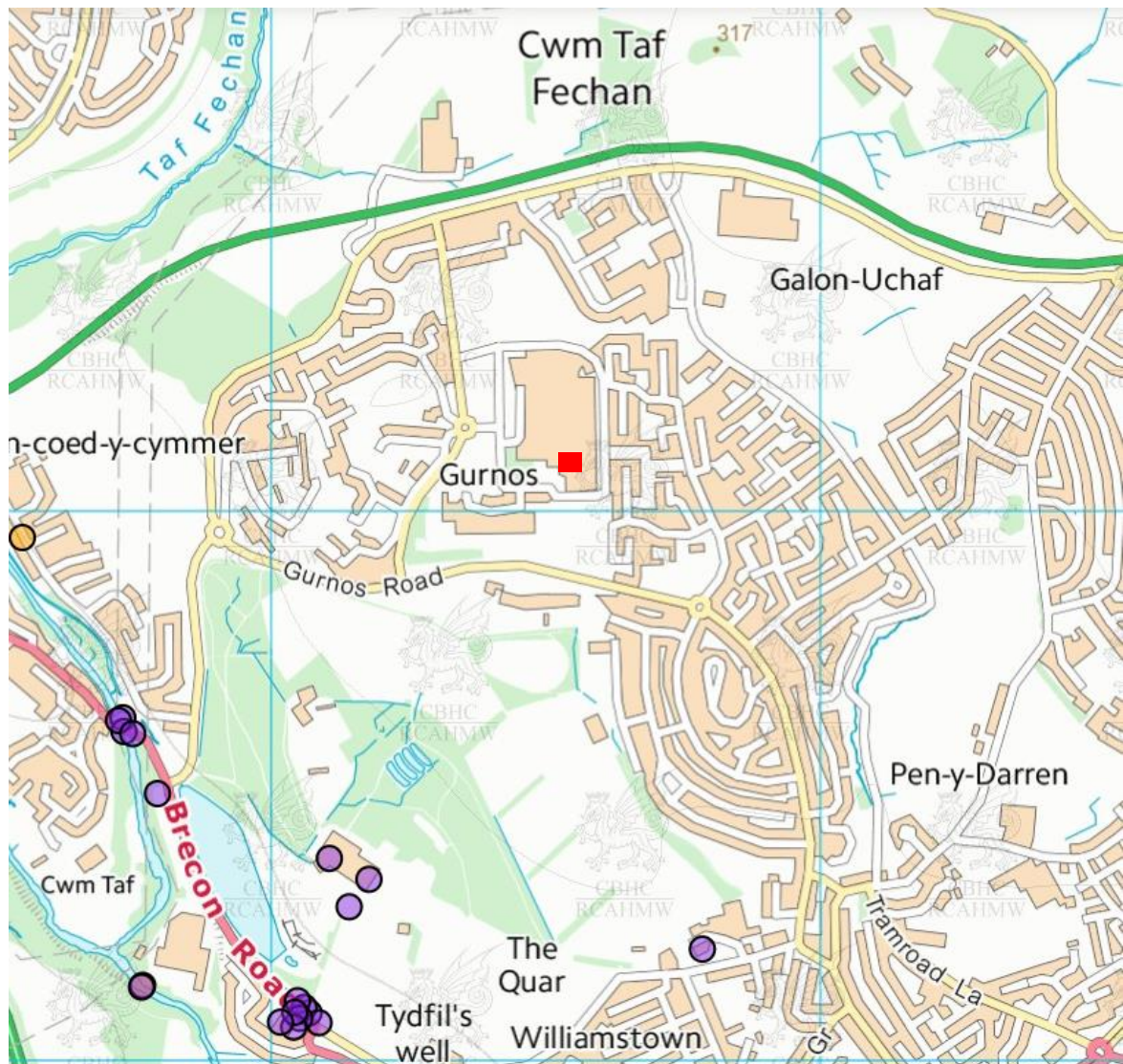
ECOLOGY AND BIODIVERSITY

- 2.2.1. There are no European Protected sites located within 2km of the Site.
- 2.2.2. 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).
- 2.2.3. There are 12 Sites of Importance for Nature Conservation (SINCs) within 2km of the Site. None of these SINCs are located on or adjacent to the hospital site.
- 2.2.4. Brecon Beacons National Park is located approximately 1.6km to the north west of the Site.

