



Interserve / Cwm Taf Morgannwg University Health Board

PRINCE CHARLES HOSPITAL, MERTHYR TYDFIL – MEDICAL DAY UNIT

Planning Statement





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Planning Statement

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Board

PRINCE CHARLES HOSPITAL, MERTHYR TYDFIL - MEDICAL DAY UNIT

Planning Statement

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APPENDIX A

PRE-APPLICATION RESPONSE

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 Prince Charles Hospital (*the Site*) for:

“Two-storey extension on the north-western corner of the Emergency Care Centre (ECC) to provide facilities for the Medical Day Unit (MDU). Temporary building required for 7 years”

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 two-storey extension on the north-western corner of the ECC, within the curtilage of the hospital site.
- 1.3.2. As part of the ‘First and Ground Floor Refurbishment Scheme’ (planning reference P/17/0286, please refer to Planning History section below), improvement opportunities have been identified across the hospital. During the construction activities, decant space is required to accommodate the Medical Day Unit (MDU), which is at present located within the centre of the main hospital building.

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 (Pre-Application Dialogue)** – sets out the details of the pre-application enquiry, and formal response
 - **Section 4 (The Proposed Development)** – sets out the details of the Proposed Development including the proposed layout.
 - **Section 5 (Planning Policy Context)** – sets out the national and local planning policies relevant to the Proposed Development.
 - **Section 6 (Material Considerations)** – sets out the need for the Proposed Development, environmental considerations, and the planning balance for the Proposed Development.
 - **Section 7 (Conclusion)** – summarises the need for the Proposed Development and how it accords with the planning policy framework.

2 SITE CONTEXT

- 2.1.1. As shown on the Site Aerial Location Plan below (Figure 2-1), The Proposed Development will be located at the north-west corner of the main Prince Charles Hospital building. The hospital is located approximately 1.5km north of Merthyr Tydfil town centre, within Gurnos. The whole hospital site is approximately 10.5 hectares in size, and the Proposed Development site is 409m².

Figure 2-1 - Site Aerial Location Plan



- 2.1.2. The hospital is located south of the A465 Heads of the Valleys Road. The site is also located within proximity of the A470, which provides links to the M4 motorway, located approximately 28km south. The hospital is currently accessed from Gurnos Road.
- 2.1.3. The site location of the proposed Medical Day Unit (MDU) at the northern end of the hospital site will be accessible via the network of private hospital roads.

