

Velindre Cancer Centre & Asda Access Works

Draft Planning Statement

February 2020

This document has been prepared by The Urbanists on behalf of:

The Velindre NHS Trust and Asda

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1. Introduction

1.1 Purpose of the Statement

This Planning Statement has been prepared to accompany the planning application for engineering works to improve access to the existing Asda Superstore and the enable access to the proposed new Velindre Cancer Centre (VCC). The application also includes improvements to the Asda car park area and service access.

Planning permission for the proposed nVCC was granted in March 2018 (LPA reference 17/01735). The engineering works to enable access was approved in full, while the remainder of the development was approved in outline, with further details of appearance, landscape, layout and scale being reserved for future determination. The approved access arrangement would require some alteration to the internal Asda access road and car parking layout. Following further review, post-permission, it was considered that an improved access arrangement could be delivered in terms of the operational requirements of Asda. This would improve circulation within the car park and also minimise any potential impact that the additional traffic accessing the nVCC could have on vehicular flows into, and out of, the existing superstore. This proposed scheme is therefore essentially a variation to the previously approved access improvements plus other additional associated changes to the car park area.

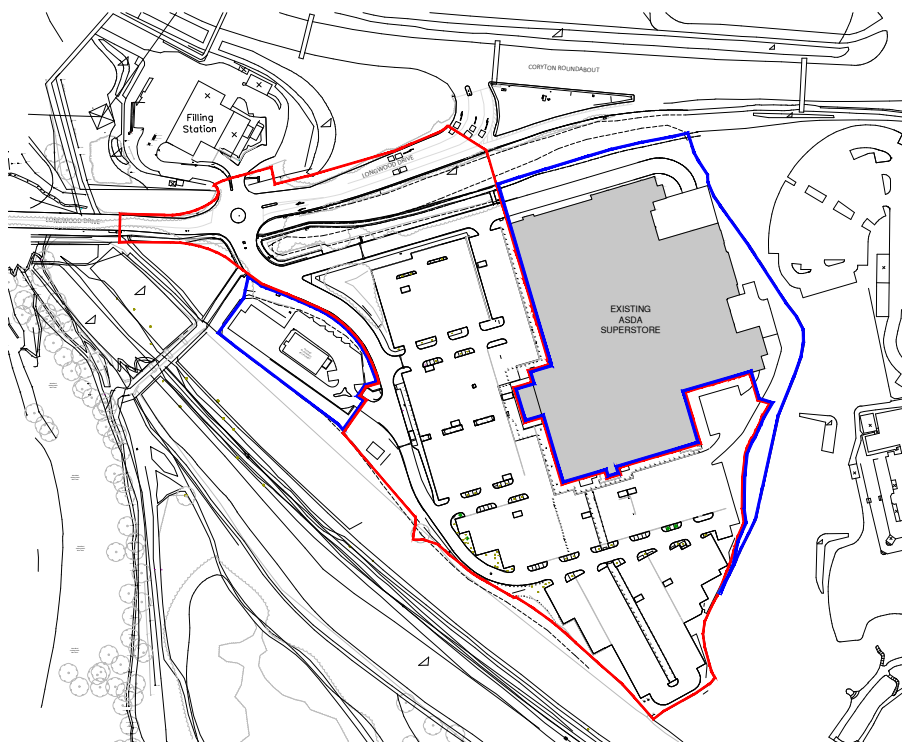
The Planning Statement is structured as follows:

- Site and development description;
- Planning policy and planning history;
- Planning assessment; and
- Conclusion.

2. Site and Development Description

The development site comprises land at Asda Cardiff Coryton Supercentre, Coryton, CF14 7EW, including part of Longwood Drive, and the existing roundabout, which provide access. Longwood Drive is an existing adopted highway which provides access from the Coryton interchange to the existing retail store and McDonalds restaurant, Asda Service Station and Starbucks Coffee Shop. This highway also provides access to industrial uses further west. The Asda land comprises the existing vehicular and pedestrian access, plus service access, and car parking. The extent of the development site covers approximately 2.8ha and is shown on the site location plan below.

