

Hywel Dda Urgent & Planned Care Hospital

Summary Technical Appraisal Report

Site J

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GIG
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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 section of this report are relevant to the key scoring criteria identified through the previous public consultation exercise

Section No.	Description	Criteria which is informed by this information for scoring	Criteria Description
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 J is located between St Clears and Whitland less than 1km to the west of Pwll-Trap. The A40 runs alongside the southern boundary to the site

There is an existing limited cycleway that runs along the southern extents of the site adjacent to the A40

There is a comprehensive existing road infrastructure adjacent to the site, with the potential to provide both primary and secondary resilient access routes from the A40. 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 undulates but generally slopes down from south to north with a difference of approximately 15m 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 Taf, however there are currently no constraints regarding the prevention of phosphate pollution in the river.

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. Some existing electrical infrastructure will need to be diverted as part of the works and the electrical supplies for the new hospital will need to be drawn from a sub-station approximately 7km 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 J 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.

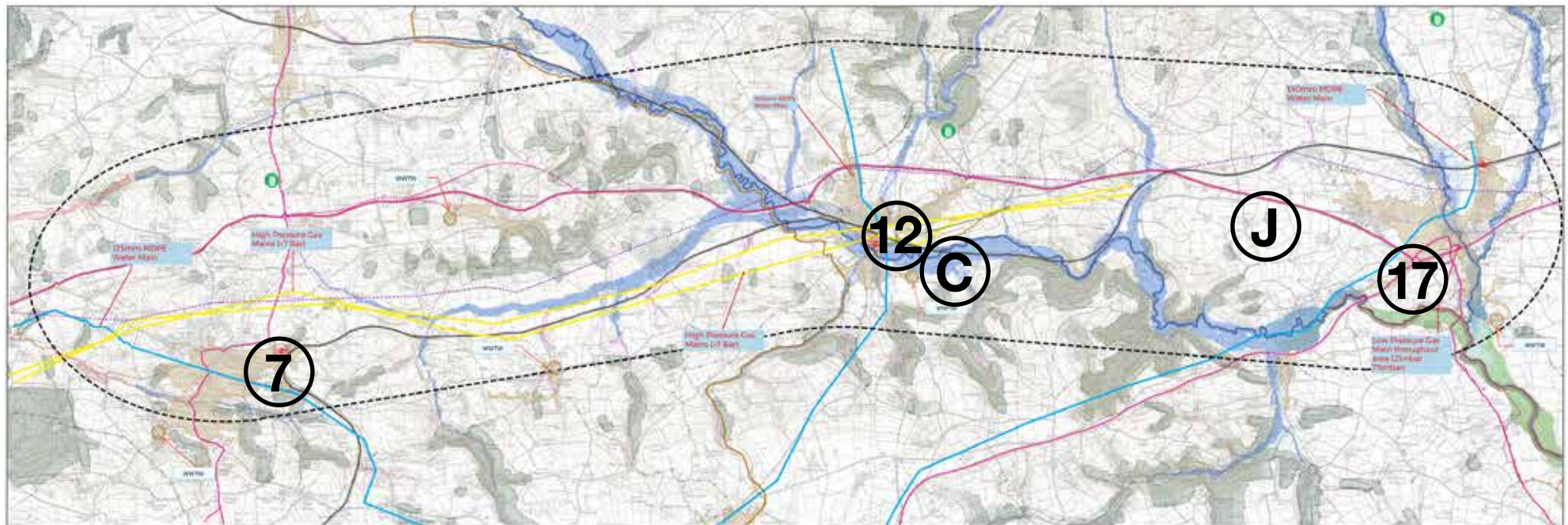


Fig. 1.1 - Overview map of the selected development zone identifying the shortlisted sites

1.0 Introduction

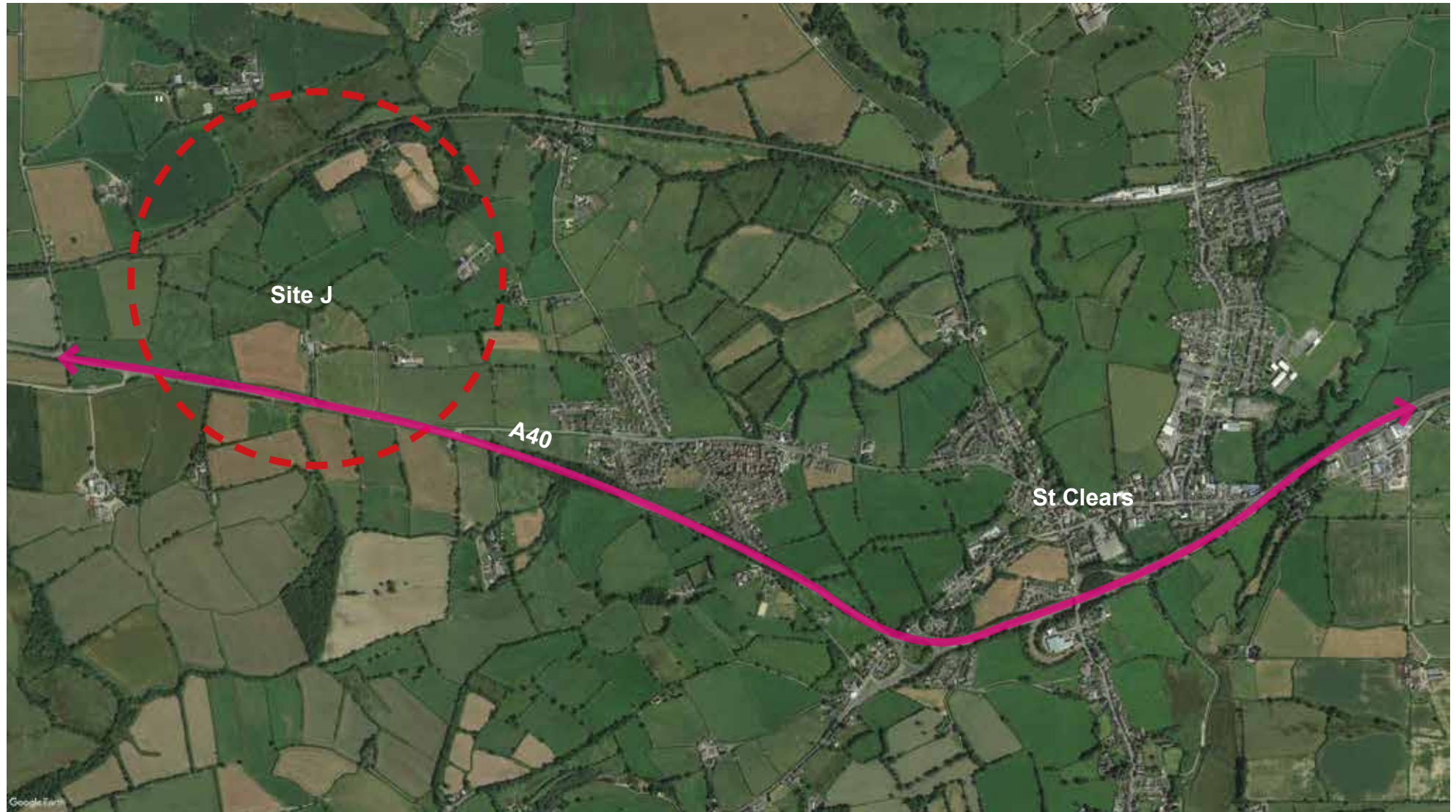
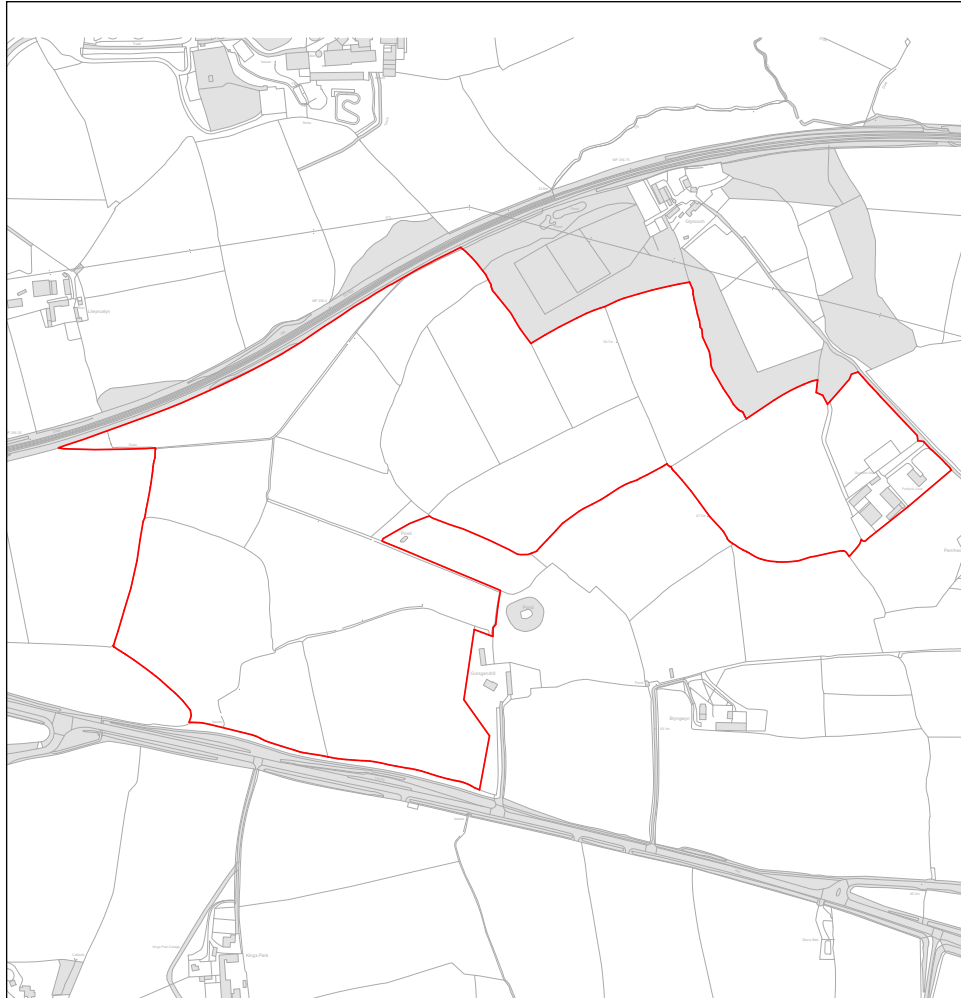