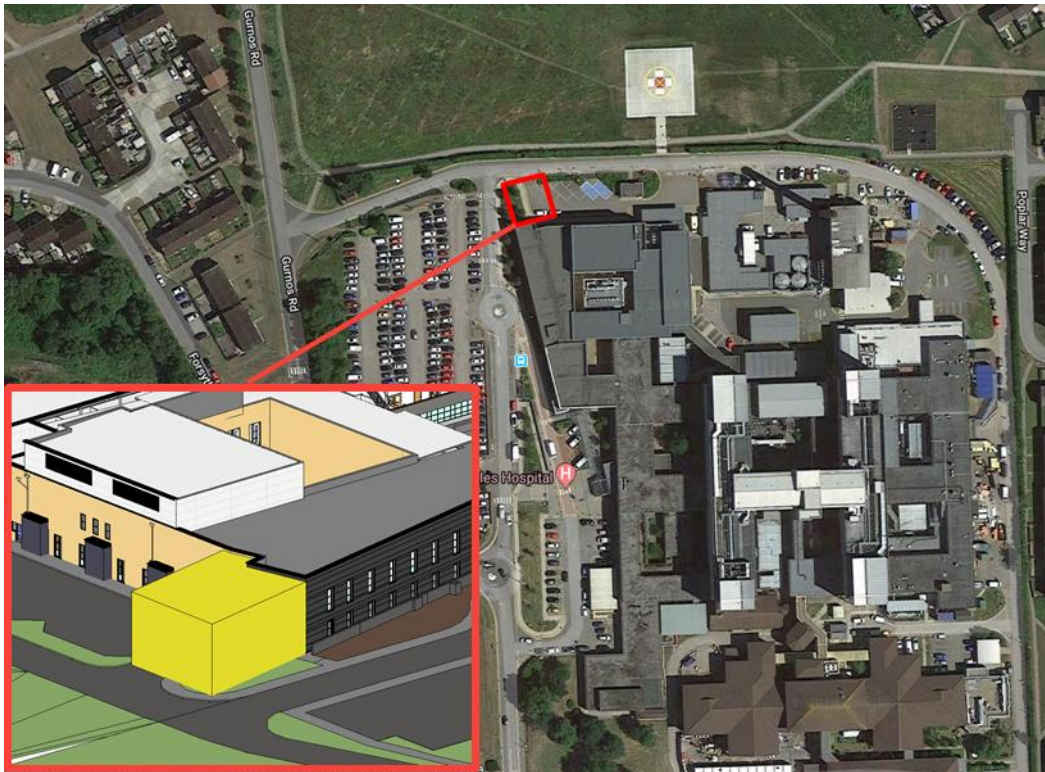
3 PRE-APPLICATION DIALOGUE

- 3.1.1. A pre-application enquiry was submitted to Merthyr Tydfil County Borough Council (MTCBC) on 15 November 2019, with an accompanying statement which provided further information on the proposals as well as relevant planning and environmental considerations.
- 3.1.2. A formal pre-application response from the Planning Department in MTCBC was received on 18 December 2019. MTCBC's response stated that the MDU extension would be located within the hospital site, and the Proposed Development is compatible with relevant plan policies, and material considerations, "*the Proposed Development could therefore be acceptable in principle*". The pre-application response has been included as Appendix A at the end of this statement.
- 3.1.3. MTCBC's response highlighted the flat roof of the Proposed Development, stating that it would not normally be welcomed or supported, but given that the MDU extension would have a similar design, and be finished in similar materials to the adjoining Emergency Care Centre, and only a section of the MDU extension would meet the height of the adjoining Emergency Care Centre, the MDU extension would result in a "sympathetic and proportionate addition to the existing hospital".
- 3.1.4. It was also noted in the pre-application response that due to the scale and use of the MDU extension "*it would not have a significant adverse impact on adjoining premises/properties*".
- 3.1.5. MTCBC also considered the Proposed Development in respect of highway safety and parking provision, and stated that as the MDU extension would not accommodate additional members of staff, and replacement ambulance bays would be provided, the Proposed Development would not have a significant impact on ambulance operations, or increase the demand for on-site parking.

4 THE PROPOSED DEVELOPMENT

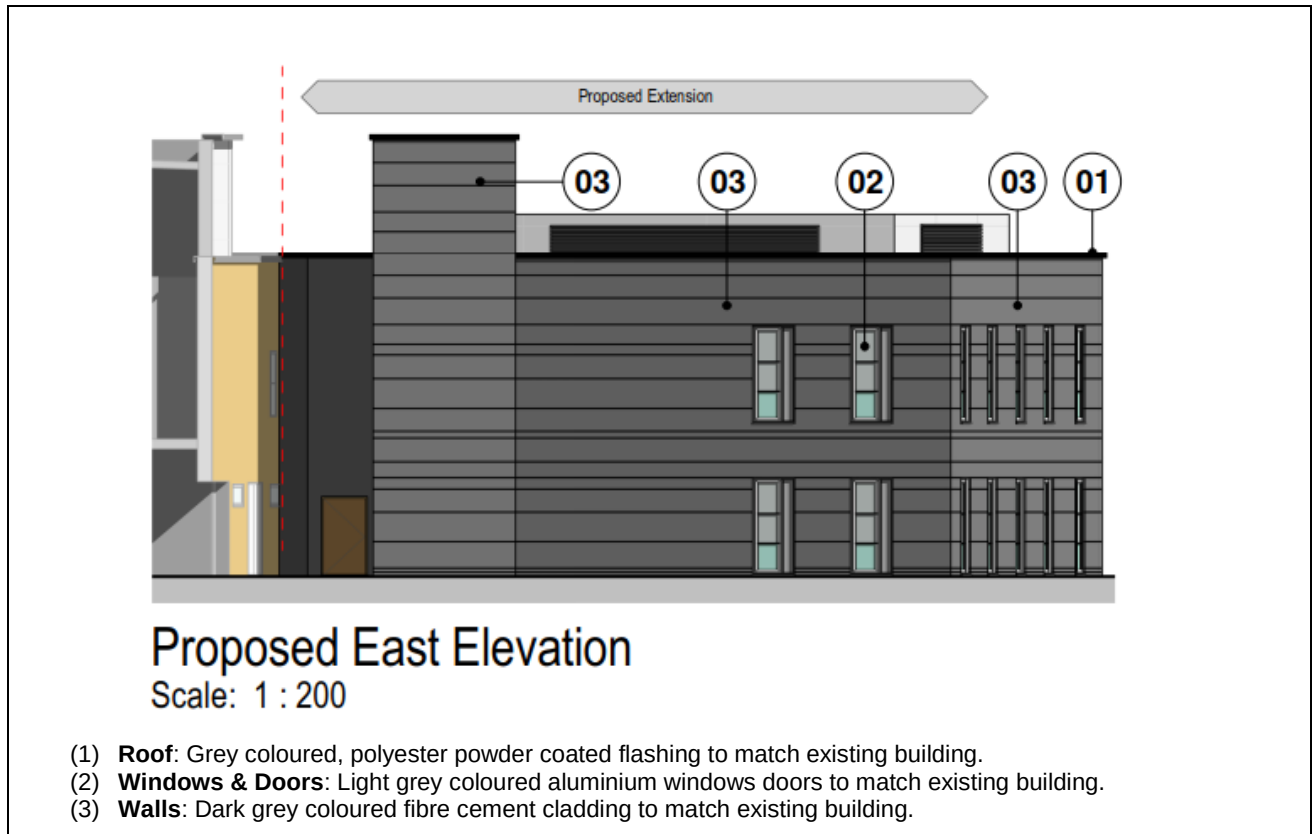
- 4.1.1. The proposal is for the provision of an extension to the ECC to house the MDU. At present the MDU is located at the centre of the main hospital building, but as part of the First and Ground Floor Refurbishment Scheme it needs to be decanted from the main hospital building for the duration of the construction works (approximately 7 years). Following this period, this building will be removed and the site will be returned to its current condition. This will include reinstating the current condition and appearance of the adjoining external wall of the ECC.

