



Hywel Dda Urgent & Planned Care Hospital

Summary Technical Appraisal Report

Tenby Road, St Clears

(Formerly known as Site 17)

BDP. **WSP** **mace** **gleeds**[©]



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Rev	Description	Date	Check
A	Technical appraisal workshop	23.06.22	ND
B	Public consultation exercise	22.12.22	ND

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

The Tenby Road site is located to the west of St Clears less than 1km from the town centre and close to the settlement of Pwll Trap. The A40 runs alongside the southwestern boundary of the site and the main A40/A477 junction is within 500m of the southern boundary.

There is an existing limited cycleway and footpath running along the northern boundary of the site.

There is a comprehensive existing road infrastructure adjacent to the site, with the potential to provide both primary and secondary resilient access routes. Some upgrade works will be required to existing infrastructure 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 down from west to east with a difference of approximately 35m 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 Cynin, 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. Electrical supplies for the new hospital will need to be drawn from a sub-station approximately 3.5km 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:

- Spring Gardens, Whitland (Site 12)
- Tenby Road, St Clears (Site 17)
- Ty Newydd, Whitland (Site C)

This report provides summary information on the potential development of the Tenby Road site in St Clears (Site 17) 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 two 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.

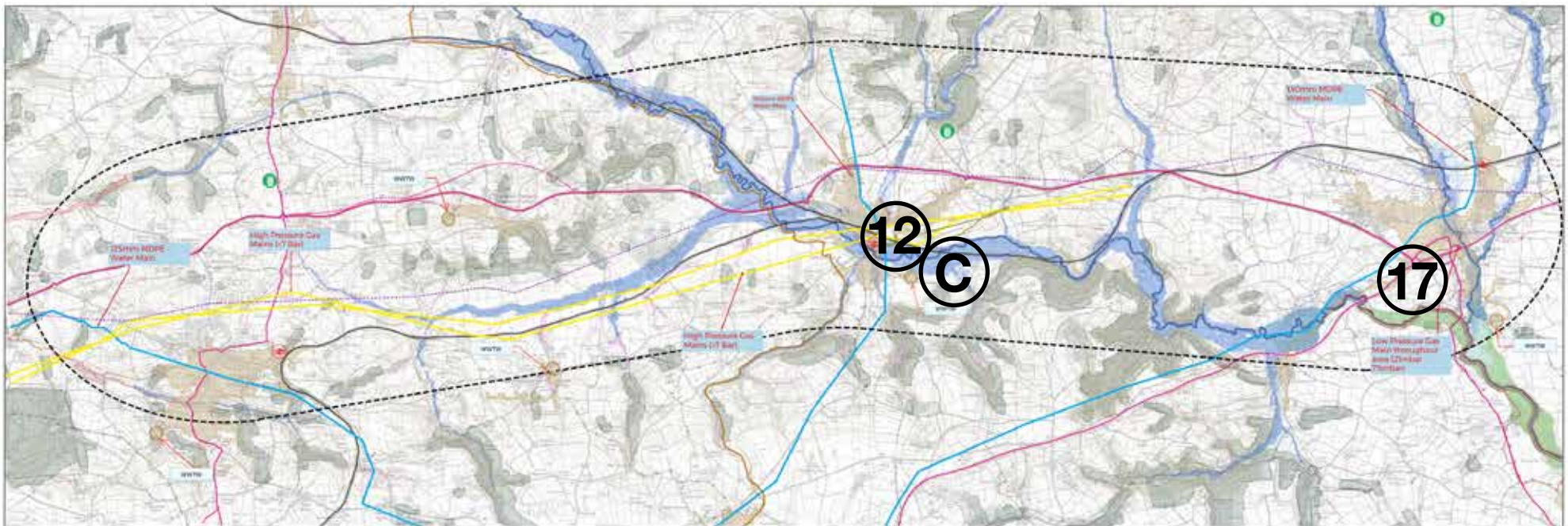


Fig. 1.1 - Overview map of the selected development zone identifying the shortlisted sites