Fig. 1.2 - Aerial location plan showing the location of site J (in red) in relation to St Clears town centre and the A40

1.0 Introduction



1.1 Site Location

The site is located in between St Clears and Whitland just to the west Pwll-Trap and has a British National Grid Reference of 225500, 217150.

The northern boundary of the site is formed by the Swansea-Haverfordwest railway line and an area of woodland. To the east and west of the site lie agricultural fields, along with the Gorsgandriil residential property to the south-west of the site. The A40 trunk road forms the southern boundary of the site.

1.2 Site Description

The site is considered to be greenfield, is approximately 27.2 ha in size and has historically been used for agricultural purposes. The site slopes from south to north with a high point of approximately 49m above datum and a low point of 34m. 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 is a Listed Building, the Church of Saint Cynin, approximately 600m to the north 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 (SPA).

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

2.0 Drainage



Fig. 2.1 - Existing sewerage infrastructure in Pwll-Trap

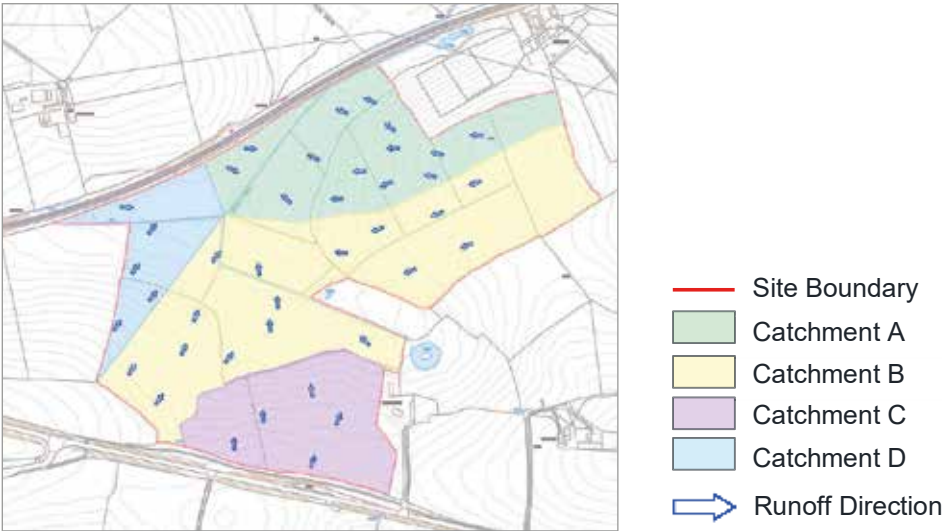


Fig. 2.2 - Existing surface water catchment

2.1 Existing Drainage

The nearest Wastewater Treatment Works is the St Clears Wastewater Treatment Works, with the nearest properties that are within the current catchment of the treatment works located off Ffynnongain Lane approximately 1km from the site.

There are no public sewers present within the site boundary.

No records of private drainage are available to confirm if any drains are located within the site.

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 site does not lie within a Special Area of Conservation or have any discharge into a watercourse within the catchment of a riverine SAC, and as such is not likely to be subject to any additional requirements or constraints around prevention of phosphate pollution associated with new developments.

3.0 Ground Conditions

The site is considered to be in an area of low environmental sensitivity.

The south-eastern and northern-western areas of the site are reported to be underlain by Glacial Till deposits (Secondary Undifferentiated Aquifer) which are underlain by weathered bedrock of the Arenig Tetraraptus Beds (Mudstone), (Secondary B Aquifer).

Groundwater vulnerability of the site is assessed as low to moderate associated with a low recharge potential. Groundwater vulnerability within the underlying productive bedrock aquifer is defined as high due to presence of a well-connected fracture network, and local small-scale domestic abstraction has been noted as historically being present within the area surrounding the site.

Minor surface water features (land drains) have been identified along field boundaries within the south-western and north-western areas of the site. The land drains are tributaries of the Afon Cynin which is located approximately 1.4km to the east of the site.

The online Flood Risk Development Advice Map provided by Natural Resources Wales indicates that the site is located within Zone A, which is classified as “at little or no risk of fluvial or coastal/tidal flooding.” The NRW map also indicates that the majority of the site is not at risk of flooding from surface water and small watercourses. However, the areas around the land drains in the central and northern area of the site are within Flood Zones 2 and 3 which is defined as the extent of a flood from rivers with a 1 in 100 chance or greater of happening in any given year

The majority of the site is located within an area where between 1% and 3%, or between 3% and 5% of properties are estimated to exceed the Radon Action Level. Properties constructed within the ‘1% to 3%’ area would not require basic radon protection measures, whereas those within the ‘3% to 5%’ area would require basic protection measures.

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.

No significant sources of contamination have been identified at the site and 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 activities have led to very localised contamination at the site (e.g., localised Made Ground of limited thickness is anticipated within the farm compound in the eastern area of the site).

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 (health of future site users, controlled waters and infrastructure) from localised potential sources of contamination are considered to be typically low.

4.0 Utilities

4.1 Existing utilities infrastructure

Power

There are existing overhead 11kV power supplies crossing the site from south to north 132kV supplies running just to the north of the site from east to west.

At the southern boundary of the site is a LV power supply to Gorsgandrill, which will need to be diverted.

Water

There is an existing 150mm water main following the route of the A40, with a 35mm water main running along Ffynnongain lane to the east. There are no known water mains running across the site which would need to be removed.

Gas

There is no known low pressure gas infrastructure in the area around site J. To the north of the railway line are two high pressure gas mains. These have significant wayleave requirements however, they should not have any impact on the site.

