

Hywel Dda Urgent & Planned Care Hospital

Summary Technical Appraisal Report

Site 7

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Bwrdd Iechyd Prifysgol
Hywel Dda
University Health Board

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Summary Table of Scoring Criteria

This summary report is based on information contained in a more detailed technical appraisal document. The structure of this report is based on the format of the technical appraisal work undertaken by the consultant team on behalf of Hywel Dda University Health Board. The table below shows how the sections of this report are relevant to the key scoring criteria identified through the previous public consultation exercise.

Section No.	Description	<i>Criteria which is informed by this information for scoring</i>	<i>Criteria Description</i>
1.0	Introduction	<i>All</i>	
2.0	Drainage	<i>Criteria 1</i>	<i>Site conditions</i>
3.0	Ground Conditions	<i>Criteria 1</i>	<i>Site conditions</i>
4.0	Utilities	<i>Criteria 1 & 2</i>	<i>Site conditions/Site Infrastructure</i>
5.0	Local Transport Infrastructure	<i>Criteria 2</i>	<i>Site Infrastructure</i>
6.0	Flood Risk	<i>Criteria 3</i>	<i>Environment & Ecology</i>
7.0	Ecology	<i>Criteria 3</i>	<i>Environment & Ecology</i>
8.0	Environmental Appraisal	<i>Criteria 3</i>	<i>Environment & Ecology</i>
9.0	Design	<i>Criteria 4</i>	<i>Design</i>
10.0	BREEAM	<i>Criteria 5</i>	<i>Sustainability</i>
11.0	Town Planning and Acquisition	<i>Criteria 6</i>	<i>Planning & Acquisition</i>
12.0	Travel Time Analysis	<i>Criteria 7</i>	<i>Transport (Travel Time Analysis)</i>

Executive Summary

Site 7 lies a short distance to the east of Narberth town centre. The A40 is located less than one mile to the North.

The site is within reasonable walking distance from Narberth town centre and the railway station. There is a comprehensive existing road infrastructure providing access to the site, providing both primary and secondary resilient access routes. Some upgrade works will be required to address increased use, however, this is not considered as unusual for major hospital developments.

The site is considered 'greenfield' with its predominant current use being agricultural with associated buildings. This site is in private ownership and was nominated by the landowner during the public engagement period May – June 2021.

The site slopes from west to east with a difference of approximately 30m between the high and low points.

A review of historical information and a desktop based study has indicated that no significant sources of contamination are expected.

Similarly no significant ground condition constraints have been identified

An environmental appraisal was undertaken to determine the likelihood of significant environmental effects. Potential environmental effects cannot be ruled out at this stage, and therefore, a statutory Environmental Impact Assessment is likely to be required to support a planning application.

Development of this site has the potential to increase the amount of phosphates in the Afon Cleddau, which would cause an unacceptable impact to the environment. There are also a number of options to address the Water Quality/Phosphate issues, and these will be investigated further alongside an on-going dialogue with the Local Planning Authority, Natural Resources Wales and DCWW.

Most services utilities are available local to the site. Water supplies and drainage connections are likely to require significant upgrade although the extent of this can only be established as more detailed design work is completed. Electrical supplies will need to be drawn from a sub-station approximately 11km away from the site along with upgrades within the sub-station itself.

There is limited space on site for renewables such as PVs. However, there is the possibility of locating a solar farm or wind turbines in the surrounding area with a dedicated feeder to the site.

1.0 Introduction

A shortlist of potential viable sites for the provision of a new Urgent and Planned Care Hospital has been determined. The shortlist sites are indicated on the map below and are identified as:

- Site 7
- Site 12
- Site 17
- Site C
- Site J

This report provides summary information on the potential development of site 7 for the proposed new Urgent and Planned Care Hospital. It covers information obtained by the technical advisory team engaged by Hywel Dda University Health Board to support with the development planning for the new hospital. Separate reports will cover the other four sites.

Key items covered in this report include:

- Site location
- Drainage
- Flood Risk
- Transport
- Utilities - power, water, gas, telecoms
- Ecology
- Environmental Appraisal
- Ground Conditions
- Town Planning & Land Acquisition
- BREEAM
- Design

The content of this report summarises the large extent of information available to the project team about potential sites.

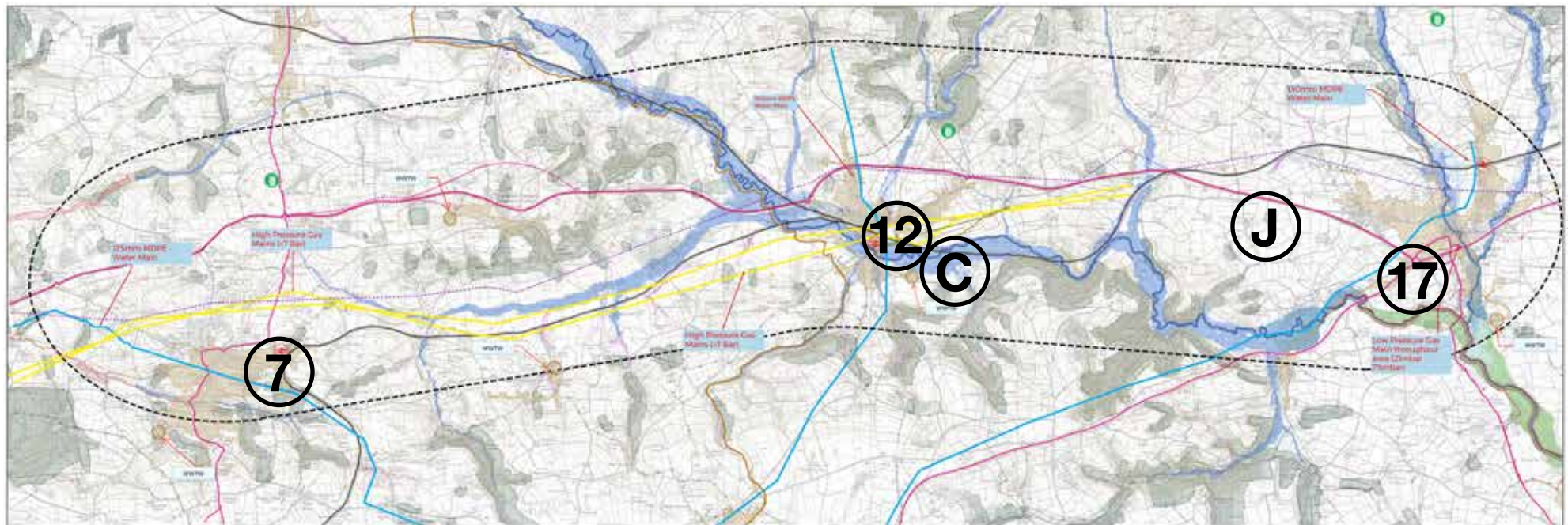


Fig. 1.1 - Overview map of the selected development zone identifying the shortlisted sites