1.0 Introduction

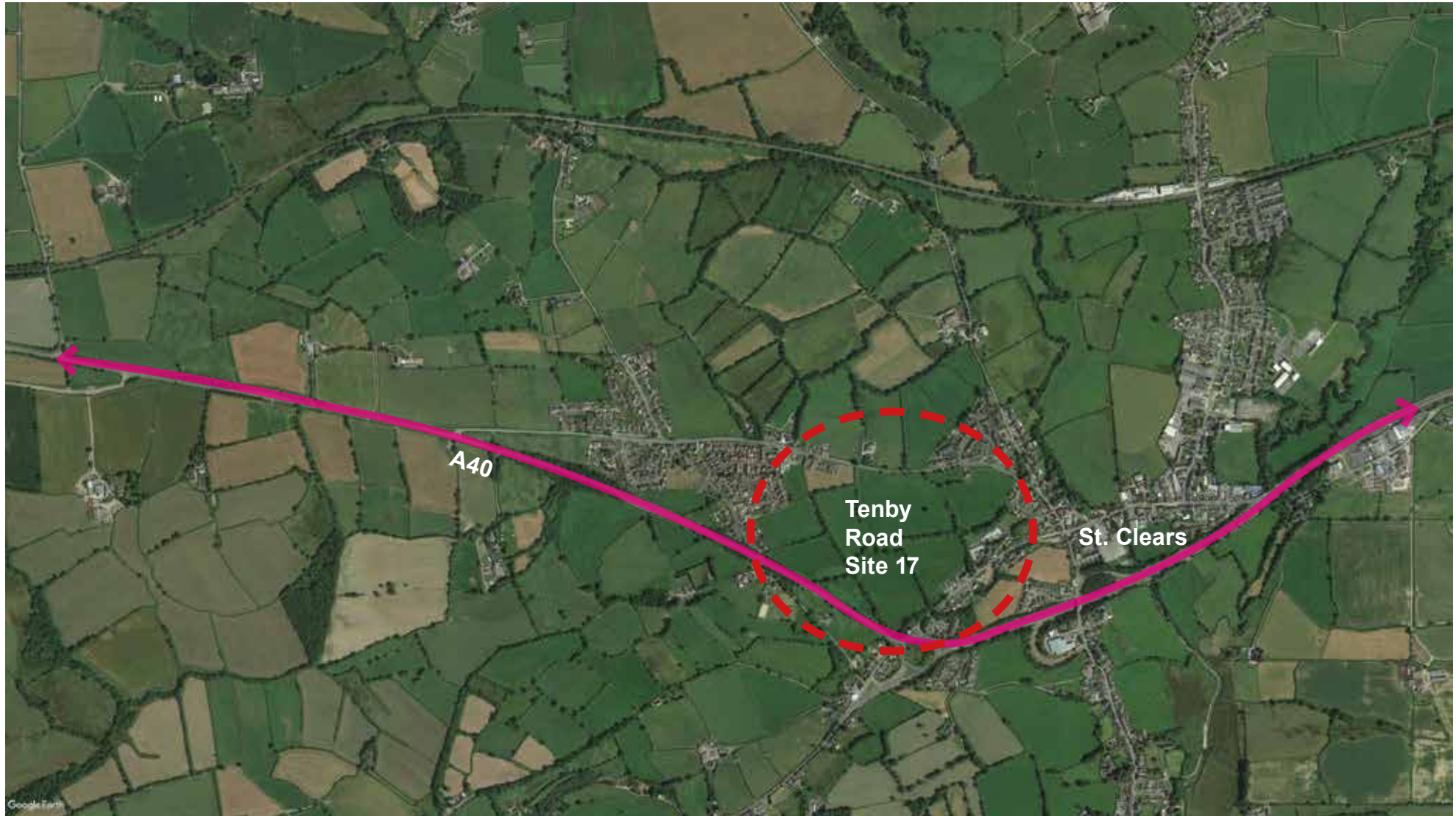


Fig. 1.2 - Aerial location plan showing the location of site 17 (in red) in relation to St Clears town centre and the A40