Telecommunications & Digital

There is currently Openreach infrastructure running along the A40, 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, upgrade works would be required to the primary 11kV switchgear and transformers at the St Clears Primary. New cables will be required from the primary to the site at a distance of approx 7km. This may also require drilling beneath the railway to install Under track crossings. The cost of these works would be in the region of £7-9M. This will provide the site with a 6.5MW supply with a dedicated Substation. This also allows for a diverse route for the cabling to site in accordance with Healthcare design guidance albeit not from separate substations.

Water

This system will need to be assessed for capacity by DCWW however, we would expect to provide onsite 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.

Any small scale gas requirements on site would need to consider the use of bottled gas or installing a new low pressure gas main. Subject to requirements. At the next stage, further investigation can be made into private gas networks in the area.

Telecommunications & Digital

It is likely that a new high speed connection will be required to serve the proposed scheme. Openreach are in the process of upgrading their networks and this would need to be assessed closer to the construction stage.

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 to meet the demand of the proposed Planned & Urgent Care Hospital scheme.

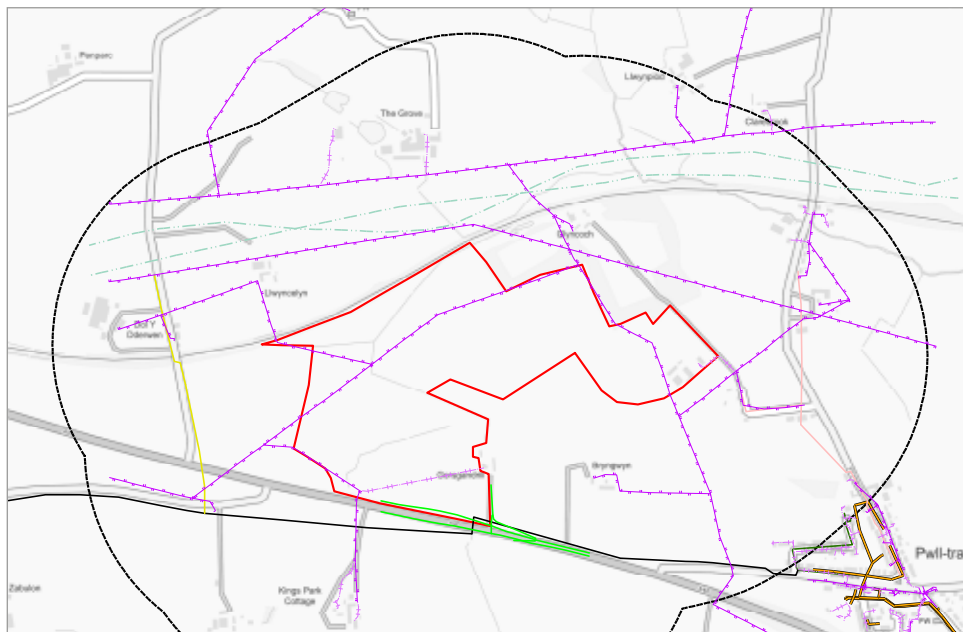


Fig. 4.1 - Plan showing the extent of existing services utilities infrastructure (as included in appendix A)

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 an existing limited cycleway that runs along the southern extents of the site adjacent to the A40.

There is possibility to extend this to St Clears. Additionally, there is land adjacent to the cycleway that could be used to provide a separate footway.

The cycleway to the west crosses the A40 and should be improved as part of any future development works.

5.2 Bus Services

There are no bus stops within walking distance of the site

5.3 Train

Whitland Rail station is located approximately 6km to the West of site J which is not within walking distance. It is therefore important that the possibility of connecting the site directly to the rail station using public transport or active travel routes be further investigated.

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.

5.4 Highway / General

The site is well located for general vehicular access on the A40. The local roads do not appear to suffer from significant congestion during the typical weekday however the impact of the hospital on the local roads would need to be investigated as part of a Transport Assessment moving forwards.

A new footway will be required along the A40 and / or the Northern Link Road to tie into the existing footway provision through Pwll Trap on approach to the built-up areas in St Clears.

There are improvements works underway along the A40 as part of the Llanddewi Velfrey to Redstone Cross improvements and therefore the impact of the scheme on the proposed hospital at site J 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 transport assessment undertaken for site J would have to investigate the implication of the seasonal variation in flows.

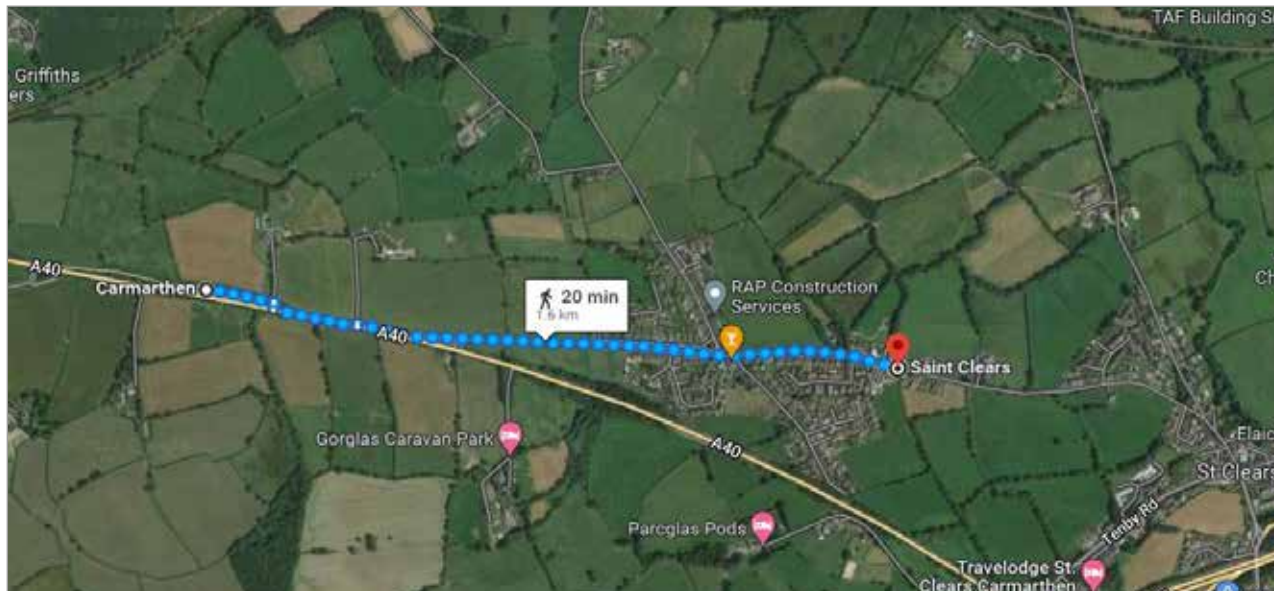


Fig. 5.1 - Active Travel route between site J and St Clears

6.0 Flood Risk

6.1 Site Context

The site lies near to a number of main rivers, all of which are considered to be tributaries of the Afon Taf, which discharges into the Laugharne Estuary to the south-east of the site.

The site features a series of minor watercourses, subsequently referred to as the Gandryll Drains, all of which are understood to function as field drains. These run towards the north-east of the site and are assumed to discharge via a culvert under the railway embankment into a watercourse on the north side of the railway.

The first of these minor watercourses originates within the site to the north of the A40 and run along a field boundary in a north-easterly direction towards Gorsgandrill.



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

It is unclear where this watercourse discharges to however, it is assumed to discharge either overland or via a culvert into the other field drains in proximity to Gorsgandrill.

The second of these minor watercourses runs from Gorsgandrill in an approximately north-westerly direction, before converging with other field drains.

The third of these minor watercourses originates on the northern side of the railway embankment, and to the south of Llwynceilyn. It is understood to run off through the embankment via an underpass or similar feature into a minor depression, before routing to the east, and converging with the other field drains.

6.2 Flood Risk

The Natural Resources Wales modelled flood risk extents, reproduced in Figure 6.1, highlights a number of areas of high and medium flood risk from surface water and minor watercourses.

The primary areas of flood risk within the site are coincident with the existing minor watercourses and low ground levels. It is assumed that this flood risk is linked to the presence of a culvert under the railway embankment causing a backup of surface water. NRW flood maps suggests that

this culvert has either not been included within the flood risk modelling or is under-capacity.