Figure 4-1 - Development Appearance



- 4.1.2. As indicated on Figure 4-1 above, the proposed extension (shaded in yellow) will be a two-storey building, height of which will be no higher than the existing building from which it extends. The extension will have a floor area of 596m², spread across two floors.
- 4.1.3. The external appearance of the MDU will be in keeping with cladding used for the adjacent existing block. This neighbouring block is of a relatively modern appearance (approximately 6-7 years old), and therefore it is considered appropriate for the new extension to be finished in a similar material.
- 4.1.4. There will be provision of a plant room on the roof of the proposed structure, as shown in grey and black on Figure 4-3.

Figure 4-2 - Proposed East Elevation



- 4.1.5. The footprint of the proposed extension covers an area of scrub/vegetation, a pedestrian footpath, the exit of the ambulance route, and one ambulance bay. A further two ambulance bays will be lost in order to accommodate the construction compound and activities. However, these ambulance bays are not used regularly. It is for this reason that it is considered that there will not be a significant impact to ambulance operations; ambulance spaces will be provided on the eastern side of the new extension following construction works.
- 4.1.6. Four small silver birch trees currently in this location will be required to be removed in order to accommodate the proposed extension, however, additional silver birch trees will be planted in suitable locations within the hospital site,

5 RELEVANT PLANNING HISTORY

- 5.1.1. 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. The hospital can be characterised by a mixture of buildings varying in scale and material appearance.
- 5.1.2. Most recently, a phased masterplan has been put into action to continue these improvements to the hospital:
- 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
 - Pending decision
 - P/19/0317 - Installation of 2no. single storey Portakabin Ltd blocks to provide office space for the Maternity Services
 - Application validated 5 December 2019
 - Pending decision
 - Change of use of existing residential accommodation block to office space
 - Application validated 19 December 2019
 - Pending decision
- 5.1.3. A number of demountable buildings are present across the site, including an example which is located within proximity to the proposed site for the MDTU:
- P/17/0086 - Temporary kitchen unit (with plant above). Road works to include re-configuration to parking, road alignment, landscaping and footways
 - Application validated 18 May 2017
 - Approval 31 May 2017

6 RELEVANT PLANNING POLICY

6.1 INTRODUCTION

- 6.1.1. 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.
- 6.1.2. 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.

6.2 NATIONAL PLANNING POLICY

- 6.2.1. 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.
- 6.2.2. Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs). Each TAN provides detailed planning advice on a different subject.
- 6.2.3. 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”.