1.0 Introduction

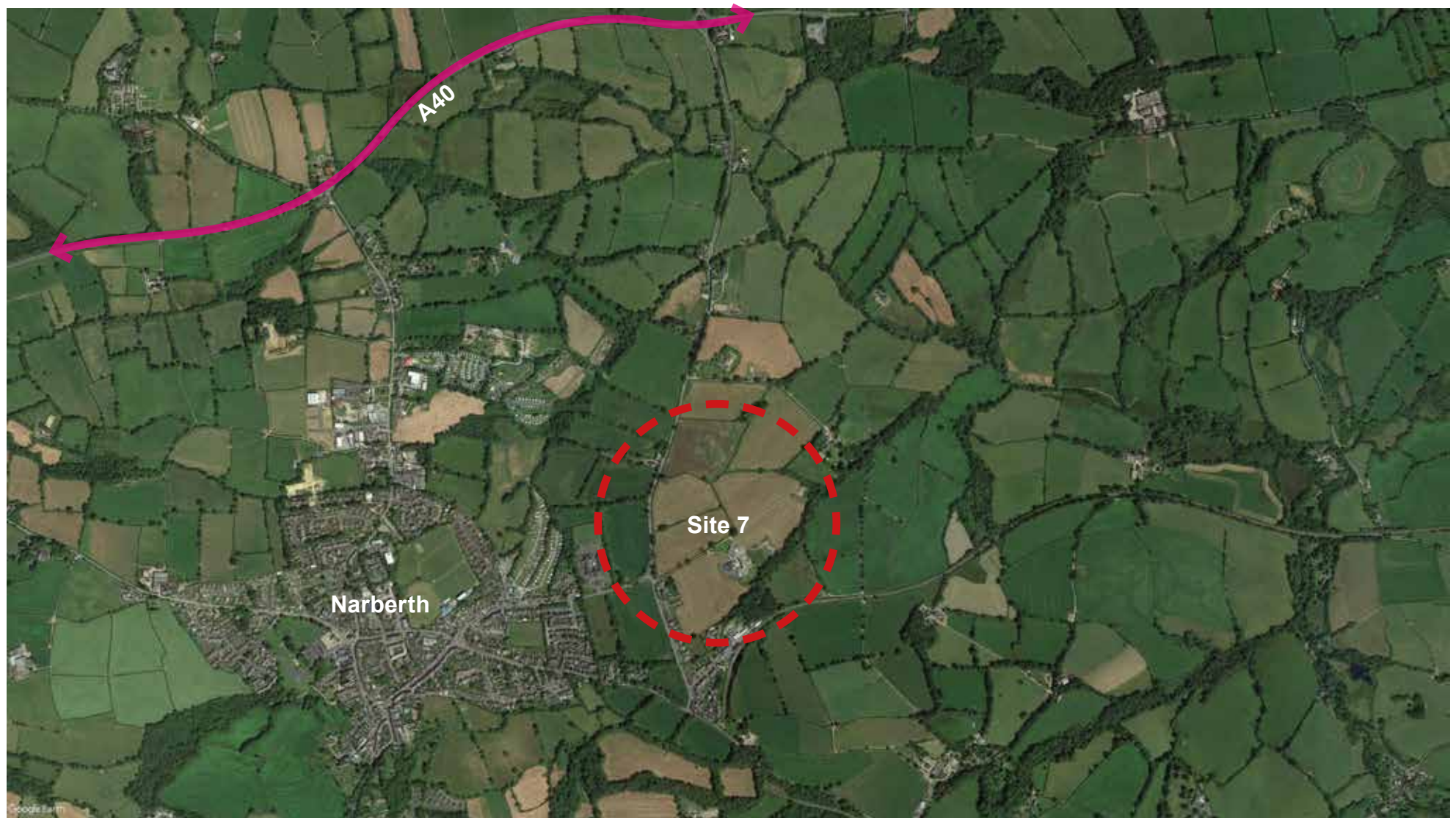


Fig. 1.2 - Aerial location plan showing the location of site 7 (in red) in relation to Narberth town centre and the A40

1.0 Introduction

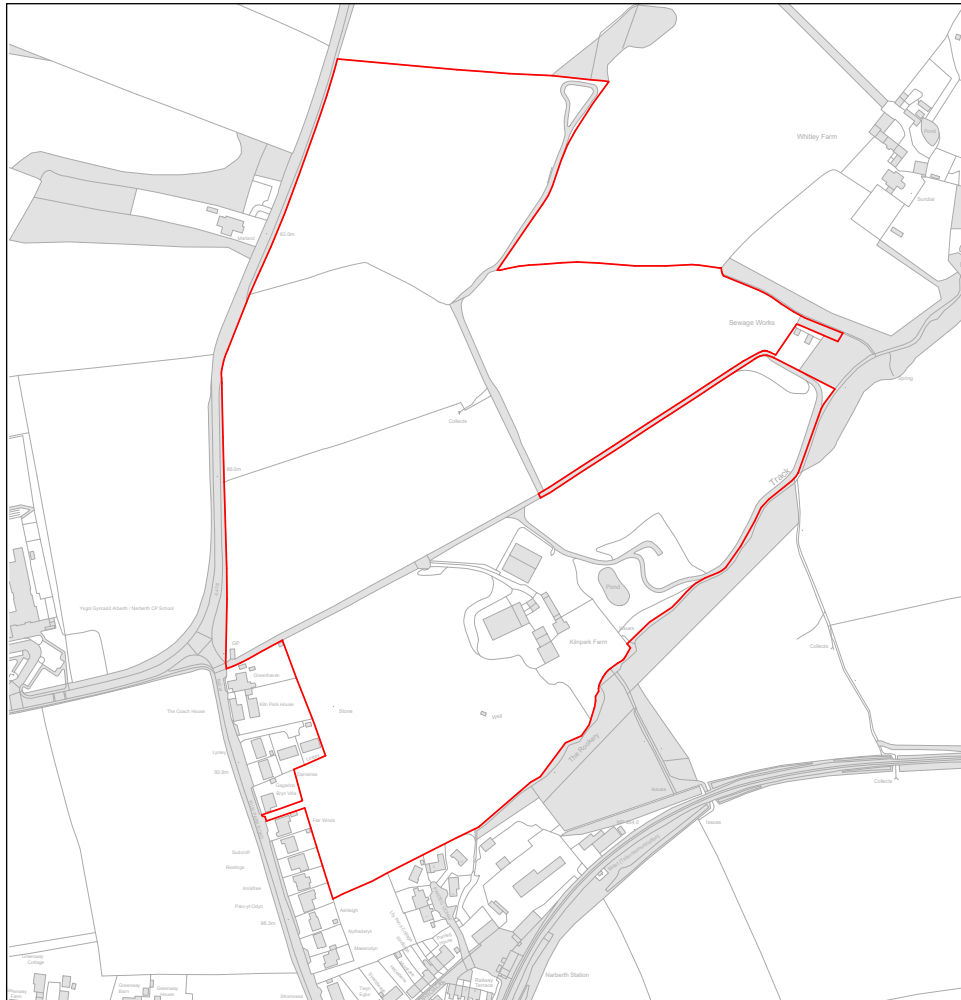


Fig. 1.3 - Ordnance survey plan showing the site boundary in red

1.1 Site Location

The site is located approximately 1.1km to the north-east of Narberth and has a British National Grid Reference of 212000, 215200. The site location is illustrated in Figure 1.2.

The A478 forms the western boundary of the site; Narberth train station and The Rookery [woodland] lie to the south of the site; situated adjacent to the extreme eastern corner of the site is the Narberth East Foul Pumping Station; Whiteley Farm lies to the north-east of the site, and Beechwood Park lies to the north of the site. The A40 trunk road is located approximately 1.1km to the north of the site beyond Stoneyford.

The Afon Marlais passes approximately 350m to the north and east of the site. Also, the Narberth Stream lies approximately 850m to the south of the site.

1.2 Site Description

The site is considered to be greenfield, is approximately 19.9 ha in size and has historically been used for agricultural purposes, with Kilnpark Farm located towards the south of the site, within an area previously used as a quarry. The site slopes from west to east with a high point

of approximately 92m above datum and a low point of 67m. Lying to the west of the Kilnpark Farm buildings is a historic well, however, local accounts indicate that this well is infilled.

The site is located in Development Advice Map Zone A, which is considered to be at little or no risk of fluvial or coastal/tidal flooding.

There are no Listed Buildings in the nearby vicinity of the site.

The site is not located in any statutory designated sites (Ramsar, Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SAC)).

The site borders an area of Ancient Woodland on its south eastern boundary.

A number of residential properties are located immediately to the south and south west of the site boundary on Kilnpark Road, Panteg Uchaf and Station Approach.

2.0 Drainage

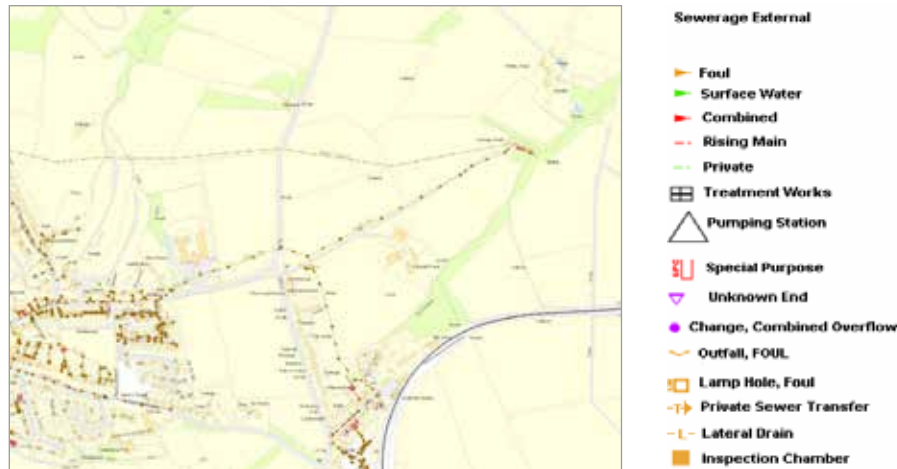


Fig. 2.1 - Existing sewerage infrastructure

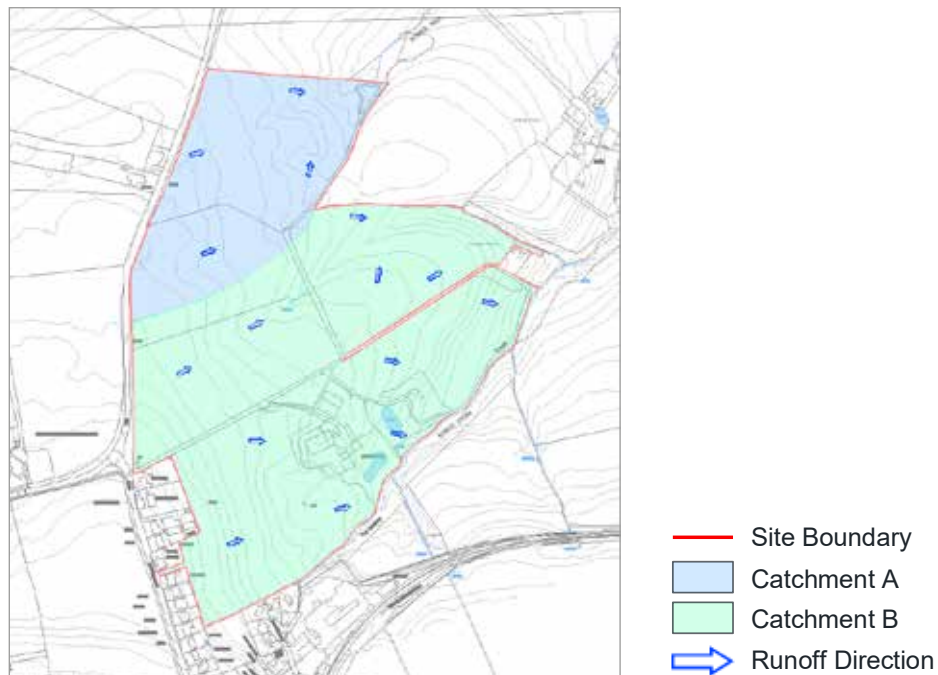


Fig. 2.2 - Existing surface water catchment

2.1 Existing Drainage

The site lies within the Narberth West Wastewater Treatment Works catchment.