Figure 1: Site location plan (existing site)



The proposed works include:

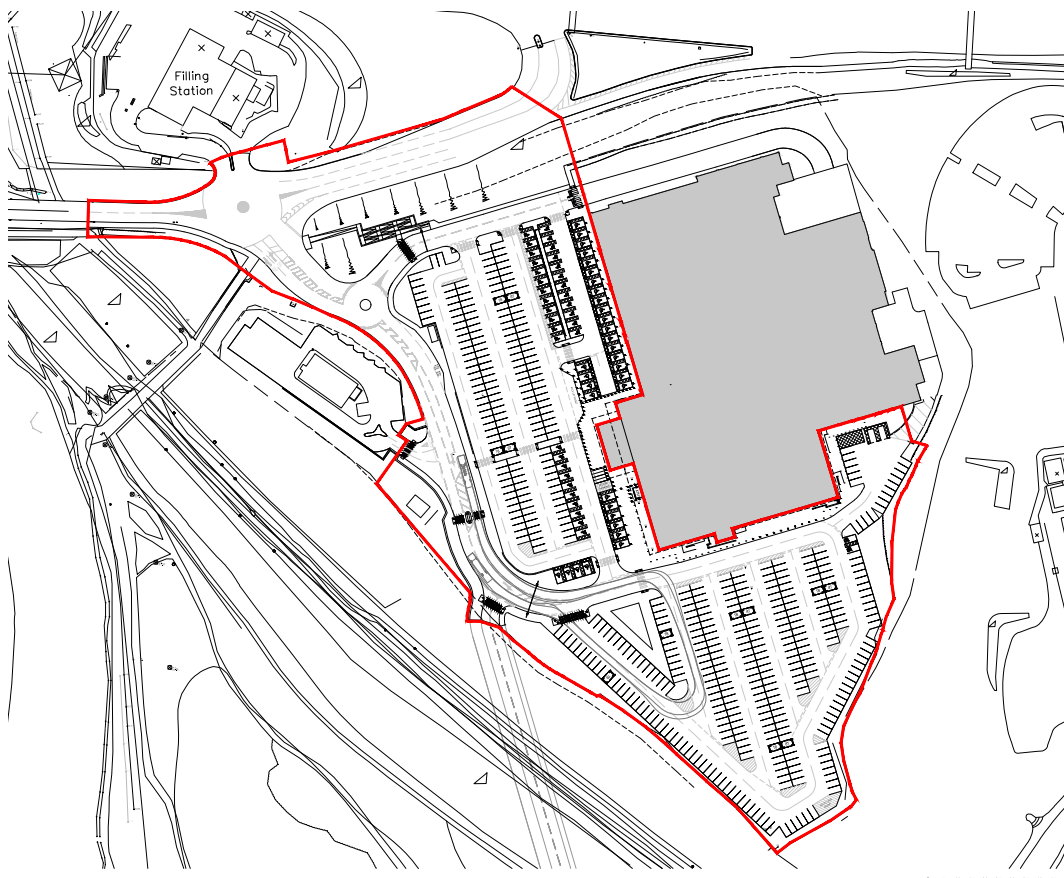
- A dedicated turning lane from Longwood Drive into the site, with widening of the existing roundabout and improvements to the turning radii into the site;
- Provision of a new mini-roundabout at the junction of the Asda access road / service access road to improve safety and flow;

- Reconfiguration of access arrangements into the car parking areas from the service access road and the spine road;
- Reconfiguration of the internal car parking layout across the site;
- Addition of a dedicated right turning lane from the spine road into the McDonalds restaurant;
- Provision of a bus lay-by;
- Formation of appropriate pedestrian and cycle links to both Asda and nVCC; and
- Proposed junction from the spine road to provide access to the nVCC.

The scheme overall leads to a net loss of 40 parking spaces from the existing 593 provision (7%).

The overall proposed site layout is shown on the plan below

Figure 2: Site proposals



3. Planning Context

This section sets out the national and local planning policy which is of relevance to the consideration of the planning application.