1.0 Introduction

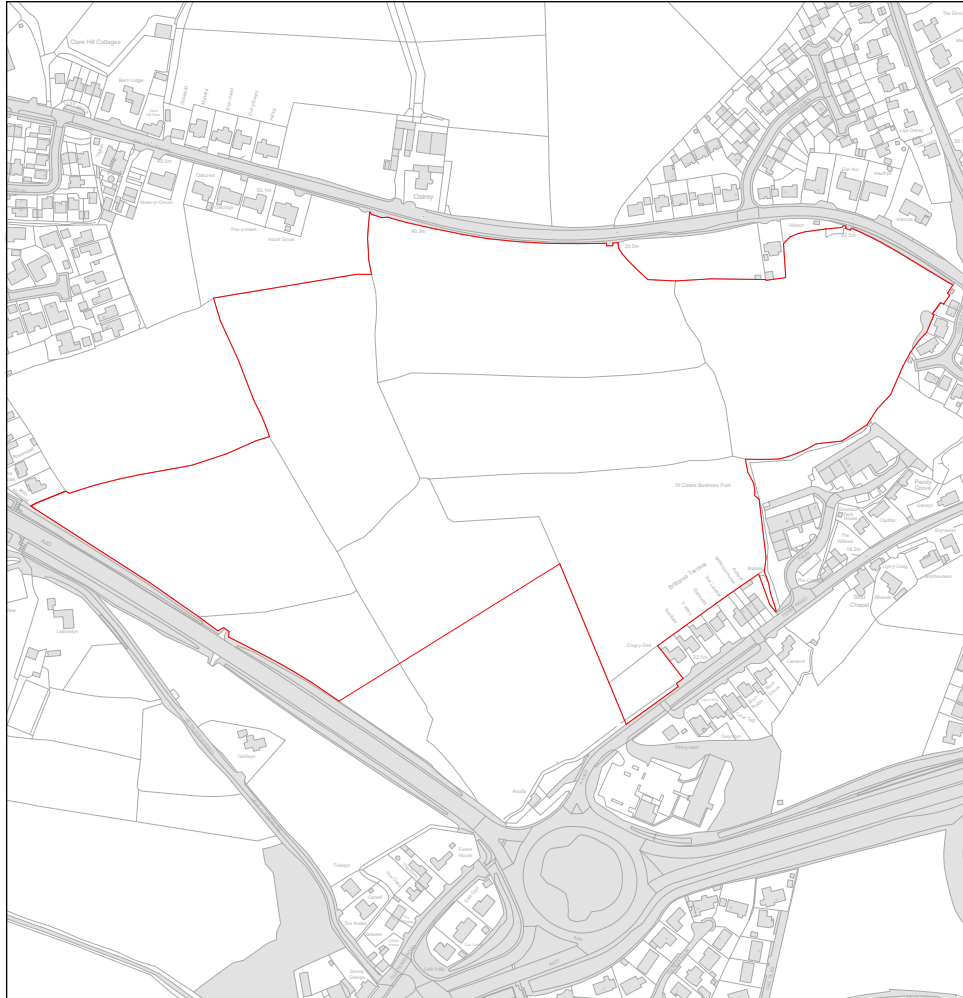


Fig. 1.3 - Ordnance survey plan showing the site boundary in red

1.1 Site Location

The site is located directly to the north-west of central St Clears and has a British National Grid Reference of 220650, 217000. The site location is illustrated in Figure 1.2.

The A40 forms the western boundary of the site; the southern boundary of the site is formed of Tenby Road, with commercial developments located at the south-west of the site, and a residential development at the south-east of the site. Pwll-Trap lies adjacent to the north-western boundary of the site.

The Afon Cynin passes approximately 130m to the east of the site.

1.2 Site Description

The site is considered to be greenfield, is approximately 16.2 ha in size and has historically been used for agricultural purposes. The site slopes from north-west to north-east with a high point of approximately 52m above datum and a low point of 17m above datum.

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 two Listed Buildings in the nearby vicinity of the site, Island House approximately 160m east of the site, and Capel Bethlehem approximately 320m north-west 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)).

A number of residential properties are located immediately to the south of the site boundary on Tenby Road and Ostrey Terrace, and commercial development off the A40-A478 roundabout.

2.0 Drainage



Fig. 2.1 - Existing sewerage infrastructure



Fig. 2.2 - Existing surface water catchment

2.1 Existing Drainage

The site lies adjacent to the catchment of the St Clears Wastewater Treatment Works.

A number of foul sewers are noted within the site. The first of these is a 150mm public foul gravity sewer from the south of Pwll-Trap which routes through the site along the south-western boundary adjacent to the A40, before routing under the A40 adjacent to an existing field access into the site.

The second of these is a 150mm public foul gravity sewer from the east of Pwll-Trap which routes through the site along the north-eastern boundary, before passing into the Ostrey Bank residential development at the east of the site.

The third of these is a 150mm private foul sewer at the south-west of the site, understood to have been constructed as enabling works for development. This sewer discharges into the private foul sewer serving the existing McDonalds and Costa development, before discharging into the public foul sewer within Tenby Road.

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 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 site is reported to be partially underlain by superficial deposits of Glacial Till (Secondary (Undifferentiated) Aquifer) which are underlain by bedrock of the Lower Llanvirn Didymograptus Bifidus Beds (Mudstone) and the Arenig Tetragraptus Beds (Mudstone), which are classified as Secondary B Aquifers.