6.3 LOCAL PLANNING POLICY

- 6.3.1. 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.
- 6.3.2. The table below sets out other relevant policies from the MTCBC LDP which are relevant to the Proposed Development.

Table 6-1 – 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 extension will be located within 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. The external appearance of the MDU will be in keeping with cladding used for the adjacent existing block. This neighbouring block is of a relatively modern appearance (approximately 6-7 years old), and therefore it is considered appropriate for the new extension to be finished in a similar material. 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 development is temporary in nature (proposed to be in use for 7 years), and following this the building will be removed and the site will be returned to its current condition.
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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. The extension 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 • facilitate noise reduction and improved air quality • accord with the provisions of the Regional and the Local Transport Plan.	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 existing parking facilities on the overall site will be available to use by occupiers.
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 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

	• avoid causing or exacerbating highway safety problems	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.	The proposed extension will be accessed via the existing hospital building, and a lift will be incorporated.

7 MATERIAL CONSIDERATIONS

7.1 THE PRINCIPLE OF THE DEVELOPMENT

- 7.1.1. The objective of the development is to provide a decant space to accommodate the MDU during the construction activities that will take place as part of the First and Ground Floor Refurbishment Scheme (planning reference P/17/0286).
- 7.1.2. During the construction activities, it has been identified the MDU will require decant of the existing accommodation, as it remains a vital requirement for the hospital. Currently the hospital is in full use, with no alternative locations to accommodate the office space, therefore it has been proposed that a two-story extension is constructed.
- 7.1.3. The Proposed Development is within the hospital site, which is within both the Primary Growth Area (Policy BW1), and the Settlement Boundary (Policy BW4) identified in the MTCBC LDP 2006-2021 as areas where development is supported. Additionally, within the supporting text of Policy AS21, it is highlighted that the Prince Charles Hospital is an important facility, and that it is inevitable that it will undergo further adaptation and extension. As previously stated, the Proposed Development will support the proposed alterations of the Prince Charles Hospital by providing alternative space for the MDU.
- 7.1.4. 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.