There is an existing Dwr Cymru Welsh Water (DCWW) sewage pumping station (PS) at the eastern edge of the site. A gravity sewer draining foul sewage from the eastern parts of Narberth to the PS, follows the route of the existing on-site track (off Kiln Park Road and serving Kilnpark Farm). The pumped main from the PS crosses back across the site in a north-westerly direction.

A number of disposal options are available for sewage (or foul water) from the development, including both discharge to the existing public (DCWW owned) sewerage system, which could be re-located to suit the scheme, and construction of a private sewage treatment works. Upgrades to the existing sewerage system are considered likely.

2.2 Surface Water Drainage

The aim of the surface water drainage strategy is to mimic the natural catchment processes as closely as possible and adopt the principles of Sustainable surface water management.

Surface water will either be discharged into the ground via infiltration or into the adjacent watercourses via a controlled discharge. Storage provision would be provided within the site for all storm events up to and including the 100-year return period plus climate change. Infiltration is the preferred method of disposal but if this is not feasible due to local ground conditions then runoff would be discharged at an agreed rate, which would be no greater than existing, into the existing land drainage features.

2.3 Water Quality / Phosphates

The Afon Teifi and Afon Cleddau are both located in Special Areas of Conservation, and at present are failing against environmental targets. This site has the potential to increase the amount of phosphates (through both the new sewage and surface water runoff generated by the proposed scheme) in the Afon Cleddau, which would then cause an unacceptable impact to the environment.

There are also a number of options to address the Water Quality/Phosphate issues, and these should be investigated further alongside an on-going dialogue with the Local Planning Authority, Natural Resources Wales and DCWW.

3.0 Ground Conditions



Fig. 3.1 - 3D survey of existing W topography

The site is currently occupied by agricultural land with a farmhouse and associated outbuildings located in the southern central area of the site which are accessed by a track and are surrounded by ploughed fields with crops.

During a site walkover a septic tank was observed. Due to the age of some on-site structures it's considered possible that they may contain asbestos. Land-use surrounding the site is predominantly agricultural and residential. A small sewage works is located at the eastern edge of the site.



Fig. 3.2 - Existing site features

On-site structures are surrounded variably by loose gravel cover, scrubland and asphalt hardstanding. Made Ground and potentially deeper infilled ground is anticipated locally within historically developed areas of the site (e.g., around the farm buildings and infilled quarry). The site is reported to be underlain by bedrock deposits of the Llandeilo Flags Formation (central and northern area, Secondary A Aquifer), the Lower Llanvirn Didymograptus Bifidus Beds (north-eastern and south-eastern area, Secondary B Aquifer) and the Slade and Redhill Formation (southern area, Secondary B Aquifer).

Groundwater vulnerability across the site is reported to be high and small-scale domestic abstraction has been noted as possibly present within the local area. A former well (which is understood to have been backfilled) is located near the Farm buildings.

The site lies within an area where between 5% and 10% of properties would be estimated to exceed the Radon Action Level. As such, radon protection measures are likely to be required within future structures.

Minor surface water features cross the northern area of the site, which are tributaries of the Afon Marlais which is located approximately 700m to the north-east of the site.

No significant ground condition constraints have been identified at the site in relation to future structures and infrastructure, and the relatively flat topography of the site means that significant earthworks to support the proposed development are considered unlikely.

The site is considered to be in an area of moderate to low environmental sensitivity. It is considered that the majority of the site is unlikely to be impacted by contamination. However, the potential exists for current and historical land use to have led to localised contamination at the site. The most noticeable source of potential contamination is the infilled former quarry that was located adjacent to Kiln Park Farm.

Within the context of the proposed development of the site as a health care facility/hospital the undertaking of a preliminary land quality assessment has indicated that the risks presented to potential receptors from localised potential sources of contamination are considered to be predominantly low.

Further assessment by intrusive investigation is recommended to characterise the underlying ground formations to inform geotechnical design and facilitate refinement of the land quality risk assessment.

4.0 Utilities

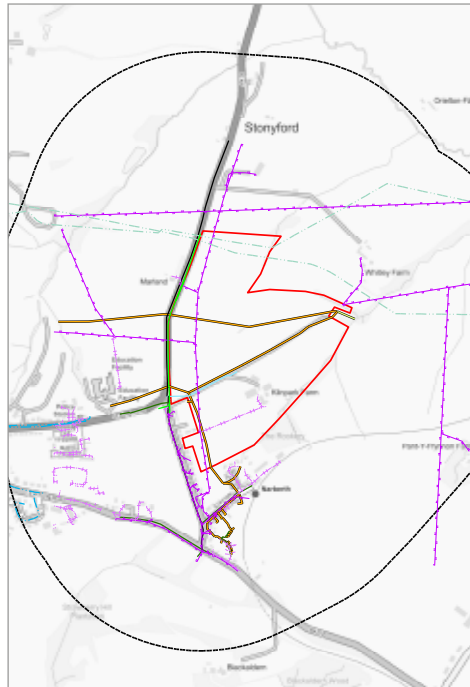


Fig. 4.1 - Plan showing the extent of existing services utilities infrastructure (as included in appendix A)

4.1 Existing utilities infrastructure

Power

There is an existing 11kV overhead supply running adjacent to A478.

Water

There is an existing 150mm diameter water main running along the A478, and a 75mm diameter pipe within the site boundary – running along the existing access road. The latter main appears to serve the existing farmhouse and in this case, assuming that the farmhouse will be demolished to make way for the development, the main could be capped at the site boundary and the infrastructure within the site grubbed up.

Gas

At the north end of the site, there are two high pressure gas mains crossing the site. These have significant wayleave requirements and will need to be considered with planning of the site layout. If required, the diversion of these gas mains are likely to cost in the region of £5-7M. At the next stage, the site layout can be assessed to check the impact on the gas mains and proximity of any buildings.

Telecommunications & Digital

There is currently Openreach infrastructure running along the A478, but there are no known services crossing the site that will require diversion.

4.2 New Supply / Connections

Power

Based on the requirements of an all electrical site, a new primary feeder would be required from the network at Haverfordwest Grid to Penblewin Primary (at a distance of approximately 15km). In addition to upgrade works to both the primary station and 11kV switchroom. The cost of these works would be in the region of £6-7M. This would provide the site with a dedicated Substation.

Water

This system will need to be assessed for capacity by DCWW however, we would expect to provide on site storage for both domestic use and fire fighting to reduce the impact on the existing DCWW infrastructure.

Gas

In line with the current decarbonisation aspirations, there is no intention for large scale gas use on site. There are however existing local low pressure mains in the area to supply any small scale requirements.

Telecommunications & Digital

It is likely that a new high speed connection will be required to serve the proposed scheme, and Narberth has the benefit of Superfast Broadband. No plans are in place for the roll out of Ultrafast fibre but BT Openreach are in the process of upgrading their networks and their plans are updated every 3 months.

Renewables

There is limited space on site for renewables such as solar power cells (PVs). However, there is the possibility of locating a solar farm or wind turbine in the surrounding area with a dedicated feeder to the site. PVs would require approx 10 acres of suitable land.

5.0 Local Transport Infrastructure

This section evaluates the accessibility to the site and considers the current provision surrounding the site for different mode of transport, importantly for walking, cycling and public transport in line with the Active Travel aspirations of the Welsh Government, while identifying opportunities for improving the provision for all transport modes to the site.

5.1 Walking and Cycling

There is currently no foot or cycleway along the A478 fronting the site, however there are opportunities to provide this as part of the development at the standard required by the Active Travel Act Guidance to tie into the existing provision along the A478 leading to Narberth Town Centre and along Kiln Park Road. The existing footway along the A478 leading to Narberth Town Centre is about 1.2m wide just after the roundabout and there is the opportunity of widening it to 2m to accommodate mobility impaired users.

Footways along Kiln Park Road and Station Approach are narrow and constrained by the adjacent properties and the electric poles located within the footway, however the opportunity for improvement should be explored. The possibility of connecting the site directly the train station should also be explored however this would require the purchase third party land.