3.1 National Planning Policy

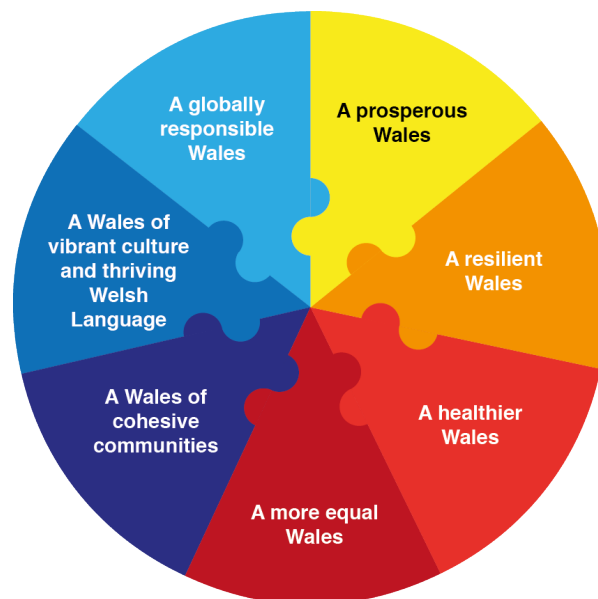
The Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act requires public bodies in Wales to consider the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.

The Planning Act (Wales) 2015 states that Local Planning Authorities must exercise their function in relation to the determination of planning applications “...as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 (annex 2), for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.” (PA(W), Sec.2(2))

The Act puts in place seven well being goals. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two. The goals are identified in the image below:

Figure 3: The Well-being Goals:



Planning Policy Wales (10th Edition, December 2018)

Planning Policy Wales (PPW) is the Welsh Government's land use planning policy for Wales. It replaces the 2016 edition of PPW. The most substantive change is the introduction of placemaking as a key element intended to deliver the aspirations of the Act and drive plan-making and development management decisions.

PPW describes the process of placemaking as an *“inclusive process, involving all of those with a professional or personal interest in the built and natural environment, which focuses on developing plans, making decisions and delivering developments which contribute to the creation and enhancement of sustainable places”* (par. 2.6)

The policy also sets out a sustainable transport hierarchy. This aims to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

It, furthermore, establishes that the planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated in decision making. Sustainable development is defined as the process of improving the economic, social, environmental, cultural well-being of Wales without compromising the ability of future generations to meet their own needs.

The objectives of good design are categorised into five key aspects as set out in the image below.



Technical Advice Note 12, Design (2016)

The revised Technical Advice Notes (TAN) aims to equip all those that are involved in the design of development with advice on how sustainability, through good design, may be facilitated through the planning system. It sets out the core design principles that any development proposal must follow to help create a sustainable environment and exhibit a high level of design quality. These are structured via five the following key objectives of good design:

- Access - Ensuring ease of access for all;
- Character - Sustaining of enhancing local character; promoting legible development; promoting a successful relationship between public and private space; promoting quality, choice and variety; and promoting innovative design;
- Community Safety - Ensuring attractive, safe public spaces and security through natural surveillance;
- Environmental Sustainability - Achieving efficient use and protection of natural resources and enhancing biodiversity; and,
- Movement - Promoting sustainable means of travel.

TAN 15 Development and Flood Risk (2004)

This TAN provides guidance in relation to development and flooding. It provides advice on matters including the use of development advice maps to determine flood risk issues, how to assess the flooding consequences of proposed development and action that can be taken through development plans and development control (management) procedures to mitigate flood risk when planning for new development. The application site is located in flood risk Zone A as defined by Natural Resources Wales's development advice mapping system. This means that the site is at little or no risk of flooding.

3.2 Local Planning Policy

Cardiff City Council Local Development Plan 2006-2026

The Local Development Plan for Cardiff was adopted on the 28th of January 2016 and, as the statutory development plan, it is the basis for decisions on land use planning in Cardiff.