There appears to be runoff route through the railway embankment into the site from Llwynceilyn. Limited extents of surface water flood risk are associated with this watercourse, and an area of low ground adjacent to the railway embankment. This runoff route converges with the Gandryll drains at the centre of the site.

Flood risk posed by the site by groundwater is likely to be dominated by the minor watercourses running through the site, and the main rivers to the west. As groundwater tends to emerge slowly, it is thought that the flood risk posed by the minor watercourses is more significant than that of groundwater.

6.3 Access Routes

Primary access to the site is likely to be achieved via the A40. Natural Resources Wales mapping shows that access routes from the east and west via the A40 are largely flood free, with an area of surface water flooding shown along the A40 in St Clears.

Access routes from the south are likely to be more affected by flooding, where an extent of low fluvial flood risk is shown on

the Flood Map for Planning, at the A477's river crossing over the Afon Taf at Pont Newydd, south-west of St Clears.

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 site master-planning should ensure that development is located within areas where the level of flood risk is commensurate with the nature of the development

Confirmation of the connection between the Gandryll Drains and the land drainage system to the north of the railway

From a review of the available information, the site includes a significant area of higher risk of flooding, largely in proximity to the minor watercourses within 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 runoff originating from within the site.

7.0 Ecology

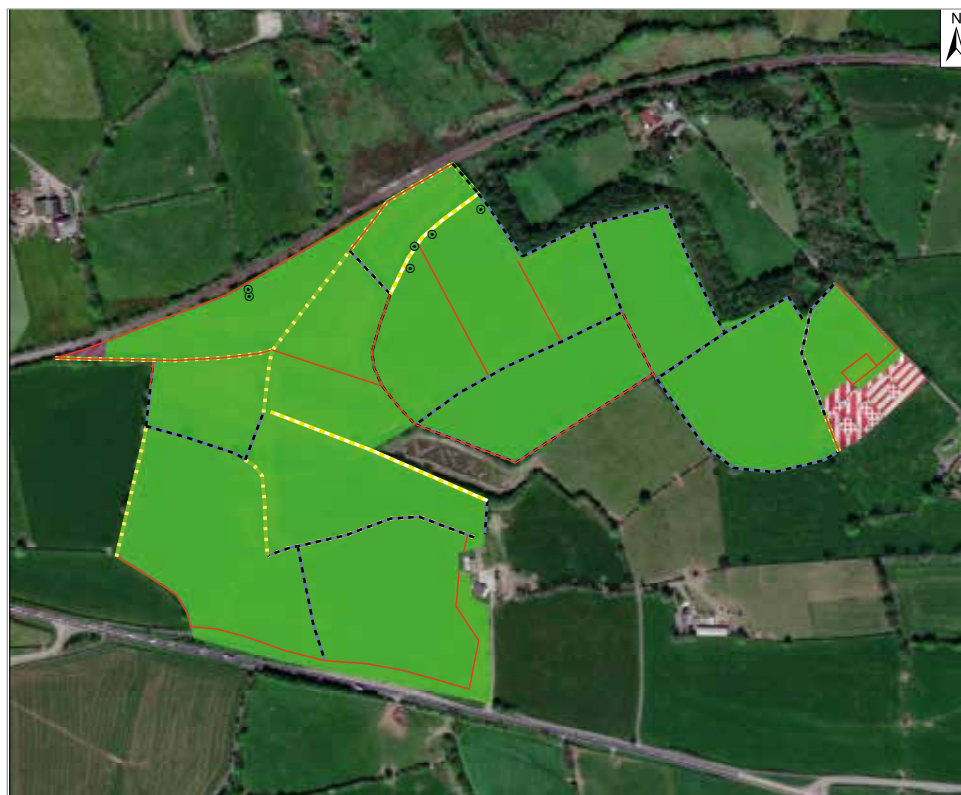


Fig. 7.1 - Habitat Survey Map



Site J comprises mainly fields (majority modified grassland) bordered by wire fences and hedges, some on earth banks, with a network of ditches. The site also has areas that are built-up, comprising buildings, sealed surfaces, or other developed land. The site contains both scattered trees and lines of trees, and an area of dense scrub. There are no areas of standing open water.

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.

No statutory nature conservation sites of international or national importance have been identified within 2 km of the site.

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, dormouse, breeding birds, reptiles, amphibians, and Invasive Non-Native Species. These measures would require safeguarding by the implementation of an Ecological management Plan comprising precautionary and planned Method of Working Statements during the construction phase, and a Construction phase Environmental 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 C are:

Ecological receptors comprising a B-Line (an insect pollinator dispersal pathway) which lies within the site and nearby ancient woodland;

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

Minor watercourses which intersect the site;

Various residential receptors, in particular, properties which on and are adjacent to the site;

Businesses and community assets in the Study Area, in particular businesses located off the unnamed road between Pwll Trap and St Clears;

Air quality emissions and noise from the A40 which forms the southern boundary of the site.

8.2 Environmental Impact Assessment

The proposed development is considered to be 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 has been reviewed against the environmental categories 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 could be significant adverse for the following topics:

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

Therefore, a statutory EIA will be required for the Proposed Development at site J.

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;
- Air Quality 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, Carmarthenshire 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

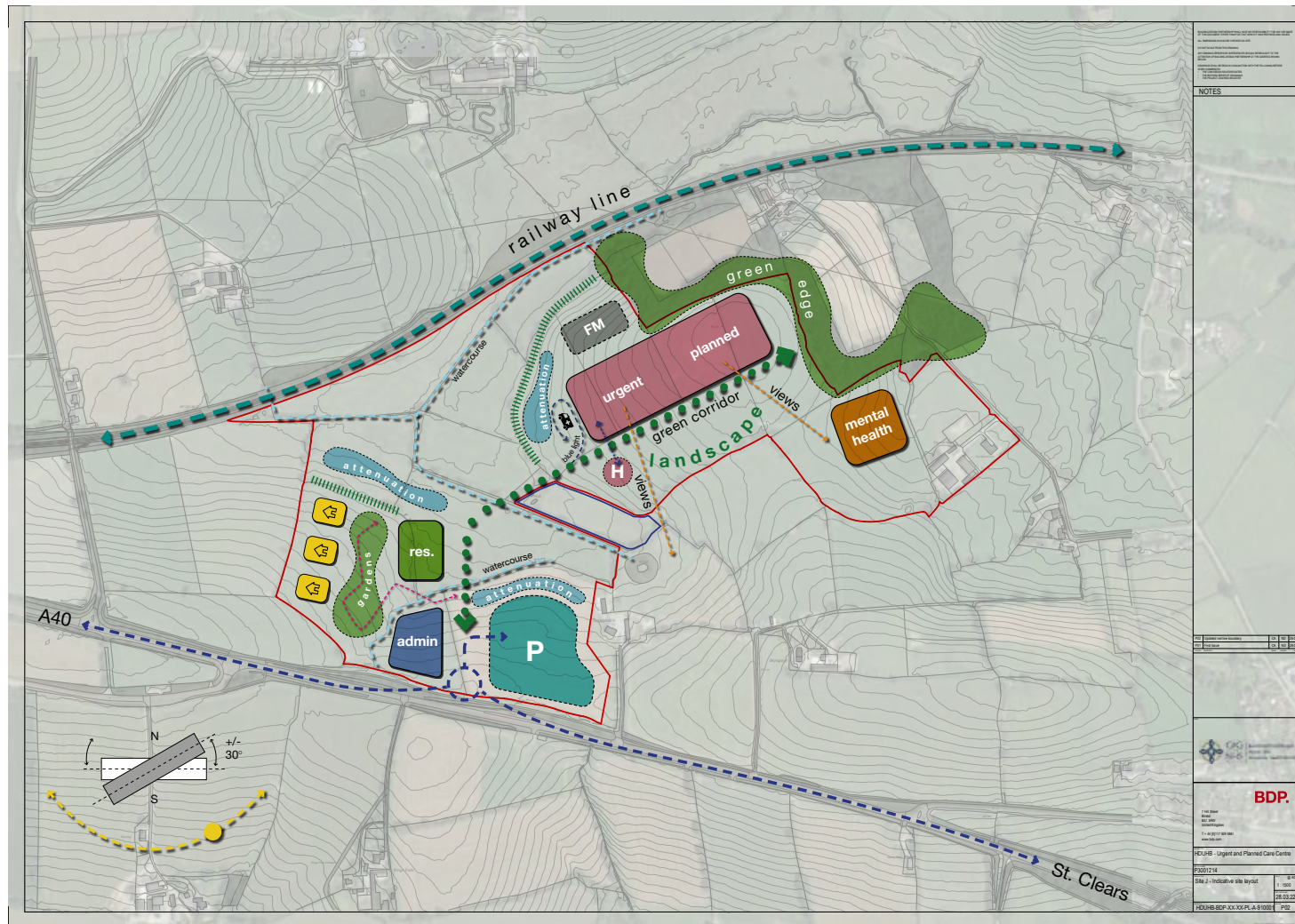


Fig. 9.1 - Indicative site layout showing the primary components of the proposed masterplan

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 J has identified some opportunities such as the orientation of the building the potential to zone the site for separate uses and the use of physical characteristics to create new landscape areas and sustainable surface water drainage.