HERITAGE

- 2.2.5. 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.
- 2.2.6. As shown in Figure 2-2 below, 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 former school and museum 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 2-2 - Extract from Historic Wales, showing listed buildings within the area local to Prince Charles Hospital, Merthyr Tydfil



HISTORIC WALES MAP LEGEND

Listed Buildings		Scheduled Monuments		The Site	
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WATER ENVIRONMENT

- 2.2.7. As shown in Figure 2-3 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 2-3 - NRW Development Advice Map Extract



NRW DEVELOPMENT ADVICE MAP LEGEND

Zone C2		Zone B		The Site	
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PLANNING HISTORY

- 2.2.8. There is a long planning history associated with the hospital site, in order to provide additional capacity and facilities and maintain standards of modern healthcare. In December 2017 permission for a phased masterplan (P/17/0286) was approved to continue these improvements to the hospital.
- 2.2.9. To accommodate the hospital facilities during the construction works of the improvement scheme, several applications for demountable buildings have since been submitted (planning reference number P/19/0196, P/19/0317 and P/19/0330).
- 2.2.10. Further details of the planning history for the site is within Section 5 of the Planning Statement.

3 THE PROPOSED DEVELOPMENT

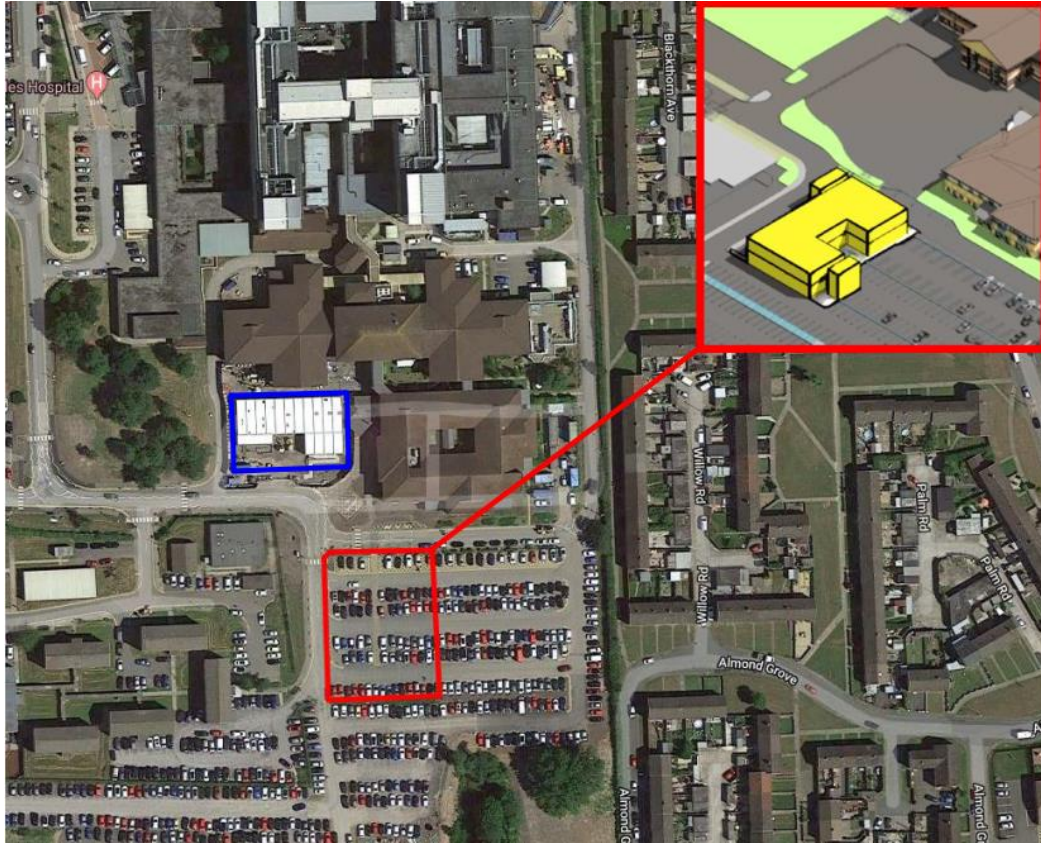
3.1 OVERVIEW

- 3.1.1. The Proposed Development is for the installation of one two-storey portable building block to accommodate Unit 2 / Multi-Disciplinary Training Unit (MDTU), located within the curtilage of the hospital site.
- 3.1.2. The Proposed Development has been identified as a result of the improvements taking place at the hospital. As part of the Prince Charles Hospital Ground and First Floor Refurbishment Scheme (planning reference P/17/0286), improvement opportunities, including several extensions, have been identified across the hospital, to create the space required.