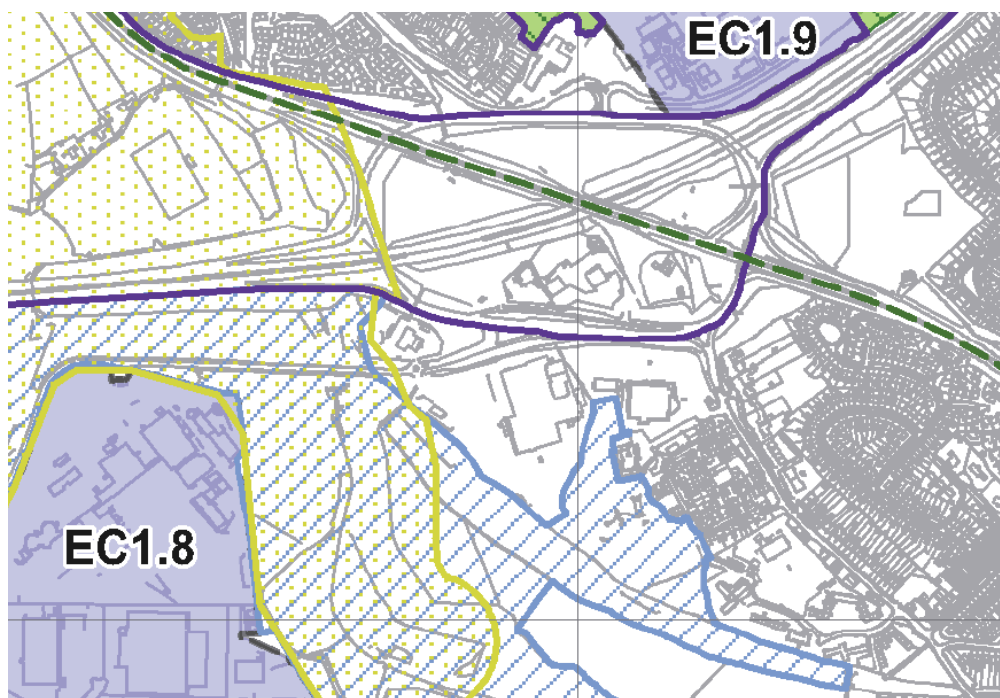
The site is unallocated in the LDP Proposals Map ('white land') and no constraints are identified within the site on the LDP Constraints Map. Land close to or adjoining the application area is covered by the following:

Proposals Map:

- River Corridor (blue hatch area, policy EN4);
- Sand and Gravel Safeguarding Area (green dotted area, policy M7);

Extracts from both the Proposals Map and the Constraints Map are included below.