5.2 Bus Services

There are existing bus stops on Kiln Park Road, which lie to the southwest of the site. There are a number of bus services that run nearby, however these services are infrequent and short (e.g. 8am and 6pm). This is not favorable for the shift working patterns associated with hospitals, and therefore the possibility of providing more frequent and longer services on the existing bus routes should be explored.

5.3 Train

Narberth Station is located within a 100m of the southern edge of the site and approximately 450m walking distance from the closet existing access to the site (off Kiln Park Road). This is just beyond the recommended walking distance of 400m and therefore it important to explore the possibility of connecting the site more directly to the train station.

The possibility of increasing the frequency of services and or providing a local stopper service at the train station will need to be further explored.

Trains from Narberth operate on a standard two-hourly frequency, departing westbound for Pembroke Dock and eastbound to Carmarthen and Swansea with four services in each direction on Sunday. In the summer, on Saturdays, a Great Western Railway service calls en-route to Pembroke Dock, and again on its way back to London Paddington.

5.4 Highway / General

Direct vehicular access is proposed via a new roundabout on the A478, which is on the western edge of the site.

This section currently operates at a speed limit of 50mph, and therefore proposals to reduce the speed at this location to enable the site access and footway provision would need to be explored. There is also the possibility incorporating some verge between the carriageway and the footway, creating a safer environment for active travellers.

Access to the wider area to the west, north and east would be via the A478 and the A40. Southbound traffic would have to use local roads to access settlements to the south, and in this case there may be the need for traffic calming measures or highway improvements in the town centre. There are improvements works underway along the A40 as part of the Llanddewi Velfrey to Redstone Cross improvements and therefore the impact of the highway scheme on the proposed hospital would have to be further investigated. Moreover, the traffic along the A40 is known to be very seasonal, with high volumes during the summer school holiday period and therefore any future assessments would have to take this into account.

6.0 Flood Risk

6.1 Site Context

The site lies within the river catchment of the Afon Taf, which passes approximately 600m to the north-east of the site. Around the site itself are a number of tributaries of the Afon Taf. The first of these is a stream that originates near Narberth Station and passes through The Rookery woodland to the south of the site and subsequently converges with the Afon Taf.

The second watercourse is a tributary of the first watercourse, and routes along the eastern boundary of the site.

The third watercourse of interest originates at the north-eastern boundary of the site and discharges into the Afon Taf.

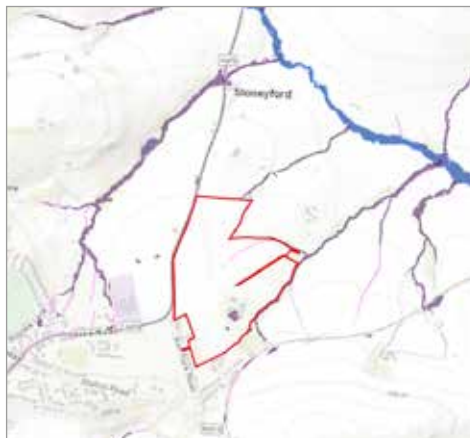


Fig. 6.1 - Extract from natural Resources Wales Flood Risk map

6.2 Flood Risk

No flood risk from major rivers is present at the site.

The site is understood to have small areas of flood risk associated with minor watercourses and surface water.

The first of these areas is around the Kilnpark Farm buildings, which are understood to have been built in the vicinity of a historic quarry, and so appears to have low points which are at risk from surface water.

The second of these areas is the historic well to the south-east of the Kilnpark Farm buildings. The well is understood to be disused, but a low point in the ground is understood to be present which may cause ponding of water.

The third area at risk is an informal gully which routes water towards the ditch at the north-east of the site. This functions as a flow path for runoff from the areas around it.

Two areas which lie directly adjacent to the site are considered at flood risk, these are directly associated with the watercourses at the south and east of the site, and it is understood that flood risk is largely contained within the watercourse channels.

Should flooding from infrastructure such as a burst water main or surcharging sewer occur it is not likely to pose a significant risk to the site, as water would follow flow paths like that of surface water runoff, which the site is not considered to be at significant risk from.

The site is not thought to be at risk of flooding from other sources such as the sea, reservoirs or other large water bodies.

6.3 Access Routes

Access to the site will primarily be from the A40 to the north of the site. Likely access routes are from the north via Stoneyford and the A478, and from the west via Narberth and the B4314, or alternatively via the B4313.

Should one of the access routes above be impeded by flood waters at any point, it is likely that the alternative routes to the A40 and to the site will remain passable, notably the B4313 which is not considered at risk of flooding.

6.4 Recommendations

Multiple access/egress routes should be considered as part of the site master-planning and development to provide resilience

An appropriate offset is given to minor watercourses to allow for access, maintenance and ecological corridors

Development is located outside areas that are considered to be at risk of flooding

Site master-planning and design appropriately considers the areas highlighted as at risk of surface water flooding around Kilnpark Farm and the existing features associated with them

From a review of the available information, the site is largely at low risk of flooding, with isolated areas of higher risk associated with existing land features and minor watercourses around the site.

It is anticipated that through careful master-planning and design, development can be directed to avoid areas of risk, and that suitably designed site levels and drainage should be able to effectively manage the risk of flooding both within the site and to from neighbouring land.

7.0 Ecology



Fig. 7.1 - Habitat Survey Map



The site comprises mainly fields with non-cereal crops bordered by wire fences and hedges, with a network of ditches. It also has a built-up area comprising buildings, sealed surfaces and other developed land.

Two statutory designated Special Areas of Conservation (SAC) for which bats are a qualifying feature were identified within 35 km of the site. The distances between the designated sites and the site are larger than the particular bat species would travel therefore, it can be assumed that the Proposed Development would not have a negative impact on the bat populations roosting within these SACs.

One further statutory designated site of international importance within 2 km of the site was also identified: Afonydd Cleddau/ Cleddau Rivers SAC. Due to the designations of these SACs for faunal species present within the watercourse, and the potential of the Proposed Development to impact on watercourses, a Habitats Regulations Assessment, Stage 1: Screening to assess for LSE is recommended. If the local authority is unable to conclude that significant effects are not likely, the Proposed Development must be subject to additional assessment in accordance with the Habitats Regulations.

Further surveys are required to determine the presence/likely absence of bats at the site, which would be carried out from May to September.

Avoidance and/or precautionary methods of working to minimise negative impacts has also been recommended for: badger, hedgehog, hazel dormouse, breeding birds, reptiles, amphibians, and Invertebrates. These measures would require safeguarding by the implementation of an Ecological Management Plan from the construction phase through to the operational phase of the Proposed Development.

A Biodiversity Net Gain (BNG) assessment using currently available BNG resources should be utilised in order to ensure that a measurable net benefit for biodiversity is achieved. This is in line with current guidance and would ensure the Proposed Development demonstrates a measurable net gain for biodiversity and aligns with Planning Policy Wales (PPW) (Edition 11) 2021.

Ecological enhancements are recommended, such as retention/creation of habitats e.g. species-diverse grassland to increase the value of the site for biodiversity.

8.0 Environmental Appraisal

8.1 Key Constraints

The main environmental and social constraints identified for site 7 are:

Ecological receptors comprising an ancient woodland inventory (AWI) site located adjacent south east of the site boundary in addition to several other sites located within the Study Area;

Potential for the site to be a suitable habitat for protected and/or notable species;

Nearby above ground heritage assets and potential archaeological assets on site;

Various residential receptors, in particular, a residential property located on the site and properties which are situated adjacent west and south;

Businesses and community assets in the Study Area, particularly Narberth train station which is 0.1km south of the site, a camping site 0.14km north, and a primary school 0.18km west.

8.2 Environmental Impact Assessment

The proposed development is considered to be a Category 10 (b) Urban development project under Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 ("EIA Regulations") and exceeds the 5 hectares (ha) threshold for Schedule 2 development. Therefore, the Proposed Development requires screening under the EIA Regulations.

The Proposed Development was reviewed against different environmental categories and a high-level assessment was undertaken to determine the likelihood of significant environmental effects. It was concluded that potential significant environmental effects cannot be ruled out at this stage and it is likely that there will be significant adverse for the following topics:

- Cultural Heritage and Archaeology
- Ecology and Nature Conservation
- Landscape Character/Visual Impact
- Traffic and Transport
- Population and Human Health
- Air and Climate
- Noise
- Material Assets and Waste

Therefore, a statutory EIA is likely to be required for the Proposed Development at site 7.

8.3 Recommendations

To determine whether there may be significant environmental effects, the following recommendations have been made:

Further surveys and assessments to support a planning application and EIA requirements including:

- Arboriculture surveys;
- Archaeological and heritage assessments and surveys;
- Noise surveys;
- Landscape and Visual Impact Assessment (LVIA);
- Flood Consequences Assessment;
- Climate impact assessment;
- Traffic and transport assessment;
- Ecological surveys;
- Intrusive ground investigation;
- Mitigation incorporated into site master planning and design in relation to drainage and flood risk

Consultation with local businesses and residents informing them of the Proposed Development;

Notice given to the relevant LPA, Pembrokeshire County Council, to inform and/or obtain permission for any Public Right of Way disruption;

SuDS Approving Body (SAB) consent; and

Producing construction related assessments such as a Construction Environmental Management Plan (CEMP), Construction Traffic Management Plan (CTMP) and Site Waste Management Plan (SWMP) to mitigate against any construction related disruption including potential pollution incidents, air quality changes and noise disruption.