- 3.1.3. During the construction activities, decant space is required to accommodate existing facilities within the main hospital building. The Unit 2 MDTU will comprise of a two-storey demountable unit and will provide essential facilities for hospital staff. This proposal will allow for future permanent construction phases to be commenced earlier than previously programmed.
- 3.1.4. The proposed MDTU will be required for the duration of the construction works within the main hospital building, which is currently estimated to be six years. Following the removal of the unit, the site will be returned for car parking use.

3.2 CHARACTER

- 3.2.1. As shown on Figure 3-1, and in the submitted block plan, the unit will be organised in a 'C' shape and will be a two-storey building with a total internal floor space of 1340m². The height of the building will be 9m including its plinth.

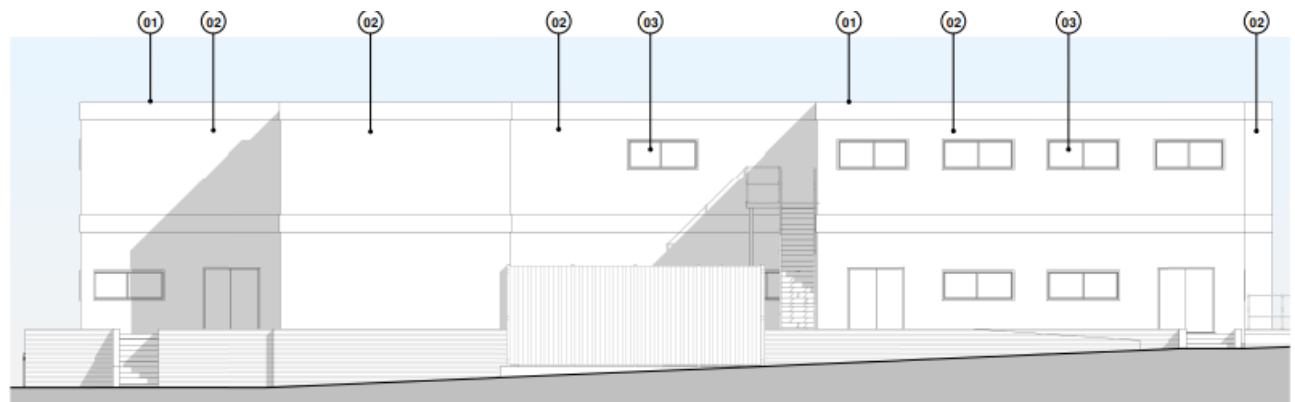
Figure 3-1 - The Proposed Development



DETAIL DESIGN

- 3.2.2. Figure 3-2 shows the east facing elevation of the Proposed Development. The roof will be a grey coloured, profiled aluminium-zinc coated steel roof, the walls will be light grey coloured plastisol-coated galvanised steel cladding with dark grey fascias, to match the existing main hospital building, and the windows and doors will be dark grey coloured U-Pvc windows and grey coloured external steel faced doors. Figure 3-3, and Proposed Unit 2 Portakabin Elevations and Section (P003-BRA-V07-ZZ-DR-A-020701), show an example of how the external finishes will look.

Figure 3-2 - Proposed East Facing Elevation



03 - Unit 2 - Proposed East Facing Elevation
Scale: 1 : 100

Figure 3-3 - External Finishes



Figure 4-2 and 4-3 Key

- (1) Roof: Grey coloured, profiled aluminium-zinc coated steel roof.
- (2) Walls: Light grey coloured plastisol-coated galvanised steel cladding, with dark grey fascias.
- (3) Windows & Doors: Dark grey coloured U-Pvc windows and grey coloured external steel faced doors.