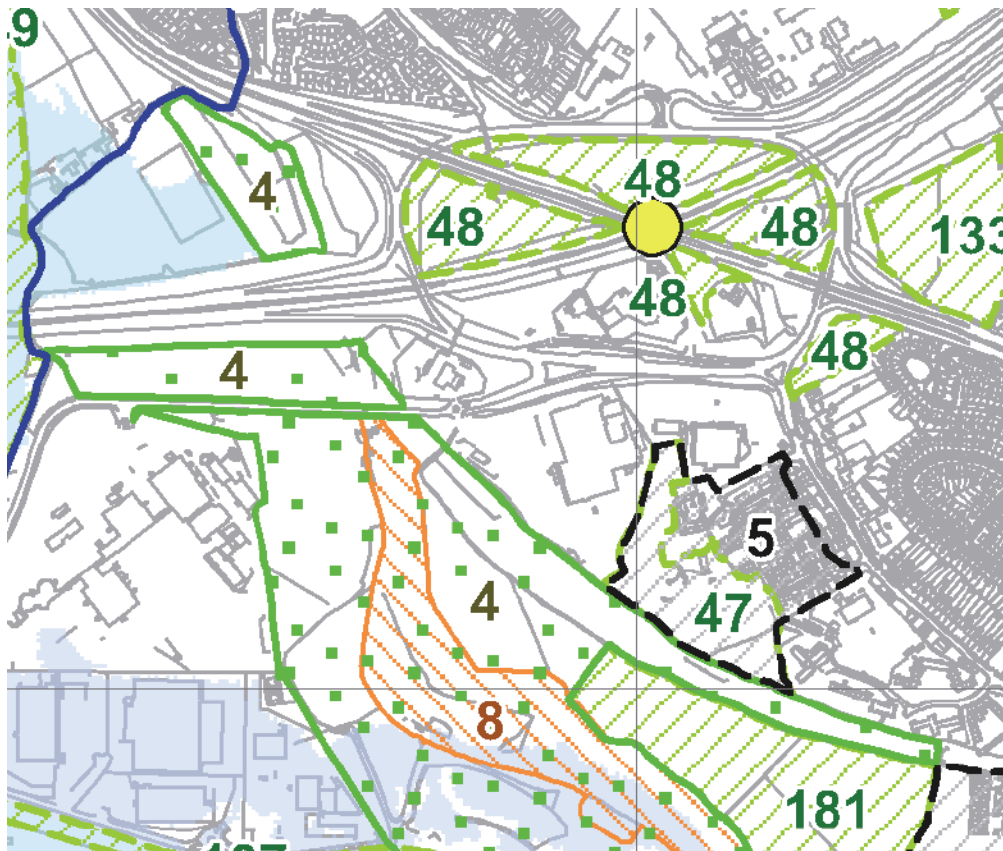
Figure 5: Extract LDP Proposals Map



Constraints Map:

- Historic Park and Garden (5, Coryton House);
- Site of Importance for Nature Conservation (47, Coryton Heronry Wood);
- Local Nature Reserve (4, Glamorganshire Canal); and,
- Site of Special Scientific Interest (8, Glamorganshire Canal / Long Wood).

Figure 6: Extract LDP Constraints Map



The following policies from the LDP provide wider local policy context for the proposed development:

- **LDP Policy KP5: Good Quality and Sustainable Design** - Requires development to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces.
- **LDP Policy KP6: New Infrastructure** - Aims to ensure that new developments, irrespective of their size, location, or land use, make appropriate provision for infrastructure.
- **LDP Policy KP8: Sustainable Transport** - Requires that developments are properly integrated with the transport infrastructure necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.

- **LDP Policy KP14: Healthy Living** - Seeks to make Cardiff a healthier place to live by seeking to reduce health inequalities through encouraging healthy lifestyles, addressing the social determinants of health and providing accessible health care facilities.
- **LDP Policy KP16: Green Infrastructure** - Aims to ensure that Cardiff's green infrastructure assets are strategically planned and delivered through a green infrastructure network and states that, where development is permitted, planning conditions and/or obligations will be used to protect or enhance the natural heritage network.
- **LDP Policy KP10: Natural Resources** - States that in the interests of the long-term sustainable development of Cardiff, development proposals must take full account of the need to minimise impacts on the city's natural resources and minimise pollution, in particular with regard to road transportation sources and managing air quality.
- **LDP Policy EN4: River Corridors** - States that the natural heritage, character and other key features of Cardiff's river corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation.
- **LDP Policy EN5: Designated Sites** - Requires the Council to fulfil its obligations in respect of protecting sites of nature conservation importance from harmful development.
- **LDP Policy EN6: Ecological Networks and Features of Importance for Biodiversity** - Protect Cardiff's ecological networks and landscape features that are important for biodiversity.
- **LDP Policy EN7: Priority Habitats and Species** - Protect and enhances the features of Cardiff's natural heritage, including its biodiversity, abundance of wildlife habitats and native species.
- **LDP Policy EN8: Trees, Woodlands and Hedgerows** - Protect trees, woodlands and hedgerows with natural heritage or amenity value.
- **LDP Policy EN10: Water Sensitive Design** - Requires an approach where the whole urban water cycle is incorporated into a holistic system of water sensitive design that is focused on managing water locally and reducing demands in relation to waste water/pollution and rainfall/run off.

- **LDP Policy EN11: Protection of Water Resources** - Seeks to maintain and enhance the quality and quantity of water resources, including rivers, lakes, ponds and other water bodies, which are important for a wide range of uses and users, particularly wildlife.
- **LDP Policy EN13: Air, Noise, Light Pollution and Land Contamination** - Aims to ensure that developments that would generate unacceptable levels of air, noise or light pollution are appropriately located and controlled.
- **LDP Policy T5: Managing Transport Impacts** - Requires all new development to fully address the demand for travel and its impacts as well as make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users.
- **LDP Policy T6: Impact on Transport Networks and Services** - Protects the transport network and its users from developments which may otherwise cause unacceptable harm to the operation and use of key transport networks and routes.
- **LDP Policy T9: Cardiff City Region Metro Network** - Aims to facilitate the development of a future regional 'Metro' network of integrated public transport routes and services within Cardiff and connecting the city with the wider south east Wales region, including the development and/or enhancement of the following on-highway and off-highway infrastructure components.
- **LDP Policy C6: Health** - Affords priority in new developments to reducing health inequalities and encouraging healthy lifestyles, by amongst other things, ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety.

Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) is produced to provide further detail on certain policies and proposals contained within Cardiff's Local Development Plan, to help ensure that certain policies and proposals are better understood and applied effectively.

Whilst SPGs do not have the same status or weight as adopted Development Plan policies, they may be taken into account as a material consideration in determining planning applications. The relevant SPGs are outlined below:

Managing Transportation Impacts (Incorporating Parking Standards)

This SPG sets out Cardiff Council's approach to assessing and managing the transport impacts of developments and supplements the transport and other related policies in Cardiff's Local Development Plan 2006-2026. It applies to all categories of development for which planning permission is required, including new developments, extensions, redevelopments and material changes of use. It primarily provides more detail on how the Council will consider the impacts of development on the routes that make up the local highway network during the planning application process.

Planning for Health and Well-being

This SPG supplements policies in the adopted Cardiff Local Development Plan (LDP) relating to health and planning and has been developed jointly between the Council and the Cardiff and Vale University Health Board. The SPG acts as an important material consideration in the determination of planning applications by setting out a range of potential health and well-being related factors that developers should consider when drawing up development proposals.

Green Infrastructure

This document provides planning advice on a number of areas relating to development and the environment, including protection and provision of open space, ecology and biodiversity, trees, soils, public rights of way, and river corridors. The SPG sets out to protect and enhance ecosystems to ensure they continue to support diverse habitats and species as well as ensuring that green infrastructure is resilient and provides protection for people and places.

The SPG includes the following relevant technical guidance notes:

- *Ecology and Biodiversity* - This guidance note sets out how the Council will implement development plan policies relating to ecology and biodiversity, including how it will assess planning applications which could have an impact on ecological and biodiversity interests, the information applicants will need to provide to enable this, and the legislative framework within which the Council must operate.
- *Trees and Development* - This guidance note provides guidance on the protection and planting of trees as part of development, in the interests of maintaining and enhancing a diverse urban forest.

- *River Corridors* - This guidance note seeks to provide guidance to applicants on how planning applications located within the River Corridors identified on the LDP Proposals Map will be assessed and importantly what factors will need to be taken into account when submitting a planning application within such areas.

3.3 Planning History

The following planning permissions provide historic context to the current planning application. It includes the extant permission for the new Velindre Cancer Centre, and various permissions relating to the operation of the Asda superstore site and surroundings.

Proposed Velindre Cancer Centre including specialist cancer treatment centre, centre for learning, research and development, primary means of access (from Coryton interchange), emergency access (via Hollybush Estate), temporary construction access, parking, energy centre, landscape works, pedestrian paths, and Maggie's Centre (LPA reference: 17/01735/MJR).

Granted 27/03/2018 Outline permission - main building, and full permission for access and enabling works. The illustrative layout and nVCC access plans are included below. This current application seeks changes to the access arrangement.

Erection of Drive-Through Coffee Shop with associated parking and landscaping, including 20 parking spaces and 8 cycle parking spaces, on land adjacent to Asda Petrol Filling Station (LPA reference: 16/02186/MNR). Granted full 25/11/2016.

Reconfiguration of McDonalds site including building elevations, access, and signage (LPA reference: 15/03106/MNR). Granted full 28/01/2016.

Existing grassed area to be removed and replaced with new full depth car park construction to form proposed colleague car park (LPA reference: 08/01874/W). Granted full 24/09/2008.

VELINDRE CANCER CENTRE / ASDA ACCESS



4. Planning Assessment

This section provides a planning assessment of the proposed development against the planning context that was identified earlier.

Planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. This requirement is set out in the Planning and Compulsory Purchase Act 2004 (Sec.38(6)). Further to this is the requirement, now, that a local planning authority in Wales, when carrying out a function in relation to an application for planning permission, must exercise that function for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales (Planning (Wales) Act 2015). The adopted development plan is the City of Cardiff Council Local Development Plan 2006 - 2026.