A detailed summary of the environmental recommendations can be found within the main Technical Appraisal report.

9.0 Design



Fig. 9.1 - Indicative site layout showing the primary components of the proposed masterplan

As part of the technical appraisal process the design team have tested the ability of the site to support the development of a sustainable and robust masterplan.

To do this we have tested some layout options to check whether the existing site conditions allow for an efficient layout of buildings, roads, parking areas and landscape, taking into account issues such as the shape and slope of the site along with other physical constraints such as utilities infrastructure and flood risks.

For consistency we have used the same assumptions about the proposed building areas, parking numbers and future expansion across all five of the shortlisted sites. The indicative site layout opposite shows how the buildings and associated infrastructure could be arranged on the site.

The masterplanning exercise on site 7 has identified some opportunities such as the orientation of the building to optimise the potential for sunlight, the potential to create new walking routes into the centre of Narberth and to the adjacent train station and the use of existing slopes to create sustainable surface water drainage infrastructure.

Should site 7 be selected as the preferred option, further investigative work would need to be carried out and the site Layout would be subject to change.

10.0 BREEAM

BREEAM CREDIT	SITE 7
Travel Plan (Tra 02-01)	2 Credits
Sustainable Transport Measures (Tra 02-02)	5 Credits (Excellent) 7 Credits (Outstanding)
Previously Occupied Land (LE 01-01)	0 Credits
Contaminated Land (LE 01-02)	0 Credits
Change and Enhancement of Ecology (LE 04-01)	2 Credits (Excellent) 3 Credits (Outstanding)
Flood Resilience (Pol 03-01)	2 Credits
Surface Water Run Off Rate (Pol 03-02)	1 Credit
Surface Water Run Off Volume (Pol 03-03)	1 Credit

BREEAM SCORE	SITE 7
If aiming for BREEAM Excellent	76.95%
If aiming for BREEAM Outstanding	92.31%

BREEAM (Building Research Establishment's Environmental Assessment Method) is an environmental impact assessment system for buildings. It helps design teams and developers to make sustainable decisions through the design and construction stages of a project by awarding credits against a range of key criteria. The aspiration is to aim for the best BREEAM score possible for the new hospital. A score of 75% or higher qualifies as 'Excellent' and a score of over 85% rates as 'Outstanding'.

As part of this technical appraisal we have carried out an initial BREEAM assessment of each of the 5 sites. The assessment is based on the technical reports and information about the local area.

As the buildings are not yet designed a number of assumptions have been made for many of the credits where information is not yet available, for example we are not able to assess the potential energy use or the impact of building materials until later design stages.

The assessment is based on specific credits which are applicable to the site, these are listed in the table opposite. The credits with the biggest impact on the overall score were **Sustainable Transport Measures** and **Flood Resilience**.

The sustainable transport measures credit is based on the proximity and density of the public transport network. Based on a review of available data site 7 achieves an Accessibility Index score of 1.26. This could be increased in future stages if public transport services are enhanced.

The flood resilience credits are applied where sites have a low probability of flooding. As site 7 has a low flood risk (based on Natural Resources Wales information) it achieves the maximum 2 credits.

Based on the initial assessment a development on site 7 would likely achieve a BREEAM score of between 76.95% and 92.31%. This assessment assumes that all other potential credits are secured through the later stages of design.

Fig. 10.1 - BREEAM credits and scores

11.0 Town Planning and Acquisition

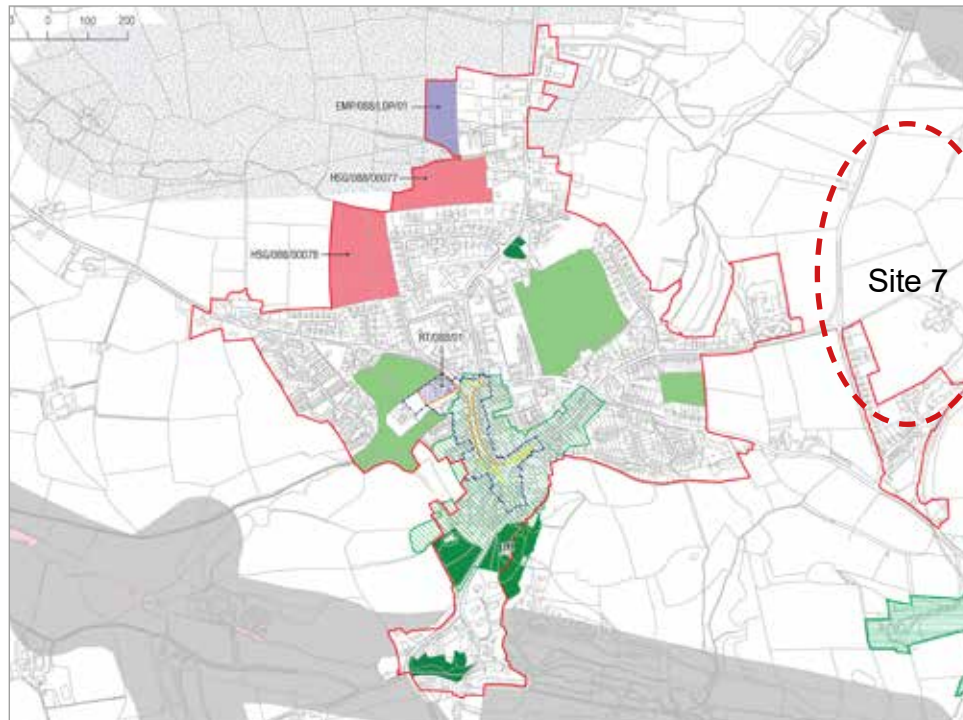


Fig. 11.1 - Adopted local development plan (Narberth)

11.1 Planning Policy

National Planning Policy

The relevant National Planning Policy documents are Future Wales: The National Plan 2040 and Planning Policy Wales (PPW) Edition 11 (February 2021).

Local Planning Policy

The relevant Local Planning Policy document is the Pembrokeshire County Council Local Development Plan (LDP), which was adopted in February 2013.

In terms of LDP allocations, the site is located outside the Settlement Boundary for Narberth on land that is not allocated for any purpose in the LDP.

11.2 Committed Developments

Based on the available evidence, WSP consider that there are no Schemes with planning permission in the vicinity of the site that could affect the delivery of the Proposed Development.

11.3 Town Planning - Key Findings

The key findings of the Town Planning review are as follows:

Policy 1 of Future Wales identifies that development and growth in towns in rural areas should be of appropriate scale and support local aspirations and need.

Policy 6 of Future Wales indicates that significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres.

Policy 29 of Future Wales identifies Carmarthen and the Pembrokeshire Haven Towns as the focus for housing, employment, tourism, public transport and key services within their wider areas and function as focal points for sub-regional growth.

The site is located on unallocated land outside the settlement boundary for Narberth.

Narberth is identified as a rural town in the LDP settlement hierarchy suitable for community facilities within, or well related to a rural town.

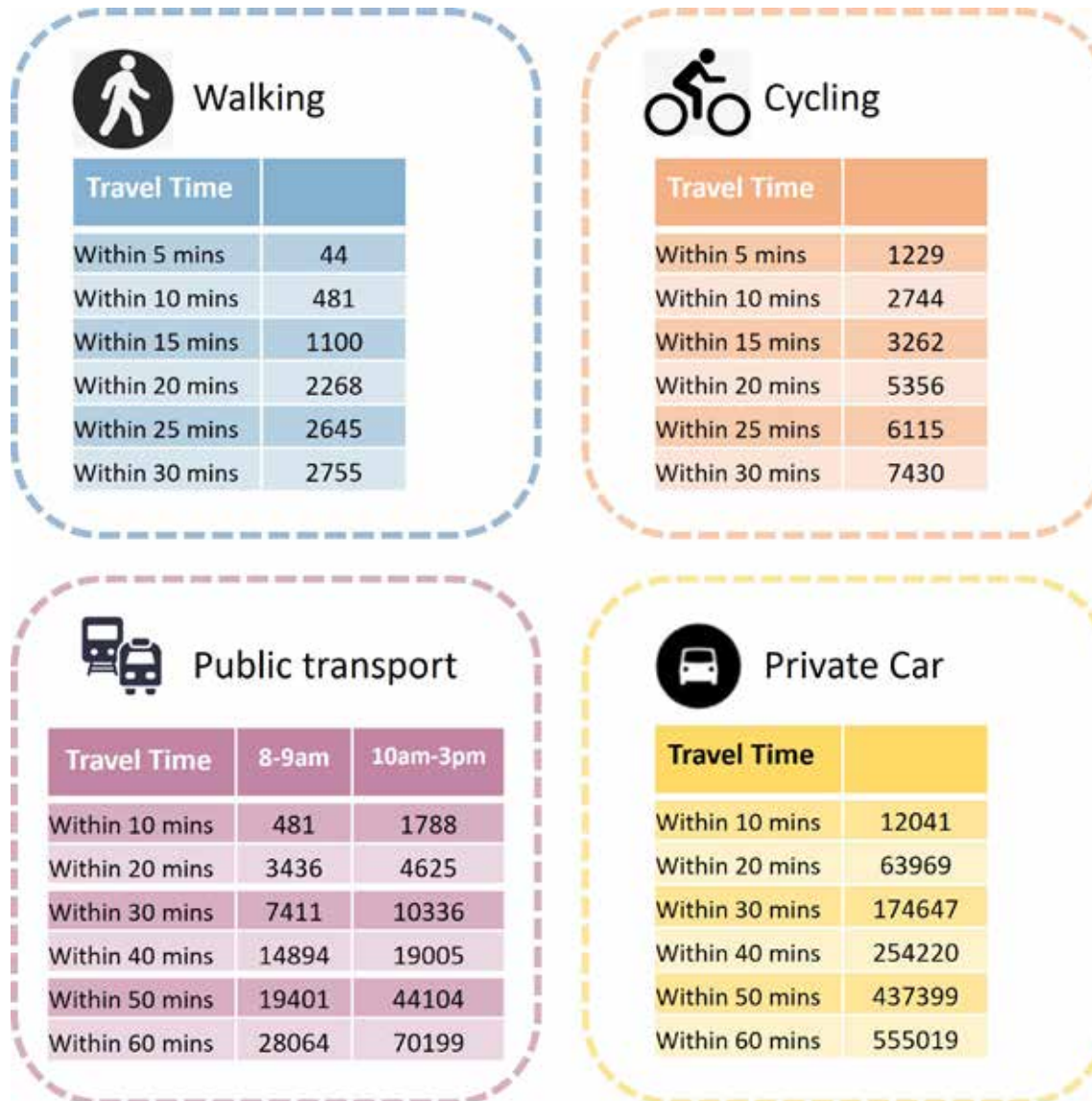
The site is a countryside location. The Proposed Development is not of a type listed in policy SP 16 'The Countryside'.