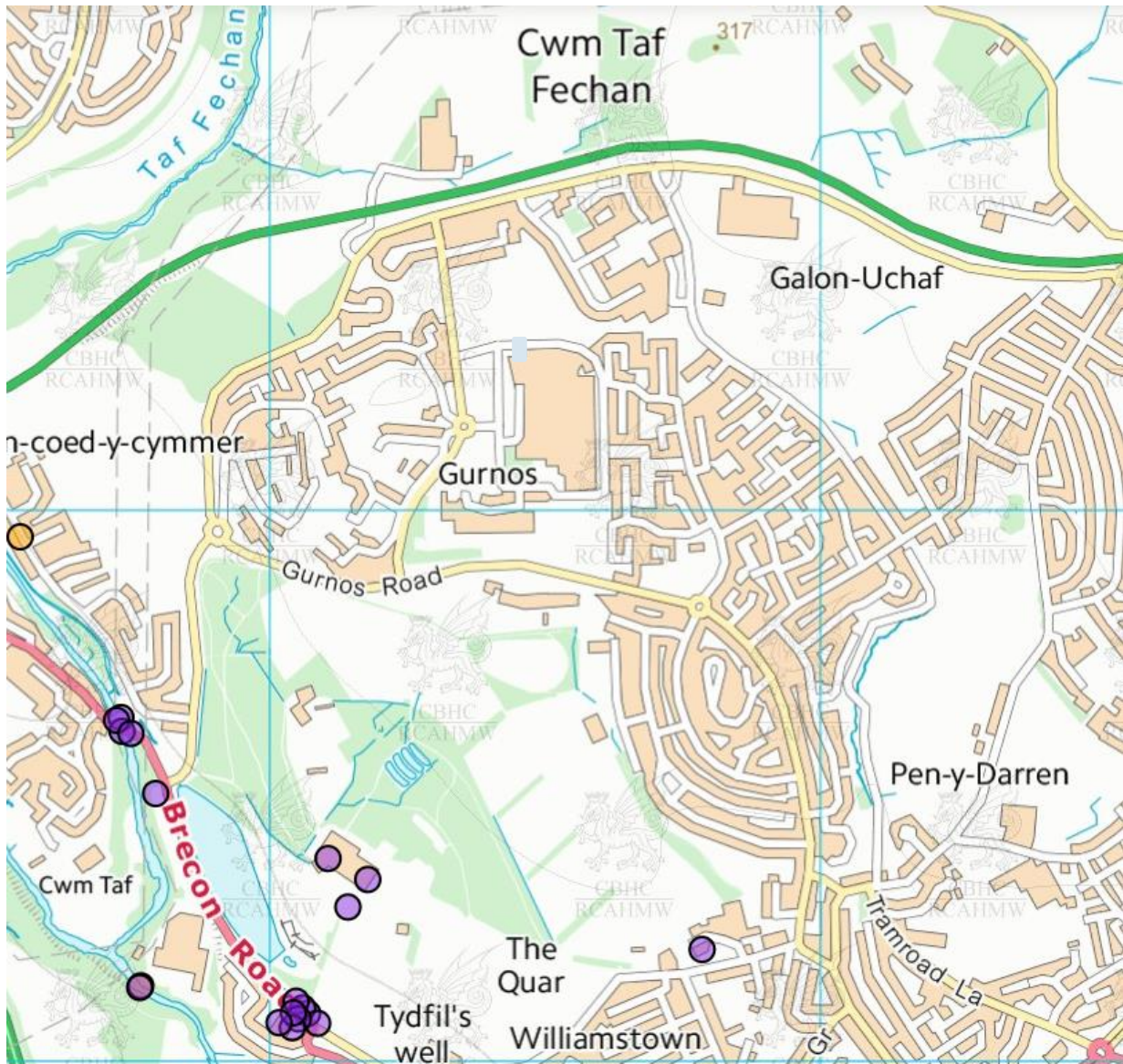
7.2 ECOLOGY AND BIODIVERSITY

- 7.2.1. There are no European Protected sites located within 2km of the Site.
- 7.2.2. 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).
- 7.2.3. 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.
- 7.2.4. The Brecon Beacons National Park is located approximately 1.6km to the north west of the Site.

7.3 HERITAGE AND CONSERVATION

- 7.3.1. 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.
- 7.3.2. 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 7-1 - Heritage and Conservation Sensitive Receptors



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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7.4 WATER ENVIRONMENT

7.4.1. 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 7-2 - NRW Development Advice Map Extract



NRW DEVELOPMENT ADVICE MAP LEGEND

Zone C2		Zone B		The Site	
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7.5 LANDSCAPE AND VISUAL

- 7.5.1. The hospital is located in Gurnos and is characterised by a mixture of buildings varying in scale and material appearance. A number of demountable buildings are present across the site including an example immediately behind the proposed development site.
- 7.5.2. Four small silver birch trees will require removal due to this development. Additional trees will be planted within the hospital site to mitigate this loss, likely in the area to the south-west corner, where there are existing trees. No future developments are planned in this area of the hospital, therefore these new trees will remain undisturbed.

7.6 TRAFFIC AND TRANSPORT

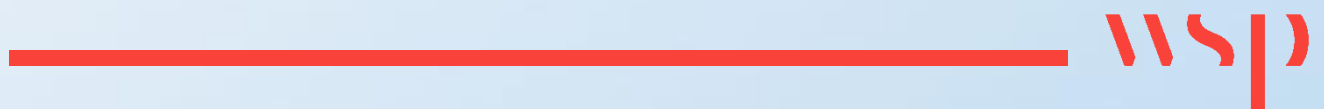
- 7.6.1. The site location is accessible via the network of private hospital roads and does not currently include any parking provision.
- 7.6.2. Good transport links are present in the surrounding area with a bus stop located on the adjacent highway only a short distance from the hospital.

8 CONCLUSIONS

- 8.1.1. The Proposed Development is essential to enable the hospital to provide accommodation for the MDU which will ensure that the longer-term plans and improvements at the hospital site are implemented efficiently and effectively.
- 8.1.2. The proposed development represents internal temporary changes while other works are taking place, and does not represent an increase on intensification of use at the hospital site.
- 8.1.3. 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.
- 8.1.4. 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

PRE-APPLICATION RESPONSE





Mr Chris Clarke
(Response via email)

Dyddiad/Date: 18th December 2019

Ein Cyf./Our ref.: PA/19/0059
Eich Cyf./Your ref.:

Gofynnwch am/Please ask for: Mel Ferreira
Llinell Uniongyrchol/Direct Line: 01685 726278
e-bost/e-mail: mel.ferreira@merthyr.gov.uk

Dear Sir,

RE: CONSTRUCT A TWO-STOREY TEMPORARY MEDICAL DAY UNIT (MDU) EXTENSION ON THE NORTHERN-WESTERN CORNER OF THE EMERGENCY CARE CENTRE AND CONSTRUCT A DETACHED TWO-STOREY TEMPORARY MULTI-DISCIPLINARY TRAINING UNIT (MDTU) (ALSO KNOWN AS UNIT 2) WITHIN A SECTION OF THE CAR PARKING AREA TO THE SOUTH OF PRINCE CHARLES HOSPITAL, GURNOS.