LAYOUT

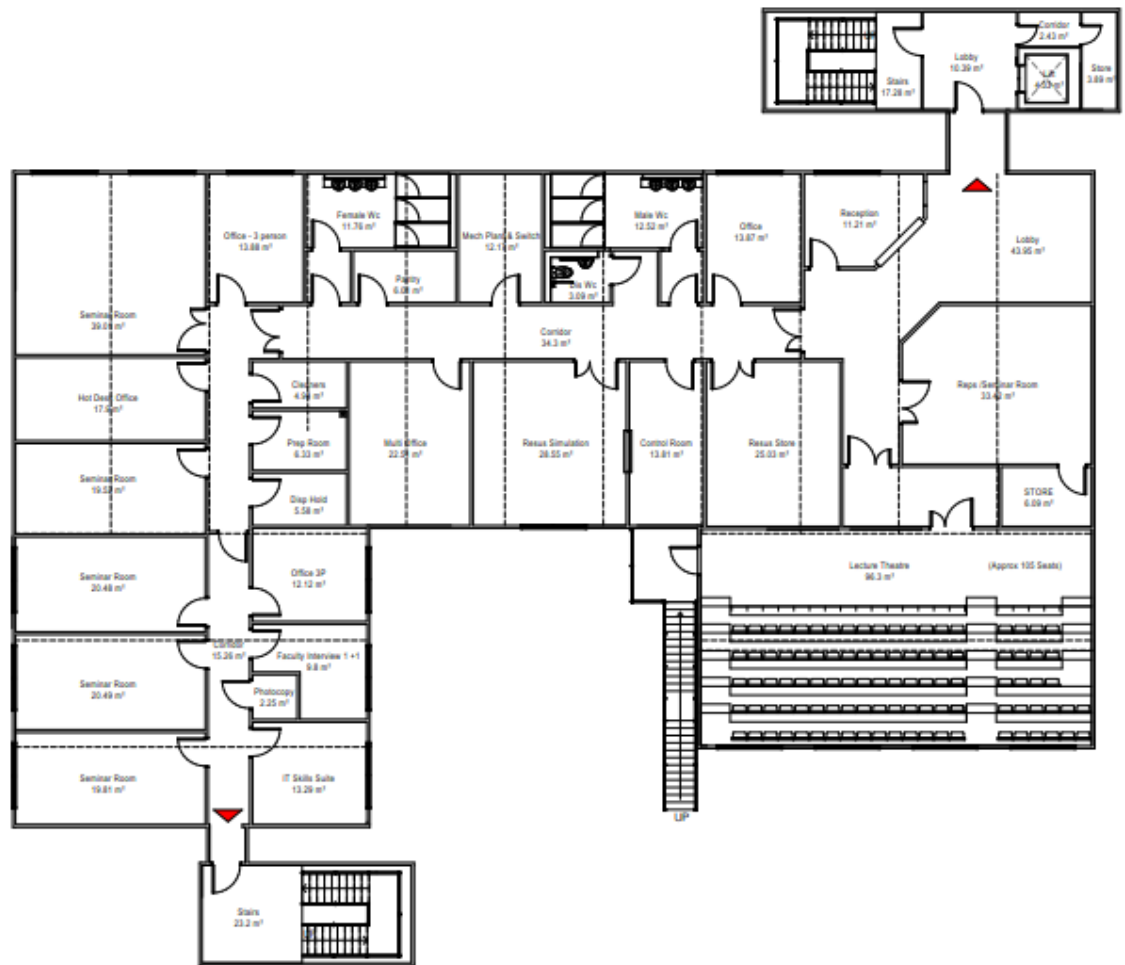
- 3.2.4. Internally, there will be provision for a library, lecture theatre, seminar rooms, multimedia and IT rooms, and study and office spaces. Figures 3-4 and 3-5 show the internal layout of the ground and first floor of the Proposed Development.