Should site J 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)	4 Credits (Excellent) 7 Credits (Outstanding)
Previously Occupied Land (LE 01-01)	0 Credits
Contaminated Land (LE 01-02)	2 Credits
Change and Enhancement of Ecology (LE 04-01)	2 Credits (Excellent) 3 Credits (Outstanding)
Flood Resilience (Pol 03-01)	1 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	75.45%
If aiming for BREEAM Outstanding	91.64%

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 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 J achieves an Accessibility Index score of 0. 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 J has medium or high annual probability (based on Natural Resources Wales information) it achieves the maximum 1 credits.

Based on the initial assessment a development on site J would likely achieve a BREEAM score of between 75.45% and 91.64%. 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

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 Carmarthenshire County Council Local Development Plan (LDP), which was adopted in December 2014

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.

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 Development Limits for St. Clears. In the LDP, Development Limits are set to prevent inappropriate development in the countryside and provide certainty and clarity as to where exceptions proposals (adjacent to limits) may be considered appropriate.

St. Clears is identified as a Service Centre in the LDP Settlement framework with a role for Employment provision, Strategically located on Strategic highway network with accessibility benefits, residential provision, town centre and local retail service offer and community service provision.

The LDP supports the provision of new community facilities in accordance with the settlement framework and based upon evidence of need.

11.4 Land Acquisition

The majority of the freehold of the site is within single ownership and has been nominated by the private individuals who own the site via their appointed agent. The site is occupied by the freehold owner and as such, there are no leases that we are aware of.

An additional small parcel of land is also required to form part of the site in order to deliver a new hospital. This parcel of land is in single ownership, owned and occupied by private individuals. The owners have confirmed that they are willing to include their land within the site nomination area.

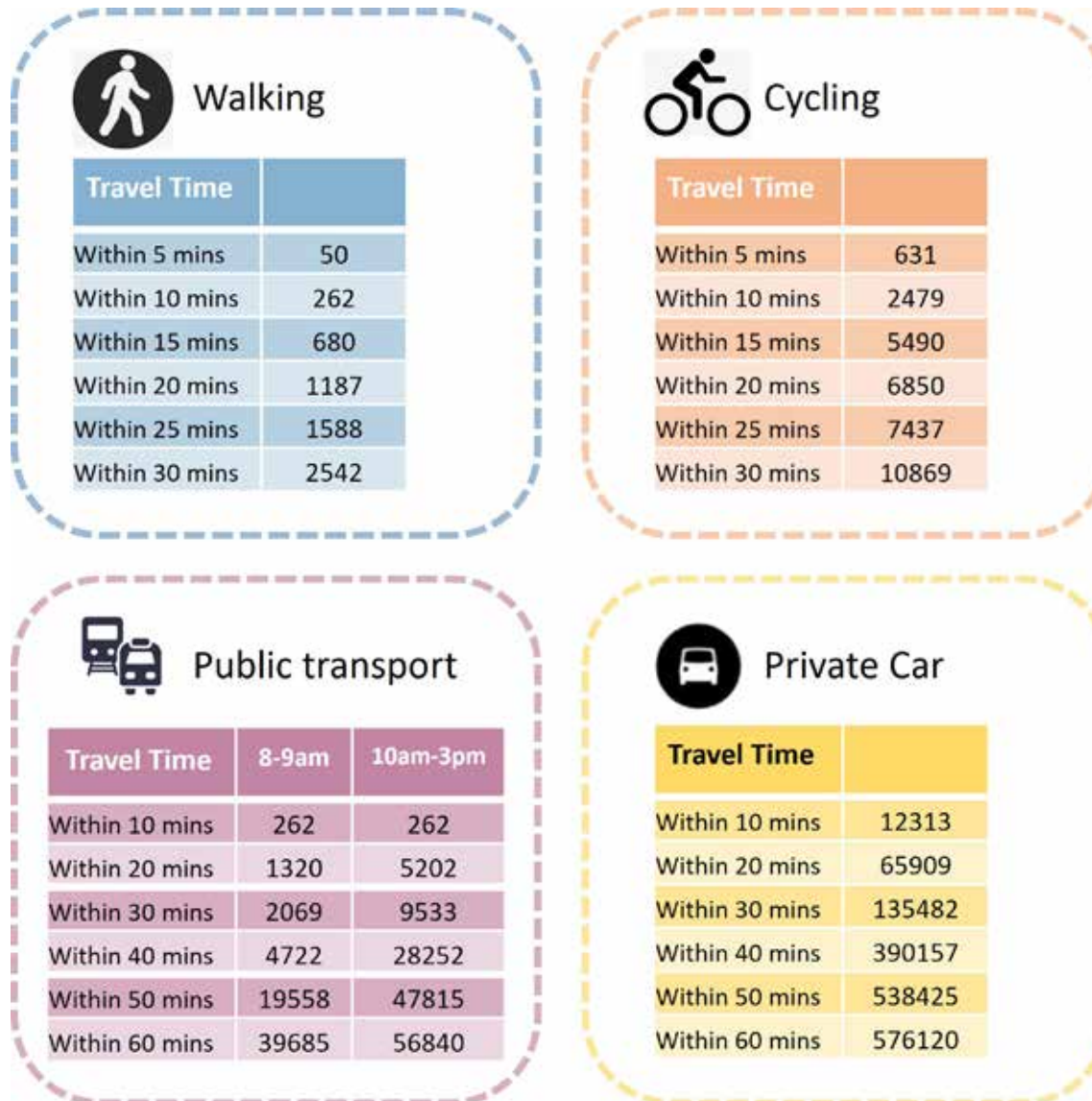
11.2 Committed Developments

There are no applications located in the vicinity of the site which are considered to be relevant to the Proposed Development.



Fig. 11.1 - Adopted local development plan (St Clears)

12.0 Travel Time Analysis



Circa 2542 people are living within the 30 minutes walking travel time from site J.

Circa 10,869 people are living within the 30 minutes cycling travel time from site J.

Circa 39,685 people are living within the 60 minutes travel time by public transport from site J.

The nearest bus stop is along Lon Wen and is accessible by 13 minutes walk (around 1.1km walking distance) and the nearest railway station is Whitland railway station and is accessible by 1hour 16 minutes walk (around 6.3km 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 and does not include the benefit of the committed new railway station at St Clears.

Circa 576,120 people living in Wales who are within 60 minutes car travel time from site J.