I refer to your pre-application submission, received on 15th November 2019.

The plans and statement submitted with the pre-application enquiry illustrate that you seek to construct a two-storey flat roof extension to the north-western corner of the Emergency Care Centre, to house a MDU, and a detached two-storey flat roof building within the parking area to the south of the main hospital building, to house a MDTU.

The existing MDU is located centrally within the main hospital building but is required to be re-sited within the proposed extension for a temporary period of approximately 7 years to enable on-going works/adaptations to take place within the main hospital building. The extension would be located on an area of the site which currently consists of vegetation, a footpath, the ambulance exit route and one ambulance bay. Following the construction of the works, the extension would be removed and the site would be returned to its current condition, which would also include re-instating the current condition and appearance of the external wall of the Emergency Care Centre. The elevation plans indicate that the two-storey building would have a maximum width of 23.6 metres, a maximum depth of 18.8 metres and a maximum height of 11.6 metres and as such, would not be any higher than the adjoining Emergency Care Centre. A plant room is proposed on the flat roof of the main extension and combined with the extension itself would measure 9.6 metres in height. Floor plans of the extension have not been included (therefore I am unable to fully assess the proposal), however, it would provide approximately 580m² of floor space over

Merthyr Tudful
... lle i fod yn falch ohono

Merthyr Tydfil
... a place to be proud of

two floors. The extension would be finished with cladded elevations to match the Emergency Care Centre.

The existing MDTU (known as Unit 2) also operates from the main hospital building and in order to allow on-going works/adaptations to be carried out earlier than previously programmed, it needs to be relocated within the proposed detached building to the south, for a temporary period of approximately 6 years. The building would be located on an area of the site which currently consists of 87 spaces (76 standard spaces and 11 disabled spaces). Following the construction of the works, the building would be removed and the site would be re-instated and re-used as a parking area. The plans indicate that the 'C' shaped building would have a maximum width of 37.4 metres, a maximum depth of 32.5 metres and a maximum height of 8.9 metres. It would provide approximately 1340m² of floor space over two floors. The building would be finished with a grey steel roof, grey steel cladded elevations and grey UPVc windows.

I would advise that having considered the location and nature of the development proposed, the following local planning policies and guidance would be relevant to the consideration of your proposal under a formal application:

- Local Planning Policies

The Merthyr Tydfil Local Development Plan (LDP) 2006-2021

- BW1 – Development Strategy – Primary growth Area
- BW4 – Settlement Boundaries/Locational Constraints
- BW7 – Sustainable Design and Place Making
- BW8 – Development and the Water Environment
- BW11 – Transport, Cycling and Pedestrian Proposals
- BW12 – Development Proposals and Transport
- BW15 – Community Facilities
- BW17 – Securing Community Infrastructure Benefits
- AS21 – Community Health Facilities
- TB11 – Access, Parking and Accessibility of Local Facilities

The supporting text under Policy AS21 specifically refers to the future development of Prince Charles Hospital and states that the hospital will require further adaptation and extensions overtime.

- Considerations

The main issues that would be considered when assessing a planning application for a proposal of this nature would relate to whether the proposal would, in the first instance, be acceptable in principle. Other important considerations would relate to whether the proposal would be acceptable with regards to its impact on the character and appearance of the existing built environment and its impact upon the amenities of nearby occupiers.

The extension and detached building would be located within the hospital site, which lies within the settlement boundary and Primary Growth Area. Policies BW1 and BW4 are supportive of new development provided it is compatible with other relevant plan polices and material planning considerations. The proposed development could therefore be acceptable in principle and comply with LDP Policies BW1, BW4 and AS21.