The LDP permits the development of new community facilities where proposals are located within or are well-related to a settlement. The site is not allocated for the development of community facilities.

11.4 Land Acquisition

The freehold of the site is in single ownership and has been nominated by the limited company who owns the site. The site is occupied by the freehold owner and as such, there are no leases that we are aware of.

12.0 Travel Time Analysis



Circa 2755 people are living within the 30 minutes walking travel time from site 7.

Circa 7430 people are living within the 30 minutes cycling travel time from site 7.

Circa 28,064 people are living within the 60 minutes travel time by public transport from site 7.

The nearest bus stop is along the Kiln Park Road and is accessible by 9 minutes walk (around 700m walking distance) and the nearest railway station is Narberth railway station and is accessible by 12 minutes walk (around 900m walking distance).

The travel time calculations also include the time for walking to the bus stop or railway station from the site and travelling via public transport and reaching to the required destination.

Circa 555,019 people living in Wales who are within 60 minutes car travel time from site 7.

Fig. 12.1 - Travel times to site 7 by respective methods

12.0 Travel Time Analysis

Settlement	population	Nearest existing Hospital	Drive time to nearest existing hospital (minutes)	Narberth	
				Drive time to new Site (minutes)	Drive time variance (minutes)
Llanelli	45,551	GGH (ex. PPH)	37	59	22
Carmarthen	16,260	GGH	8	34	26
Ammanford	8,610	GGH (ex. PPH)	30	56	26
Cross Hands	6,465	GGH (ex. PPH)	18	44	26
Burry Port	6,061	GGH (ex. PPH)	31	53	22
Glanamman	4,487	GGH (ex. PPH)	36	62	26
Tumble	4,333	GGH (ex. PPH)	21	47	26
Llangennech	4,313	GGH (ex. PPH)	28	54	26
Tycores	3,775	GGH (ex. PPH)	26	53	27
Lampeter	2,861	GGH	38	68	30
Llandybie	2,853	GGH (ex. PPH)	28	53	25
Kidwelly	2,844	GGH	21	45	24
Brynamman	2,634	GGH (ex. PPH)	45	72	27
St Clears	2,223	GGH	16	20	4
Pembrey	2,007	GGH (ex. PPH)	27	48	21
Llandovery	1,987	GGH	37	66	29
Newcastle Emlyn	1,914	GGH	29	44	15
Llandeilo	1,749	GGH	22	51	29
Pontyberem	1,693	GGH (ex. PPH)	21	45	24
Whitland	1,641	GGH	24	13	-11
Trimsaran	1,573	GGH (ex. PPH)	28	48	20
Pontyates	1,529	GGH (ex. PPH)	20	43	23
Llandysul	1,459	GGH	28	59	31
Pwll	1,348	GGH (ex. PPH)	35	55	20
Waungilwen	1,329	GGH	29	50	21
Llanybyther	1,235	GGH	28	59	31
Aberporth	1,167	GGH	48	48	0
Penybanc	1,115	GGH	20	51	31
Carway	1,091	GGH (ex. PPH)	23	45	22
Pencader	1,086	GGH	18	48	30
St Dogmaels	1,075	GGH	50	40	-10
TOTAL POP.	138,268	Population Drivetime Variance			23

Fig. 12.2 - Car travel time variance by settlement - Glangwili General Hospital

Key:
-30+
-20 to -29
-10 to -19
-9 to 9
10 to 19
20 to 29
30+

Settlement	population	Nearest existing Hospital	Drive time to nearest existing hospital	Narberth	
				Drive time to new Site (minutes)	Drive time variance (minutes)
Llanelli	45,551	PPH	8	59	51
Ammanford	8,610	PPH	24	56	32
Cross Hands	6,465	PPH	19	44	25
Burry Port	6,061	PPH	19	53	34
Glanamman	4,487	PPH	30	62	32
Tumble	4,333	PPH	17	47	30
Llangennech	4,313	PPH	9	54	45
Tycores	3,775	PPH	20	53	33
Llandybie	2,853	PPH	26	53	27
Brynamman	2,634	PPH	40	72	32
Pembrey	2,007	PPH	23	48	25
Pontyberem	1,693	PPH	18	45	27
Trimsaran	1,573	PPH	17	48	31
Pontyates	1,529	PPH	18	43	25
Pwll	1,348	PPH	13	55	42
Carway	1,091	PPH	19	45	26
TOTAL POP.	98,323	Population Drivetime Variance			32

Fig. 12.3 - Car travel time variance by settlement - Prince Philip Hospital

Settlement	population	Nearest existing Hospital	Drive time to nearest existing hospital	Narberth	
				Drive time to new Site (minutes)	Drive time variance (minutes)
Haverfordwest	15,388	WGH	6	20	14
Millford Haven	14,337	WGH	22	32	10
Pembroke Dock	9,747	WGH	26	27	1
Pembroke	8,171	WGH	28	25	-3
Tenby	4,260	WGH	35	21	-14
Cardigan	4,250	WGH	41	39	-2
Neyland	3,758	WGH	22	31	9
Fishguard	3,480	WGH	22	49	27
Saundersfoot	2,707	WGH	32	17	-15
Narberth	2,622	WGH	19	1	-18
Johnston	2,230	WGH	12	24	12
Goodwick	1,862	WGH	22	36	14
St Davids	1,390	WGH	28	41	13
Pentlepoir	1,305	WGH	29	12	-17
Letterston	1,283	WGH	23	28	5
Kilgetty	1,261	WGH	29	12	-17
TOTAL POP.	78,051	Population Drivetime Variance			4