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

12.0 Travel Time Analysis

Settlement	population	Nearest existing Hospital	Drive time to nearest existing hospital (minutes)	St Clears	
				Drive time to new Site (minutes)	Drive time variance (minutes)
Llanelli	45,551	GGH (ex. PPH)	37	42	5
Carmarthen	16,260	GGH	8	17	9
Ammanford	8,610	GGH (ex. PPH)	30	41	11
Cross Hands	6,465	GGH (ex. PPH)	18	28	10
Burry Port	6,061	GGH (ex. PPH)	31	37	6
Glanamman	4,487	GGH (ex. PPH)	36	48	12
Tumble	4,333	GGH (ex. PPH)	21	28	7
Llangennech	4,313	GGH (ex. PPH)	28	39	11
Tycores	3,775	GGH (ex. PPH)	26	37	11
Lampeter	2,861	GGH	38	51	13
Llandybie	2,853	GGH (ex. PPH)	28	37	9
Kidwelly	2,844	GGH	21	29	8
Brynamman	2,634	GGH (ex. PPH)	45	56	11
St Clears	2,223	GGH	16	3	-13
Pembrey	2,007	GGH (ex. PPH)	27	32	5
Llandovery	1,987	GGH	37	49	12
Newcastle Emlyn	1,914	GGH	29	33	4
Llandeilo	1,749	GGH	22	34	12
Pontyberem	1,693	GGH (ex. PPH)	21	28	7
Whitland	1,641	GGH	24	9	-15
Trimsaran	1,573	GGH (ex. PPH)	28	32	4
Pontyates	1,529	GGH (ex. PPH)	20	26	6
Llandysul	1,459	GGH	28	41	13
Pwll	1,348	GGH (ex. PPH)	35	38	3
Waungilwen	1,329	GGH	29	36	7
Llanybyther	1,235	GGH	28	42	14
Aberporth	1,167	GGH	48	49	1
Penybanc	1,115	GGH	20	32	12
Carway	1,091	GGH (ex. PPH)	23	29	6
Pencader	1,086	GGH	18	32	14
St Dogmaels	1,075	GGH	50	41	-9
TOTAL POP.	138,268	Population Drivetime Variance		7	

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

Key:
-30+
-20 to -29
-10 to -19
-9 to 3
10 to 19
20 to 29
30+

Settlement	population	Nearest existing Hospital	Drive time to nearest existing hospital	St Clears	
				Drive time to new Site (minutes)	Drive time variance (minutes)
Llanelli	45,551	PPH	8	42	34
Ammanford	8,610	PPH	24	41	17
Cross Hands	6,465	PPH	19	28	9
Burry Port	6,061	PPH	19	37	18
Glanamman	4,487	PPH	30	48	18
Tumble	4,333	PPH	17	28	11
Llangennech	4,313	PPH	9	39	30
Tycores	3,775	PPH	20	37	17
Llandybie	2,853	PPH	26	37	11
Brynamman	2,634	PPH	40	56	16
Pembrey	2,007	PPH	23	32	9
Pontyberem	1,693	PPH	18	28	10
Trimsaran	1,573	PPH	17	32	15
Pontyates	1,529	PPH	18	26	8
Pwll	1,348	PPH	13	38	25
Carway	1,091	PPH	19	29	10
TOTAL POP.	98,323	Population Drivetime Variance		24	

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

Settlement	population	Nearest existing Hospital	Drive time to nearest existing hospital	St Clears	
				Drive time to new Site (minutes)	Drive time variance (minutes)
Haverfordwest	15,388	WGH	6	35	29
Milford Haven	14,337	WGH	22	44	22
Pembroke Dock	9,747	WGH	26	34	8
Pembroke	8,171	WGH	28	32	4
Tenby	4,260	WGH	35	26	-9
Cardigan	4,250	WGH	41	42	1
Neyland	3,758	WGH	22	38	16
Fishguard	3,480	WGH	22	50	28
Saundersfoot	2,707	WGH	32	21	-11
Narberth	2,622	WGH	19	19	0
Johnston	2,230	WGH	12	39	27
Goodwick	1,862	WGH	22	49	27
St Davids	1,390	WGH	28	55	27
Pentlepoir	1,305	WGH	29	17	-12
Letterston	1,283	WGH	23	42	19
Kilgetty	1,261	WGH	29	16	-13
TOTAL POP.	78,051	Population Drivetime Variance		14	

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

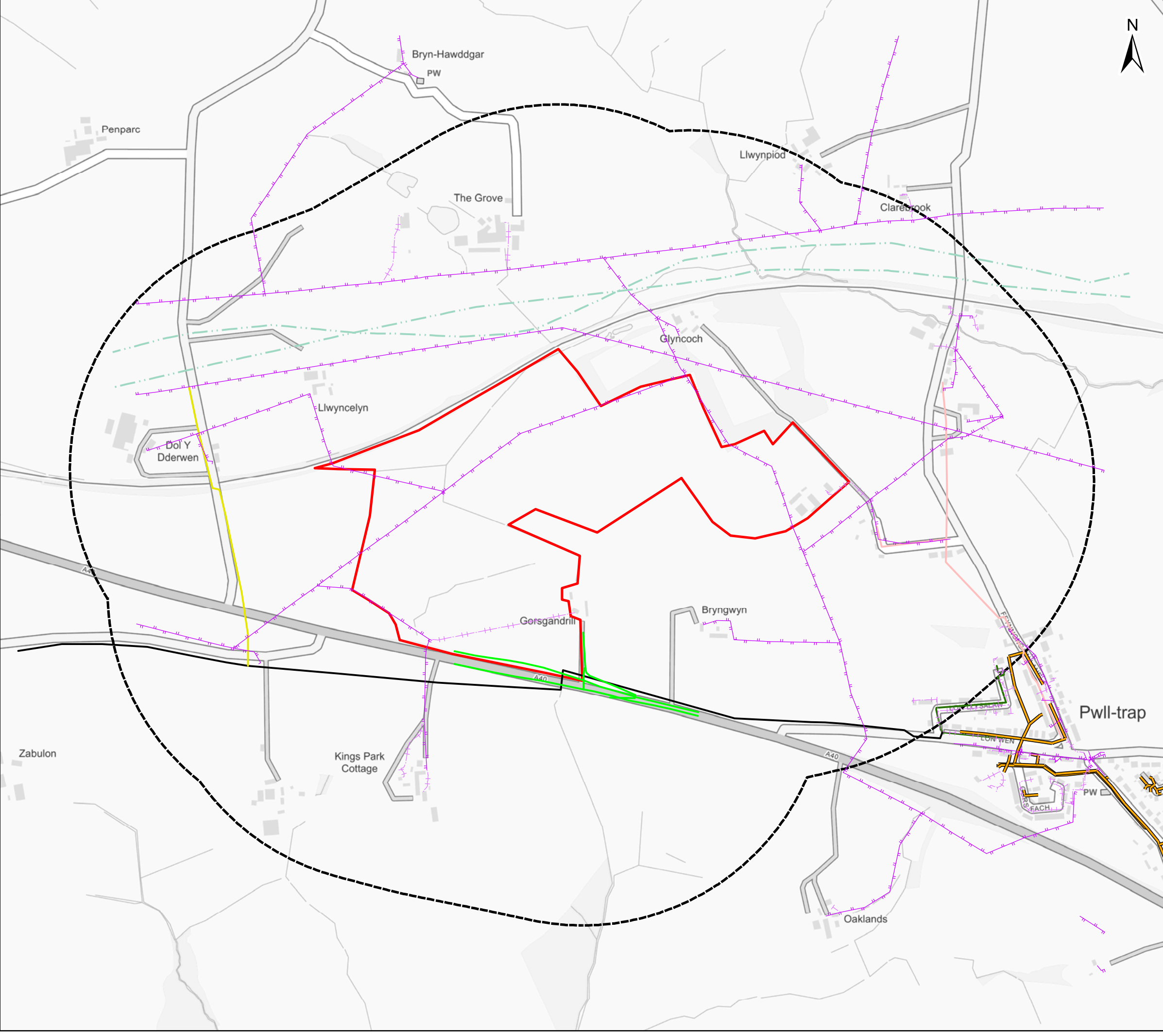
The drive time to the existing hospital and the proposed new hospital from the existing settlements and the additional travel time required to travel to new hospital are shown in the tables.

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 15 minutes for most of settlements.