Figure 3-4 - Ground Floor Layout



01 - UNIT 2 Portakabin - Ground Floor Plan
Scale: 1 : 100

Figure 3-5 - First Floor Layout



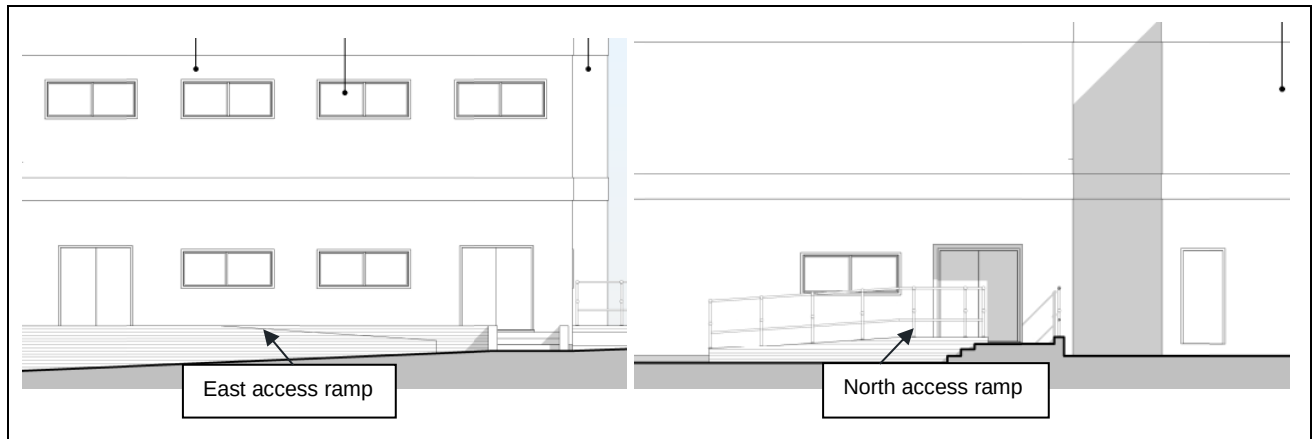
01 - Unit 2 - MDTU - Proposed First Floor
Scale: 1 : 100

3.3 MOVEMENT AND ACCESS

- 3.3.1. The site location is accessible via the network of private hospital roads. 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.
- 3.3.2. The proposed siting of the MDTU will result in the loss of car parking spaces; 11 disabled spaces and 76 standard spaces in total.
- 3.3.3. During development and operation of the proposed MDTU, the number of parking spaces will not drop below a total of 1182 across the hospital site. this figure is in line with the existing number of parking spaces, as shown on the Existing Parking Spaces plan submitted in support of planning application P/14/0162 (granted 18 September 2014).

- 3.3.4. Access ramps will be provided at both the northern and eastern entrances, as shown on Figure 3-6, and Proposed Unit 2 Portakabin Elevations and Section (P003-BRA-V07-ZZ-DR-A-020701), a lift will be located in the north-west corner of the building to provide access to the first floor.

Figure 3-6 - Access Ramps



3.4 ENVIRONMENTAL SUSTAINABILITY

- 3.4.1. The design of the Proposed Development reflects its temporary nature (proposed to be in use for 6 years), and therefore demountable structures are proposed so that the site's location can return to its original condition (car park) following the development's removal. Utilising demountable structures is considered to be the most sustainable way of providing temporary accommodation.
- 3.4.2. The demountable building will be constructed with a steel-framed design to minimise waste, and will be insulated accordingly to minimise energy use.

3.5 COMMUNITY SAFETY

- 3.5.1. The Proposed Development will be situated within the main site of Prince Charles Hospital, in close proximity to other buildings. The hospital is open 24 hours, and so there is consistent activity on site, and the hospital site is well-lit throughout.

3.1 DESIGN DEVELOPMENT

- 3.1.1. The Proposed Development has been designed to accommodate the existing hospital facilities within Unit 2. The MDTU will need to accommodate a series of offices, seminar rooms, IT facilities, study areas, and general welfare facilities, in addition a lecture theatre with 105 seats is proposed.
- 3.1.2. In the initial feasibility study, two options were considered for the location of Unit 2; one in the Rhymney car park (to the south), and the other in the A&E car park (to the north-west). The option in the Rhymney car park is preferred as it is considered it is in a better location logistically for internal operations; it is in a more convenient location close to the canteen/kitchen and staff facilities.

4 PLANNING POLICY CONTEXT

4.1 INTERPRETATION

- 4.1.1. 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 indicate otherwise. The development plan comprises of local planning documents which have been subject of examination in public or testing through public inquiry, and are adopted having been through due process.
- 4.1.2. The Site falls within the local planning authority boundary of Merthyr Tydfil County Borough Council. The statutory development plan is made up of the following:
- Merthyr Tydfil County Borough Council Local Development Plan 2006-2021 (adopted May 2011).
- 4.1.3. In addition to the statutory development plan, the proposed development should also be assessed against Planning Policy Wales 10 December 2018 (PPW10) and relevant Technical Advice Notes (TAN), which are material considerations in any planning determination.

4.2 RESPONSE TO PLANNING POLICY

PLANNING POLICY WALES

- 4.2.1. PPW10 (paragraph 1.17) secures 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.
- 4.2.2. The objective of the Proposed Development is to provide temporary accommodation for existing hospital facilities during construction works. Utilising demountable structures is considered to be the most sustainable way of providing temporary accommodation.