Fig. 12.4 - Car travel time variance by settlement - Withybush General Hospital

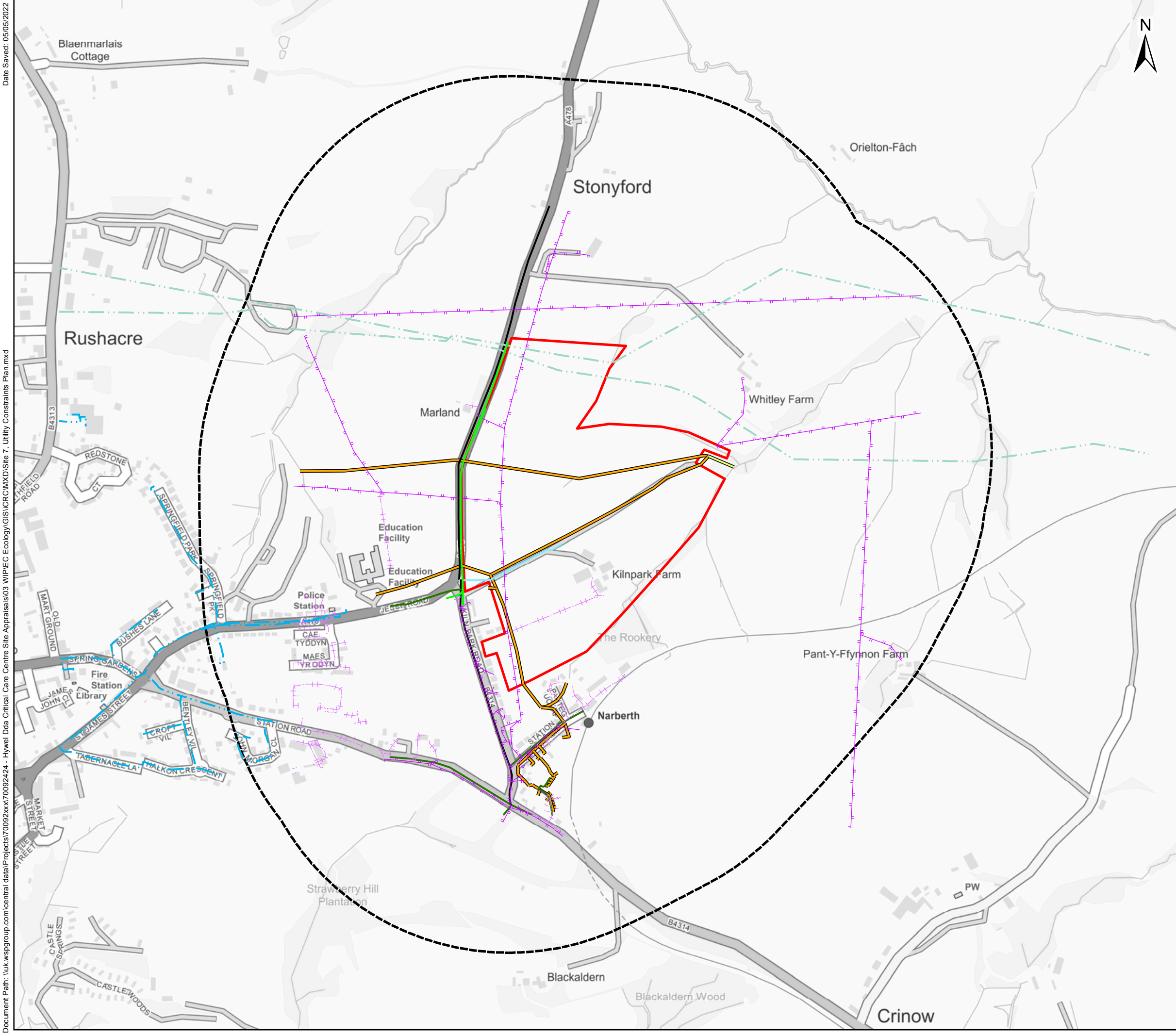
The drive time to the existing hospital and the proposed new hospital from the existing settlements and the additional travel time required to travel to new hospital are shown in the tables.

The population currently travelling to the existing Glangwili General Hospital for emergency services which are likely to be relocated to the proposed new hospital in future, travel time variance are within 30 minutes for most of settlements.

The population currently travelling to the existing Prince Philip Hospital for emergency services which are likely to be relocated to the proposed new hospital in future, travel time variance is greater than 30 minutes for most of settlements.

The population currently travelling to the existing Withybush Hospital for emergency services which are likely to be relocated to the proposed new hospital in future, travel time variance is within 15 minutes for most of settlements except Fishguard.

Appendix A: Utilities Constraints Plan



Legend

- Site 7 Site Boundary
- 500m Study Area
- Telecoms (BT maps)**
 - Telecoms (BT maps)
- Gas (Wales and West Utilities)**
 - High Pressure
 - Low Pressure
- Power (Western Power)**
 - Overhead
 - Underground
- Mains Water (Welsh Water)**
 - Unidentified
 - 3 inch
 - 6 inch
- Storm and Foul Sewerage system (Welsh Water)**
 - Foul
 - Storm Overflow

Scale: 1:500,000

0 0.125 0.25 0.5 km

Client:

Hywel Dda University Health Board

Project:

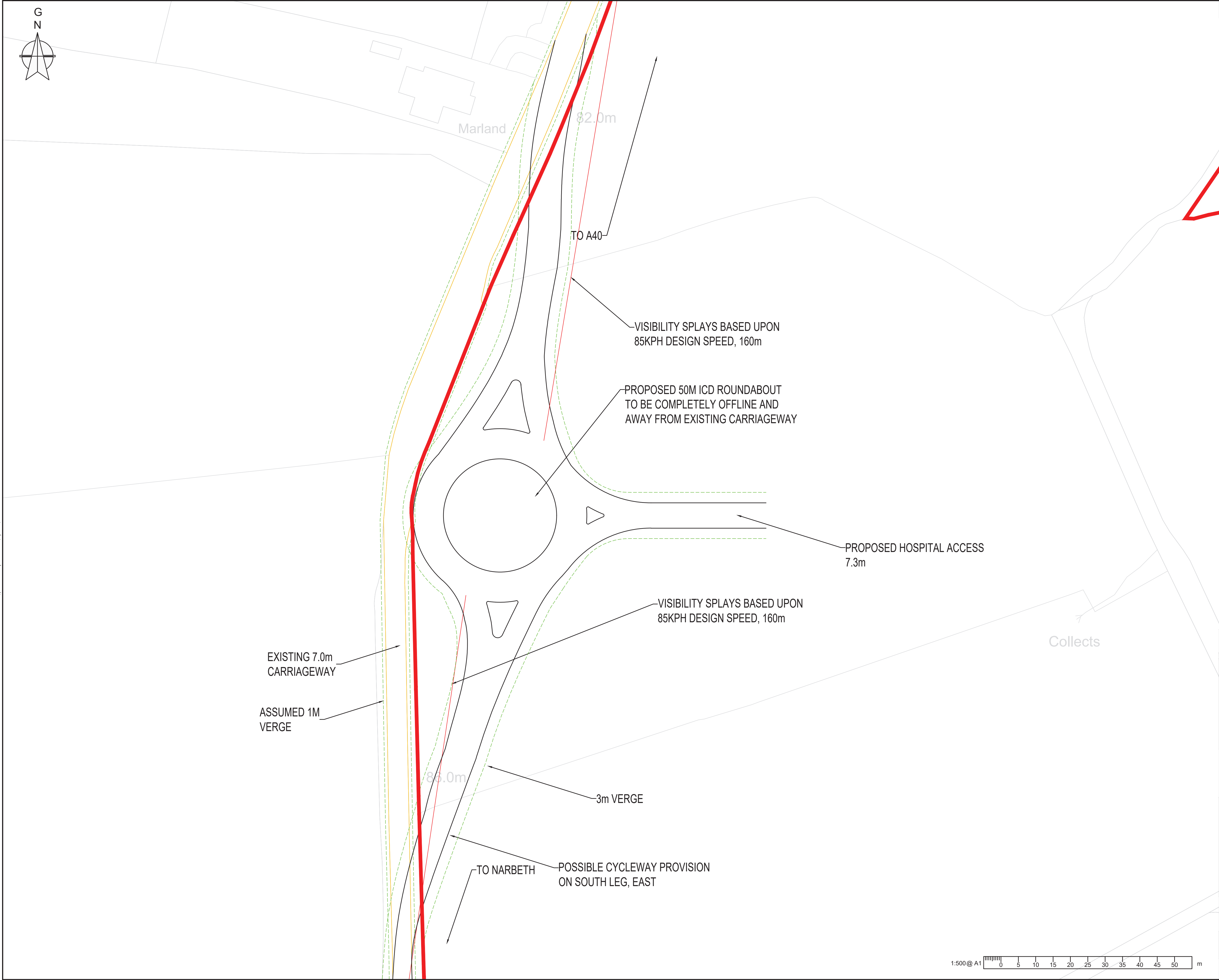
Site 7 – Technical Due Diligence Appraisal

Title:

Site 7
Utilities Constraints Plan

Date:	05 May 2022	Scale:	7,000 @ A3
Drawn:	PB	Checked:	CLH
		Approved:	WB
Drawing Number: 2424-WSP-XX-07-DR-EN-0016-P01_Utility Constraints Plan			

Appendix B: Proposed Highways Infrastructure



DO NOT SCALE

NOTES

1. Assume minimum ICD of 42m

2. Design speed to be 85kph (50mph)

3. Design based upon DMRB CD116

4. Assume MNU provision on proposed roundabout from the south, to link up with limited provision.

5. Existing carriageway profile approximately 6m with say 1m verge. Assume carriageway to taper out to 7.3m carriageway, kerbed, with 3.0m verges.