Both the extension and detached building would have flat roofs which would not normally be welcomed or supported. These structures would also be visible, given their two-storey

scale and siting adjacent to the internal access roads. The MDU extension however would have a similar design and would be finished in similar materials to the adjoining Emergency Care Centre. In addition, only a section of the extension would meet the height of the Emergency Care Centre and the remainder of the extension would be at least 1 metre lower than the height of this adjoining building. As such, the extension, although temporary, would still result in a sympathetic and proportionate addition to the existing hospital and could comply with LDP Policy BW7. In respect of the MDTU building, this has raised concerns. Whilst the steel finishes seek to ensure that the building complements its surroundings, it would amount to a stand-alone prominent structure, which would undoubtedly appear temporary in nature. As such, this would not be supported as a permanent building within the hospital site. However, as noted above, both the MDU extension and MDTU building would be required for a temporary period only to enable essential improvements to the hospital and would therefore be considered necessary and acceptable in this instance.

With regards to the impact of the development on other nearby premises/properties, it should be noted that the closest residential properties are located to the east and lie a significant distance from the proposed siting of the MDU extension and MDTU building. Furthermore, due to their scale and use, i.e. office/training, these structures would not have a significant adverse impact on adjoining premises/properties and could therefore comply with LDP Policy BW7.

The proposal has also been considered in respect of highway safety and parking provision. The supporting statement states that the ambulance bays, which would be removed to accommodate the MDU extension, are not well used, and as such, their removal would not have a significant impact on ambulance operations. In addition, the statement also clarifies that once the temporary MDU extension has been completed, ambulance spaces will be provided to the eastern side of the extension to ensure that the operational facilities in support of the ambulance service are not affected as a result of the temporary extension. It should also be noted that the MDU extension would not accommodate any additional members of staff and would not include visits from members of the public. As such, it would not increase the demand for on-site parking at the hospital site. In terms of the detached MDTU building, the supporting statement states that this would result in the loss of 87 spaces. However, the provision of additional parking to the northwest of the proposed MDTU building (following the removal of the temporary kitchen/canteen) and within the existing helipad area (adjacent to the main entrance) would mitigate for this loss. The kitchen/canteen building approved to the northwest, was granted for a temporary 2 year period only. It will therefore be removed in due course and the area will be re-instated as a parking facility providing approximately 22 spaces. The existing helipad will be removed, once the new helipad is fully operational and would provide 94 parking spaces. This would provide an additional 29 spaces on-site. The Engineering and Traffic Group Leader has therefore not raised any objection, but has suggested that the replacement parking provision be provided prior to the construction of the MDTU building. Such a condition would therefore be attached to any future planning permission. The proposed development could therefore comply with LDP Policies BW12 and TB11.

- Conclusion

Should you intend to submit a planning application based on this pre-application enquiry, please note that the following information would be required:

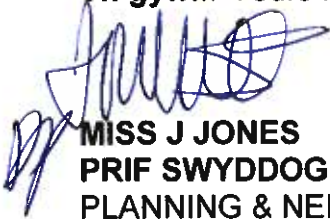
- Relevant application fee – based on the external floor area: £380 per 75m² or part thereof;

- A full set of completed application forms and relevant ownership certificate (this can be found on the Council's website: www.merthyr.gov.uk);
- A site location plan (1:1250 or 1:2500) which clearly identifies the application site (outlined in red) and the surrounding area, which includes any land under your ownership in blue (and includes a north point);
- Existing and proposed elevations (scale 1:50 or 1:100);
- Existing and proposed layout plan to include details of the parking spaces to be replaced and provided in association with the proposal (scale 1:50 or 1:100);
- Section details of the proposed development (scale 1:50 or 1:100);
- An existing and proposed block plan (scale 1:200 or 1:500), which must include the location of the adjoining properties/land;
- A pre-application consultation report PAC (since the proposal exceeds 1000m² and as such would amount to a major application).

As you aware, from 7 January 2019, all new developments of more than 1 dwelling house or where the construction area is 100 square meters or more, will require SAB (Sustainable Drainage Approval Body) approval. This would be a separate application to the planning application, however, should you require further information please contact Huw Williams on 01685 726271.

Finally, I can confirm that the above advice is made at officer level and would therefore not prejudice any decision that may be made, in the future, by the Council. I trust the above is of assistance and self-explanatory, however, if you wish to clarify any issues raised above, please do not hesitate to contact Mel Ferreira on the above noted details.

Yn gywir/ Yours faithfully



MISS J JONES

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January 2020