Groundwater vulnerability across the site is reported to be medium with a well-connected fracture flow network within the underlying bedrock, and local small-scale domestic abstraction has been noted to have historically occurred within the area.

The nearest surface water feature to the site is located approximately 20m to the south-east of the site which is indicated to flow in an easterly direction on historical mapping and is an unnamed tributary of the Afon Cynin (which is located approximately 110m 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 online Flood Risk Assessment Wales Map provided by NRW indicates that the site is not at risk of flooding from surface water and small watercourses.

The site is located within areas where between 3% and 10% of the properties would be estimated to exceed the Radon Action Level. As such, basic radon protection measures would likely be required within future structures.

No significant ground condition constraints have been identified at the site in relation to future structures and infrastructure. However, the site slopes downwards from west to east and earthworks may be required to provide an appropriate development platform.

It is considered that the majority of the site is unlikely to be impacted by contamination. However, depending on the nature of the material used to infill the pond located in the north-eastern corner of the site the potential exists for very localised contamination.

The most noticeable sources of potential off-site contamination comprise the active filling stations (nearest approximately 140m to the south of the site) and the two cemeteries/burial grounds identified within the sites surroundings (50m south-east and 300m north-west).

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 is an existing 11kV supply crossing the site from North to South, which was installed in Feb 2022. This supply crosses the proposed location of the hospital and would therefore need to be diverted. This supply feeds a new substation as part of the new commercial development.

Water

There is an existing 100mm diameter water main running along the road to the north of the site, 150mm supply running to the south east of the site along Tenby Road and 75mm main running to the south west of the site along the side of the A40.

These supply the existing buildings located along the roads. There are no known supplies running across the site which would require diversion.

Gas

There are existing low pressure gas mains running along the A4066 Tenby Road, which supply the existing properties. It is also believed that there are private gas networks supply the domestic properties in Pwll-Trap.

Telecommunications & Digital

There is currently Openreach infrastructure running along the A40, A4066 and into Pwll Trap, serving the properties in the area, 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 transformers and circuit breakers at St Clears. New cables will be required from the primary to the site at a distance of approx 3.6km, including drilling beneath the railway to install ducting. This would 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 the HTM requirements albeit not from separate substations due to DNO constraints.

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 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. 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 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 Urgent & Planned Care Hospital scheme.

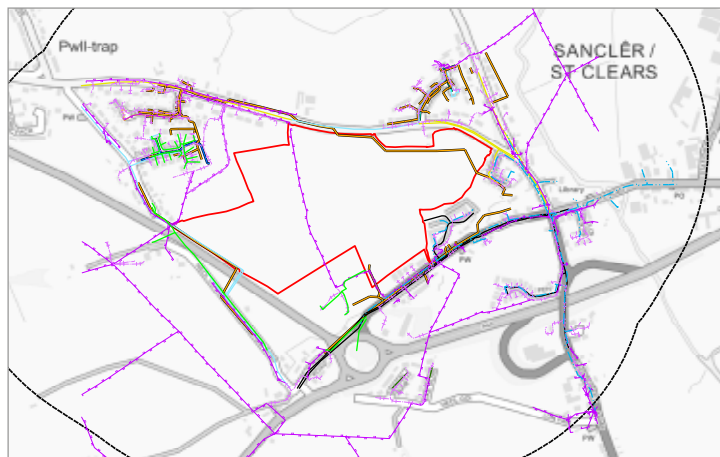


Fig. 4.1 - Plan showing the extent of existing services utilities infrastructure (as included in appendix A)

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

As the review of opportunities and constraints has outlined, improved footway and cycling Infrastructure from the built-up areas in St Clears on the approach to and from the Tenby Road site, particularly on the approach to and from Station Hill along Station Road given the new reopened Railway Station being brought forward by 2024, would greatly improve connectivity for the site and for St Clears.

The town of St Clears and Tenby Road itself are characterised by changing levels, with steep gradients across the Northern Link Road / Ostrey Hill, Station Road and Station Hill in particular. It should therefore be recognised that there are limitations as to what can be done along these routes with the highway boundaries in the town centre largely constrained by properties. It is imperative that options to improve connectivity to the new train station be explored since access to the train station

will be the main trip generator for patients, staff and visitors travelling from further afield.