6. Assume batters slope to be 1:3

KEY

EXISTING CARRIAGEWAY

VERGE

VISIBILITY SPLAY

SITE BOUNDARY

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P02	05/05/2022	BS	MINOR UPDATES	---	---
P01	05/04/2022	BS	FIRST ISSUE	---	---
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S0 - WORK IN PROGRESS

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CLIENT:

HYWEL DDA HEALTH BOARD

ARCHITECT:

BDP

SITE/PROJECT:

HYWEL DDA CRITICAL CARE CENTRE SITE APPRAISALS

TITLE:

SITE 7 - LAND OFF KILN PARK RD NARBERTH - ACCESS OPTION 1 - A478 ROUNDABOUT

SCALE @ A1:	1:500	CHECKED:	MT	APPROVED:	AW
PROJECT NO:	70092424	DESIGNED:	MCT	DRAWN:	BS
DATE:				May 22	

DRAWING No:

2424-WSP-XX-07-DR-HW-0001

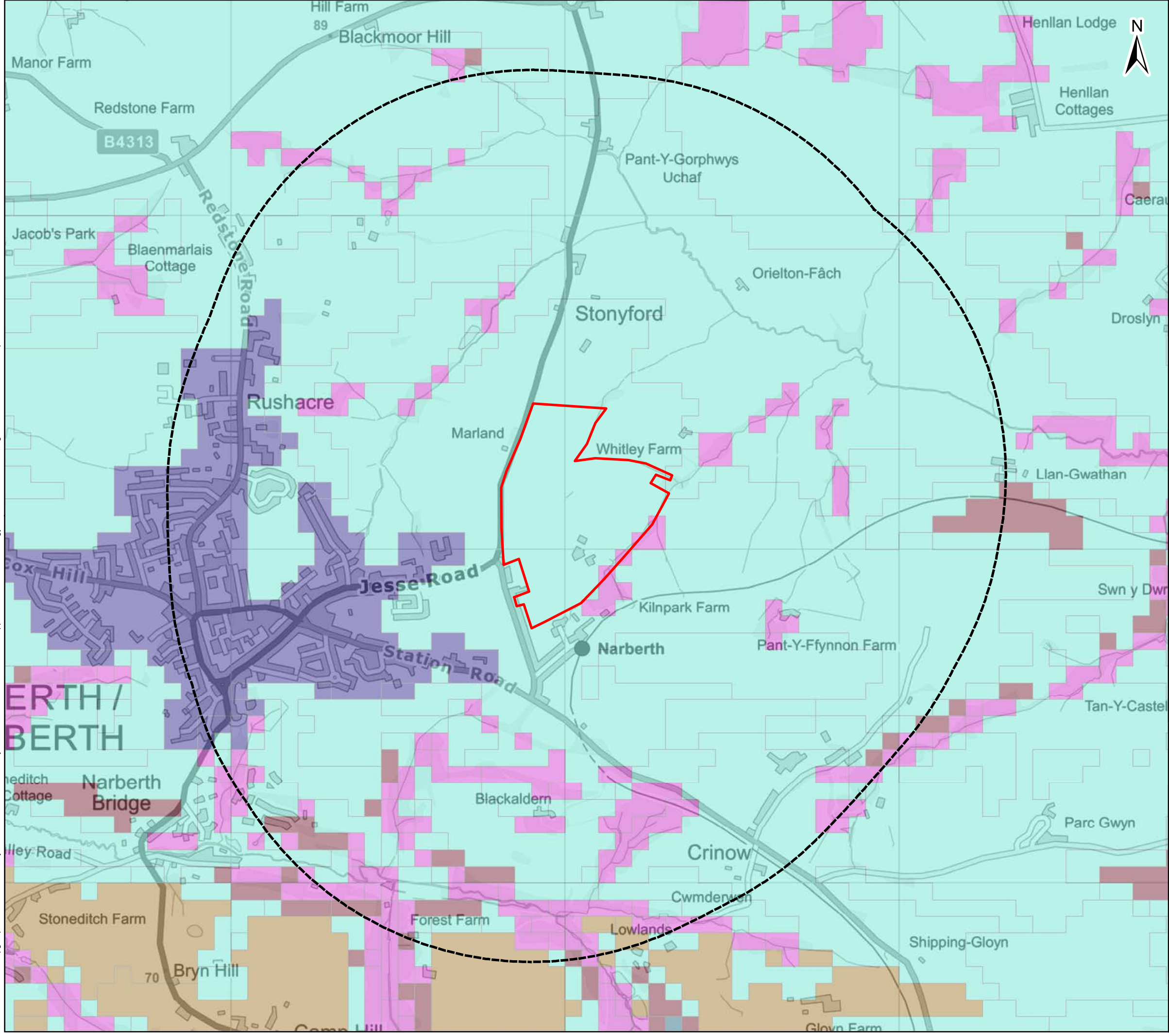
REV:

P02

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Appendix C: Agricultural Classification Map

Date Saved: 14/04/2022
Document Path: \\uk.wspgroup.com\central_data\Projects\70092xx\70092424 - Hywel Dda Critical Care Centre Site Appraisals\03 WPIEC Ecology\GIS\ICRC\MXD\Site 7 - Agricultural Classification Map.mxd



Legend

- Site 7 Site Boundary
- 1Km Study Area
- 3a
- 3b
- 4
- 5
- NA
- U

Scale: 1:500,000

Client:
Hywel Dda University Health Board

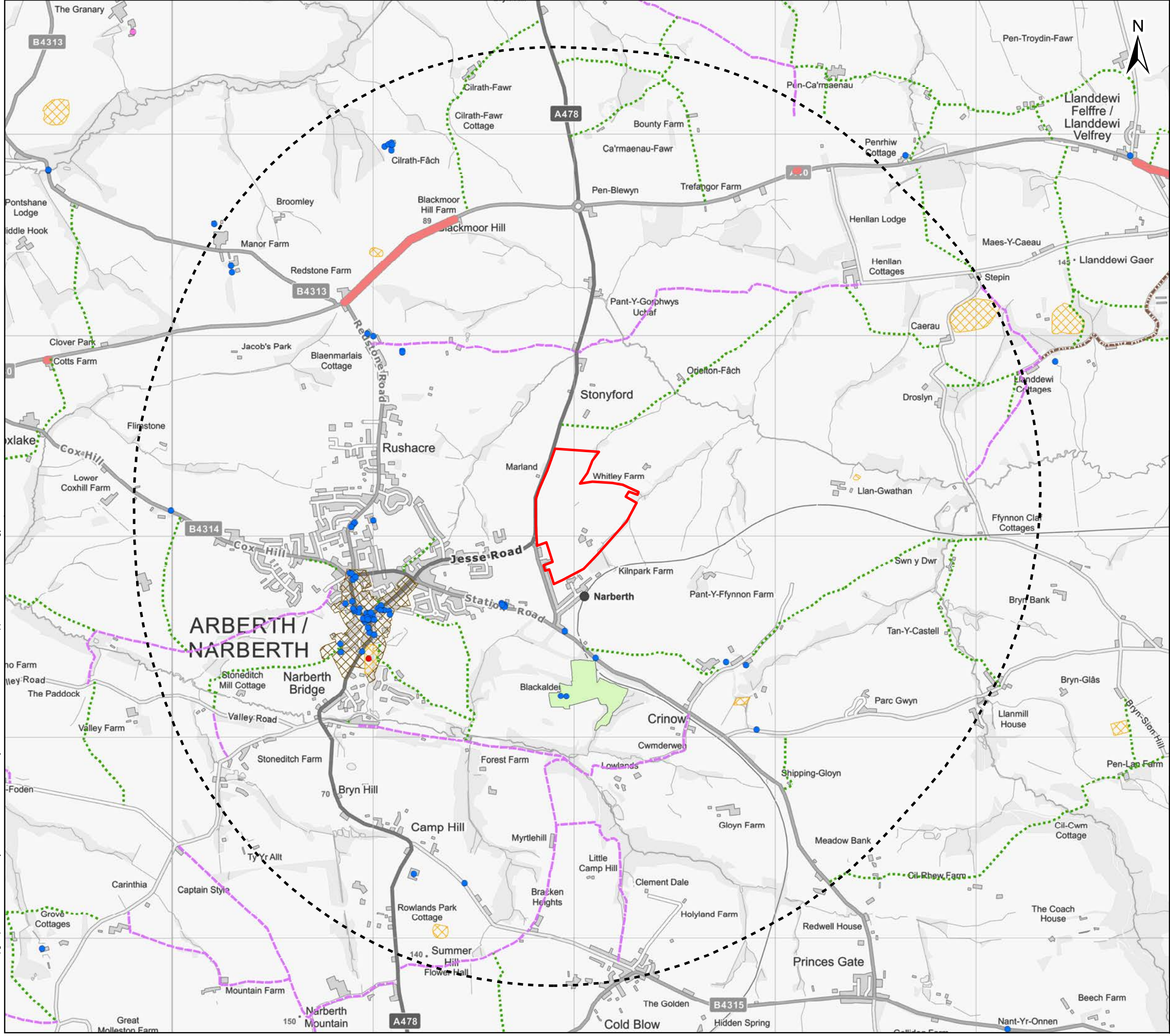
Project:
Site 7 – Technical Due Diligence Appraisal

Title:
Agricultural Land Classification Map

Date: 14 April 2022
Drawn: PB
Drawing Number: 2424-WSP-XX-07-DR-EN-0011-P01_ALC Map

Scale: 500,000 @ A3
Checked: CLH
Approved: WB

Appendix D: Environmental Constraints Plan



Legend

- Site 7 Site Boundary
- 2km Study Area
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Byway Open to All Traffic
- Bridleway
- Footpath
- Historic Parks and Gardens
- Scheduled Monuments
- Conservation Areas
- Noise Action Planning Areas

Scale: 1:500,000

0 0.25 0.5 1 km

Client:

Hywel Dda University Health Board

Project:

Site 7 – Technical Due Diligence Appraisal

Title:

Environmental Constraints Plan

Date: 06 May 2022 Scale: 18,313 @ A3

Drawn: PB Checked: CLH Approved: WB

Drawing Number: 2424-WSP-XX-07-DR-EN-0001-P01_Env Constraints Plan