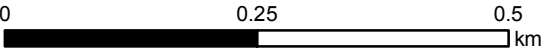
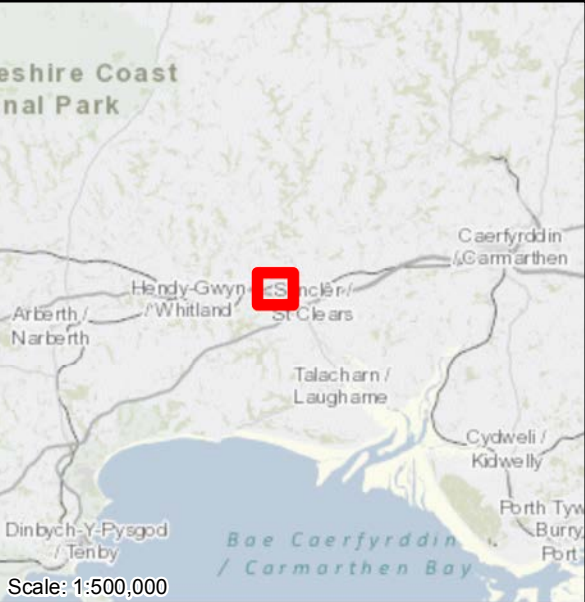
The population currently travelling to the existing Prince Philip Hospital for emergency services which are likely to be relocated to the proposed new hospital in future, travel time variance is less than 30 minutes for most of settlements except for Llanelli and Llangennech.

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 30 minutes for most of settlements.

Appendix A: Utilities Constraints Plan

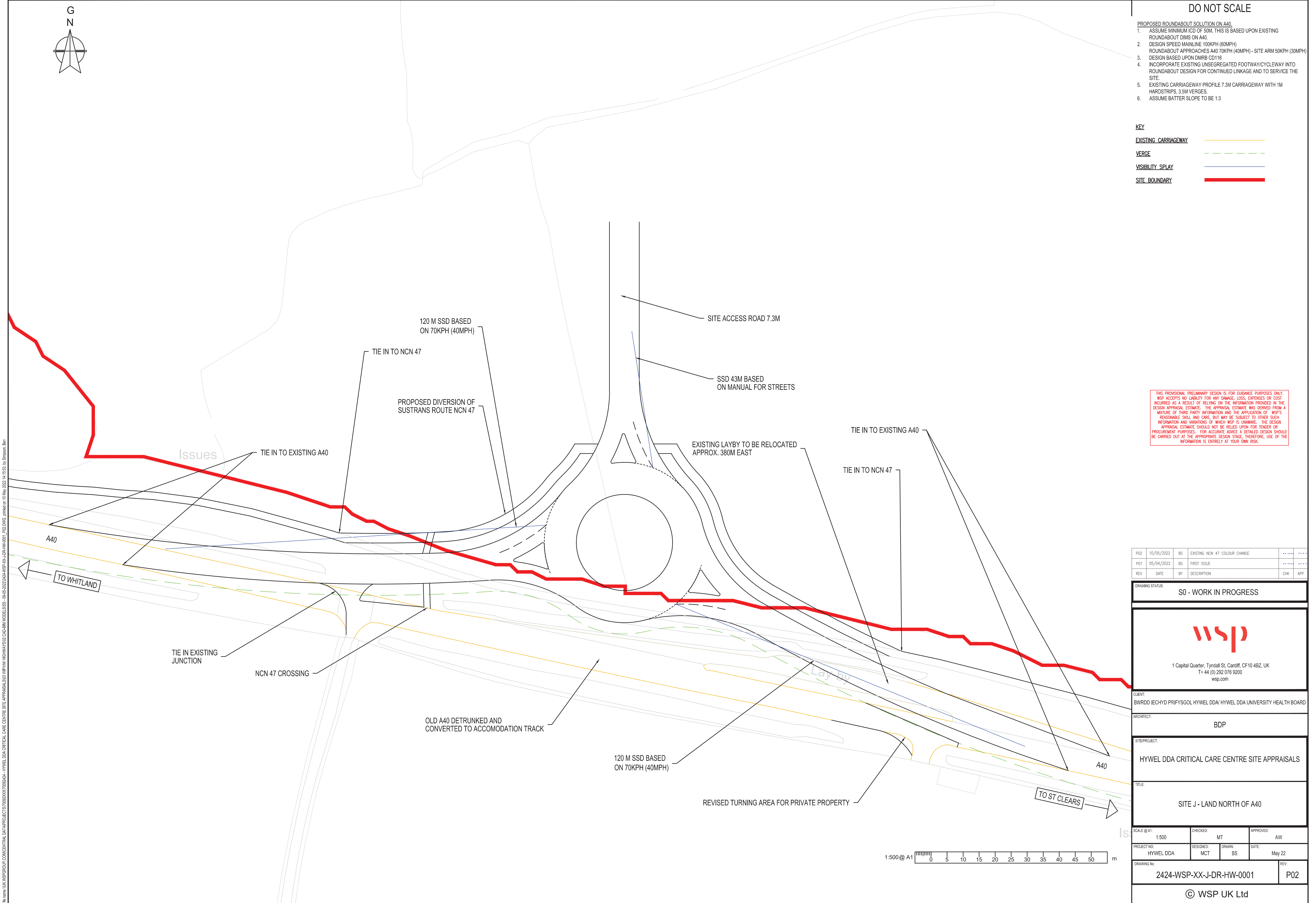


- Legend**
- Site J Site Boundary
 - 500m Study Area
 - Telecoms (BT maps)**
 - Telecoms (BT maps)
 - Gas (Wales and West Utilities)**
 - High Pressure
 - Power (Western Power)**
 - Overhead
 - Underground
 - Mains Water (Welsh Water)**
 - Unidentified
 - 1.5 inch
 - 4 inch
 - 6 inch
 - Storm and Foul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



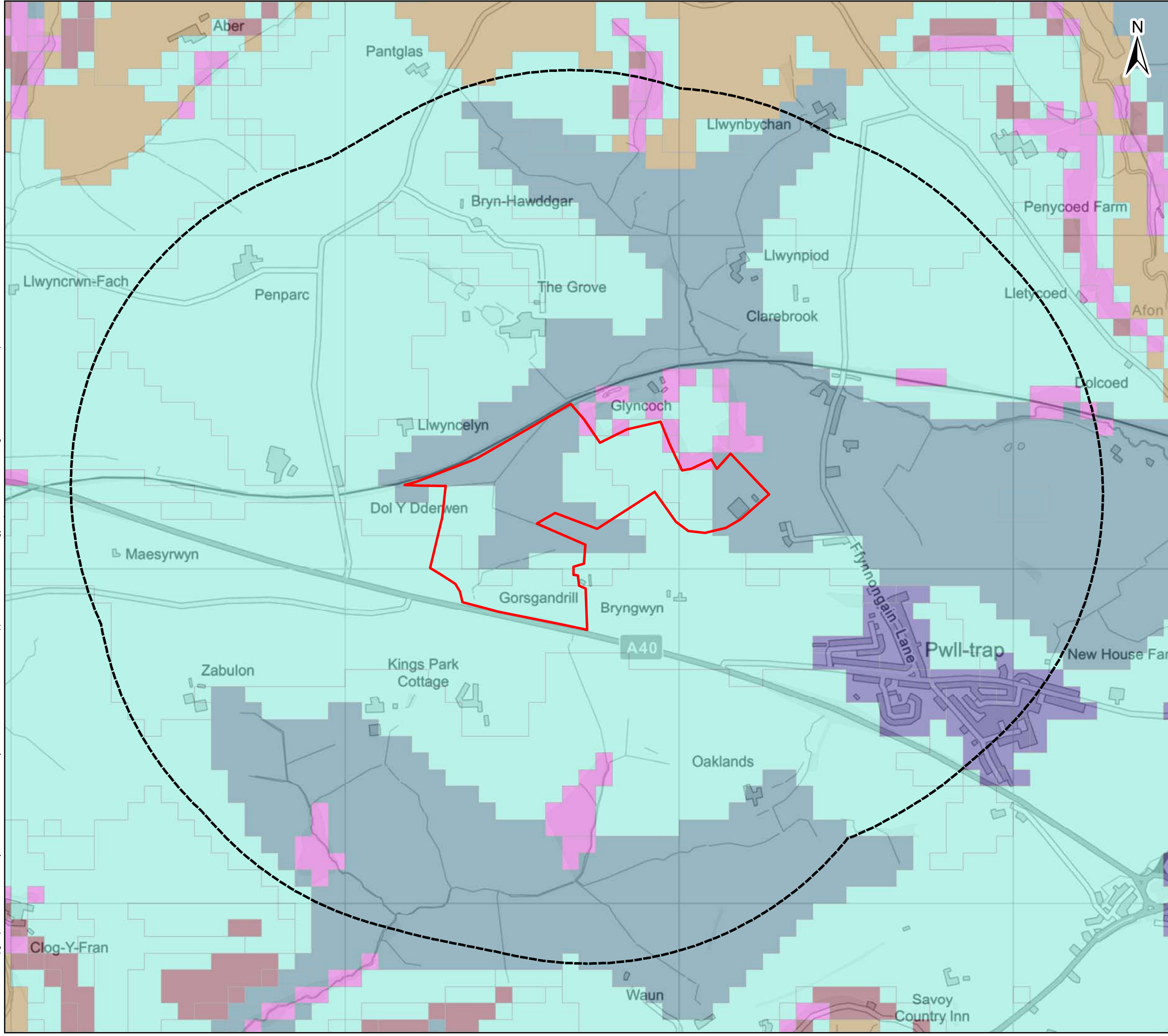
Client:	Hywel Dda University Health Board		
Project:	Site J – Technical Due Diligence Appraisal		
Title:	Site J Utilities Constraints Plan		
Date:	05 May 2022	Scale:	7,500 @ A3
Drawn:	PB	Checked:	CLH
		Approved:	WB
Drawing Number: 2424-WSP-XX-SJ-DR-EN-0020-P01_Utility Constraints Plan			