TECHNICAL ADVICE NOTES

- 4.2.3. TAN 12 Design (March 2016) provides design guidance, seeking a balance between the function and aesthetics of buildings and places, identifying the key considerations as access, character, community safety, environmental sustainability, and movement.
- 4.2.4. Details on how the proposed development has addressed these key considerations is within Section 4.

LOCAL PLANNING POLICY

- 4.2.5. The design of the Proposed Development has taken into consideration the design and access criteria set out in local policies. A summary of the relevant policies are provided in the planning policy matrix below.

Table 4-1 - Planning Policy Matrix

Policy	Policy text	Relevance to the Proposed Development
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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	The building will be located within the car park of the hospital site. Located away from site boundaries ensures it does not encroach on any residential properties in the local area. The hospital site is characterised by a mixture of buildings varying in scale and appearance. There is a precedence for demountable / Portakabin-style buildings across the site, in order to accommodate the ongoing improvements, including one directly behind the site. The development is part of a long-term plan to undertake a variety of building works at the hospital site in order to improve the standard of hospital accommodation throughout. This development is a temporary logistical measure to allow other works to take place while still supporting existing uses at the site. The design of this development reflects its temporary nature (proposed to be in use for 6 years), and therefore demountable structures are proposed so that the site's location can return to its original condition (car park) following the development's removal. Utilising demountable structures is considered to be the most sustainable way of providing temporary accommodation. The demountable building will be constructed with a steel-framed design to minimise waste, and will

	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.	be insulated accordingly to minimise energy use.
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. The portacabin will connect to the existing drainage system.
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	The development provides accommodation for an existing use within the hospital site while other works are taking place. Therefore, removing the impact of additional journeys being necessitated if the accommodation were to be provided on another site. The proposed siting of the MDTU will result in the loss of car parking spaces; 11 disabled spaces and 76 standard spaces in total. During development and operation of the proposed MDTU, the number of parking spaces will not drop below a total of 1182 across the hospital site. This figure is in line with the existing

	• facilitate noise reduction and improved air quality • accord with the provisions of the Regional and the Local Transport Plan.	number of parking spaces, as shown on the Existing Parking Spaces plan submitted in support of planning application P/14/0162 (granted 18 September 2014).
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 • avoid causing or exacerbating highway safety problems	The site location is accessible via the network of private hospital roads and does not currently include any parking provision. As the scheme will not displace parking the current provision remains unchanged. 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.
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
BW17 – Securing Community Infrastructure Benefits	Development proposals will only be permitted where adequate community infrastructure capacity exists or where additional capacity is capable of being provided as part of the development without unacceptable impacts on people or the environment. In order to address the impacts of particular developments, the Council will seek to secure community infrastructure benefits through planning obligations.	The development does not represent an increase in personnel at the hospital site as it facilitates internal rearrangement of facilities within the hospital site. It is therefore considered that there will be no additional impacts on the surrounding area due to the proposed development.
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

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.	Access ramps will be provided at both the northern and eastern entrances, and a lift will be located in the north-west corner of the building to provide access to the first floor. The proposed siting of the MDTU will result in the loss of car parking spaces; 11 disabled spaces and 76 standard spaces in total. During development and operation of the proposed MDTU, the number of parking spaces will not drop below a total of 1182 across the hospital site. This figure is in line with the existing number of parking spaces, as shown on the Existing Parking Spaces plan submitted in support of planning application P/14/0162 (granted 18 September 2014).
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5 CONCLUSION

- 5.1.1. The Proposed Development enables the hospital to continually provide essential facilities for hospital staff which will ensure that the longer-term plans and improvements at the hospital site are implemented efficiently, and current operations and facilities are maintained at the wider hospital site.
- 5.1.2. The proposed development represents internal temporary changes while other works are taking place, construction of which is estimated to be six years, and does not represent an increase of the intensification of use at the hospital site.
- 5.1.3. Due to the nature of the hospital site and the requirement for additions and extensions to maintain standards of modern healthcare, the hospital is characterised by a mixture of buildings varying in scale and appearance. There is a precedence for demountable / Portakabin-style buildings across the site, in order to accommodate the ongoing improvements. The ongoing works at the hospital site requires temporary facilities as operations move around the site. This development is one such temporary facility to facilitate permanent works.
- 5.1.4. From assessing the Site and Proposed Development against relevant national and local planning policy and guidance, it is considered that the proposed development is acceptable in principle, and will have a limited impact on surrounding development.



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