4.1 Site Proposals and Constraints

The LDP proposals map identifies the site as 'white land', and it is not covered by any proposed development allocations. The proposed development would significantly improve access to the existing retail site for customers, staff, and deliveries, whilst also enabling access to the nVCC site.

The LDP constraints map identifies that the site is bounded to the south by the Glamorgan Canal Local Nature Reserve, and to the east by the Coryton House registered Historic Park and Garden and Coryton Heronry Wood Site of Importance for Nature Conservation. The map identifies no sensitive designations on the development site itself. The principle of the nVCC access is already approved under the extant planning permission and those access works were not found to have unacceptable impact on these environmental resources. This revised scheme includes other changes to the car park, which again are relatively minor.

4.2 Transportation and Highways

The proposed development would deliver an improved access arrangement beyond that consented as part of extant planning permission, whilst still providing that nVCC access. The new arrangement will be beneficial for service deliveries, improving the turning radii and improving safety of access. The Transport Assessment, which accompanies the application, identifies that

the proposed access arrangement would enable all key junctions to operate within practical capacity and result in no material queuing. It identifies that the site is highly accessible by active travel modes, public transport, and the private motorcar.

The proposed development also includes improvements to pedestrian and cycle facilities and improved infrastructure for public transport to access the site.

The proposals then are considered to accord with the relevant LDP policies including KP6, KP8, T5, T6, T9 and the SPG Managing Transportation Access.

4.3 Ecology and Green Infrastructure

The majority of the proposed development covers existing highway, or parking areas. Parts of the development would, however, remove some existing green infrastructure (trees and scrub). The ecological survey identifies that some of the green infrastructure on the site could provide low quality foraging habitat for bats and could provide habitat for nesting birds. To address this potential impact, the survey recommends that felling and removal should be undertaken under supervision and at the right time of year to avoid seasonal constraints. Given that there are no ecological designations on the development site and the development would not impact on the adjacent designations, the proposed development is not considered to have unacceptable impacts on ecology or green infrastructure. Green infrastructure improvements are also proposed across some 1,000 sq m of land within the site, to improve the landscape and ecological value. These also factor into the separate SAB consent process.

The tree survey identifies that trees would need to be removed to facilitate the development. The survey identifies that trees in the car park area are not of high quality, some trees adjacent to the access to the site would pose safety issues to the proposed access arrangement, and that trees adjacent to the footpath skirting the northern edge of the car park and the western perimeter of the site are of more value. A tree protection plan is included in the survey that identifies measures to help retain the trees that are of more value at the edge of the works area.

The proposed development is considered then to accord with the ecological and green infrastructure policy of the LDP policies including KP10, KP16, EN4, EN5, EN8 and the Green Infrastructure SPG.

4.4 Drainage and Water Resources

The proposed development is identified on the flood maps for Wales as being in an area that is not subject to flood risk. The development also includes the provision of appropriate drainage

infrastructure in accordance with the SuDS regulations including porous paving. This will ensure a betterment in terms of surface water drainage flows from the site. The proposal therefore meets the requirements of TAN 15 and LDP policies EN10 and EN11.

4.6 Sustainability, Health and the Well-being of Future Generations

The above analysis demonstrates that the proposed development would deliver an improved access arrangement without unacceptable impacts, and with environmental betterment. It will improve active travel access plus public transport access to the area, whilst reducing car parking spaces. It will help to facilitate the new Velindre Cancer Centre, the delivery of which would help to transform how cancer treatment is delivered in South East Wales. The development is therefore a key contributor to the delivery of an improved health and well-being service for current and future generations.

The development is in accord with some of the fundamental aims of sustainability, health and the well-being of future generations policy, including LDP policies KP5 and C6 and Planning for Health and Well-being SPG.

5. Conclusion

This Planning Statement considers the proposed development against relevant planning context. The proposed engineering works will enable an improved access to the nVCC site, whilst improving highway safety, and improving efficiency of the use of the existing car park. The principle of access to the nVCC is already established by the extant permission, and these current proposals seek to improve upon that position, in terms of vehicular flows and the wider site layout. The development is considered to be acceptable having regard to applicable planning policy.