Appendix B: Proposed Highways Infrastructure



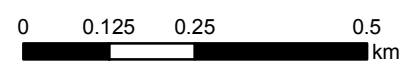
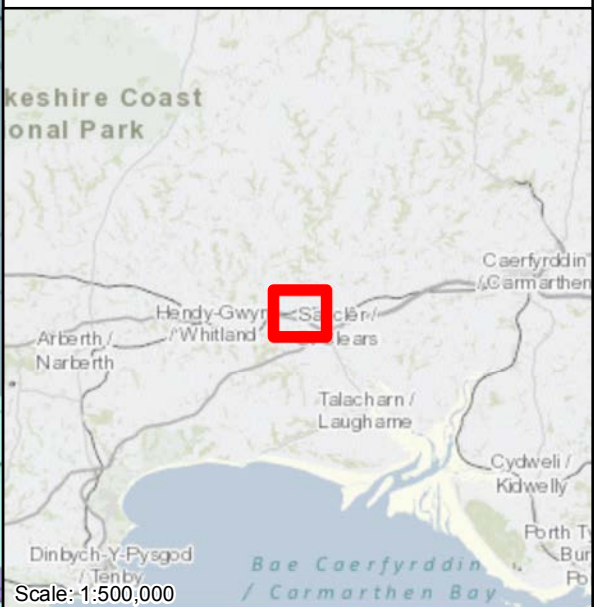
File name: I:\UK\WSPGROUP\CONCENTRAL DATA\PROJECTS\7005000\7008424 - HYWEL DDA CRITICAL CARE CENTRE SITE APPRAISALS\03\WPHW HIGHWAYS\03 CAD\BIM MODELS\SS - 05-05-2022\2424-XX-DR-HW-0001_P02.DWG, printed on 10 May 2022 14:15:53, by Sigrason, Ben

Appendix C: Agricultural Classification Map



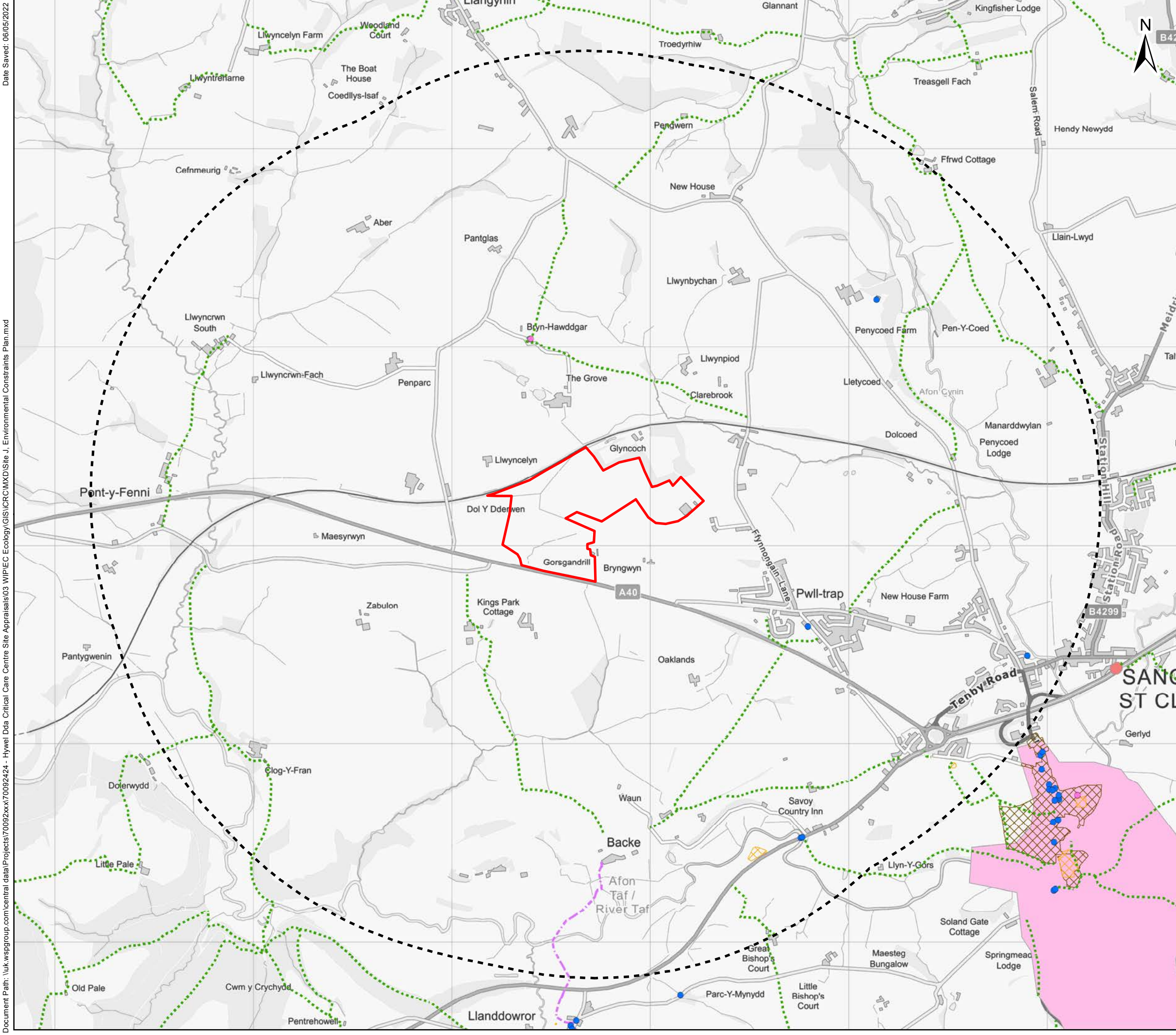
Legend

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



Client:	Hywel Dda University Health Board		
Project:	Site J – Technical Due Diligence Appraisal		
Title:	Flood Risk Constraints Map		
Date:	14 April 2022	Scale:	11,000 @ A3
Drawn:	PB	Checked:	CLH
		Approved:	WB
Drawing Number:	2424-WSP-XX-SJ-DR-EN-0010-P01_Flood Risk Map		

Appendix D: Environmental Constraints Plan



Legend

- Site J Site Boundary
- 2km Study Area
- Grade II* Listed Building
- Grade II Listed Building
- Bridleway
- Footpath
- Scheduled Monuments
- Conservation Areas
- Historic Landscapes
- Noise Action Planning Areas

Scale: 1:500,000

0 0.25 0.5 1 km

Client:

Hywel Dda University Health Board

Project:

Site J – Technical Due Diligence Appraisal

Title:

Environmental Constraints Plan

Date:	06 May 2022	Scale:	18,500 @ A3
Drawn:	PB	Checked:	CLH
		Approved:	WB
Drawing Number: 2424-WSP-XX-SJ-DR-EN-0009-P01_Env Constraints Plan			