5.2 Bus Services

The site has a number of bus services that run nearby, however these services are infrequent and short with the latest service finishing around 6pm. This is not favourable for the shift working patterns associated with hospitals, and therefore the possibility of providing more frequent and longer services on the existing bus routes needs to be explored. Also, some of the existing bus services on the network already call at the Glangwili Hospital in Carmarthen, and Withybush Hospital in Haverfordwest providing opportunities for cross working staff to connect between hospitals by bus.

5.3 Train

The reopening of the St Clears Railway Station by 2024 will be a major boost for both staff, visitors, patients and local residents, and will provide a viable alternative to car travel to the site.

Increases in the frequency of services calling at Whitland and Carmarthen Train Station's to the west and east of the Tenby Road site respectively, would provide an improved public transport offering for St

Clears. In time, these two stations will form the destinations either side of St Clears Railway Station. It is understood that there is already a commitment to increase the frequency of services at some stations along the West of Wales Line (such as Narberth) from 2 hourly to hourly.

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 Tenby Road site is well located on the crossroad between the A40 and A477 and therefore has a wider catchment as far as blue light access is concerned. Within the town centre itself, vehicle access is however more constrained.

The town of St Clears and Tenby Road itself are characterised by their topography, with steep gradients along the Northern Link Road / Ostrey Hill connecting St Clears to the A40 and the steep gradients along Station Road are a potential deterrent to active travel, particularly for patients or visitors with less mobility. Ensuring appropriate shelter, street furniture for people to rest and wait for buses on the approach to and from the site lend itself to providing safe routes for non-motorised users.

With respect to mitigation and active travel facilitation, use of tactile paving and surface treatment throughout the town, and where possible widening of the footway along Station Road leading to Station Hill, which is constrained by the existing carriageway width, would allow and encourage active travel through the heart of the town centre. This, coupled with extended railway and bus services would be key measures to reducing car dominance and encouraging a new hospital masterplan which facilitates active travel.

Vehicular access would likely be provided via a new left in-left out junction on the length of the A40 that abuts the site, and via an extension of the existing food retail access road off Tenby Road.

6.0 Flood Risk

6.1 Site Context

The site lies near to the Afon Cynin, which routes from north to south, approximately 125m from the site's eastern corner. The Afon Cynin is understood to be tidally influenced within St Clears.

The site contains a minor watercourse, which is understood to be a tributary of the Afon Cynin.

The minor watercourse is understood to originate in an area of land between Heol Llainedlyn and the roundabout serving the A40 and A477. The watercourse is understood to be culverted under the A40, before routing parallel to Tenby Road (A4066) within the site towards Britannia Terrace.



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

The watercourse is understood to be culverted within land adjacent to Crug-y-Deri (Britannia Terrace), and subsequently daylight in land between the properties of Pandy Grove and Gerwyn to the east. It appears to be culverted again adjacent to Glas Pant, and daylight adjacent to properties off Avon Bank before converging with the Afon Cynin.

6.2 Flood Risk

The nearest main river to the site, the Afon Cynin, lies 125m away from the site, and does not contribute fluvial flood risk to the site.

The nearest tidal water body to the site is the Afon Cynin, which is understood to be tidally influenced until a point approximately 300m upstream of the Pentre Road bridge. The site is not considered to be at any risk of flooding from the sea.

There are a number of areas of high and medium flood risk from surface water and minor watercourses in close proximity to the site.

The first of these areas is located to the south-west of the site, following the routing of the minor watercourse at this location. It appears that flood risk arises on the western side of the assumed culvert under the A40 serving this watercourse as it routes behind, and within, Heol Llainedlyn and the Old

Tenby Road. Furthermore, flood risk is also illustrated on the eastern side of the A40, to the south of the McDonalds development.

Further flood risk appears to be present along the assumed course of the watercourse, including where it is thought to be within a culvert. Areas of higher flood risk appear to be coincident with locations where the watercourse is thought to enter a culvert.

This considered, 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 east. 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.

NRW's flood risk mapping does not show any risk of flooding at the site from any modelled reservoir breach scenarios.

6.3 Access Routes

Primary access to the site is likely to be achieved via the Tenby Road and/or the A40. Considering access routes to the site from the A40 reveals that the A40 to the south and east contains significant areas of flood risk from surface water sources.

Access routes to the south via the A40 and A477 include an extent of low fluvial

flood risk as shown on the Flood Map for Planning, at the A477 river crossing over the Afon Taf at Pont Newydd. As such, it is possible that access and egress at the site may be impeded in some higher return period storm events, but that access to the site should remain feasible via alternative routes.

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

From a review of the available information, the site is largely at low risk of flooding, with isolated areas of higher risk coincident with the minor watercourse 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

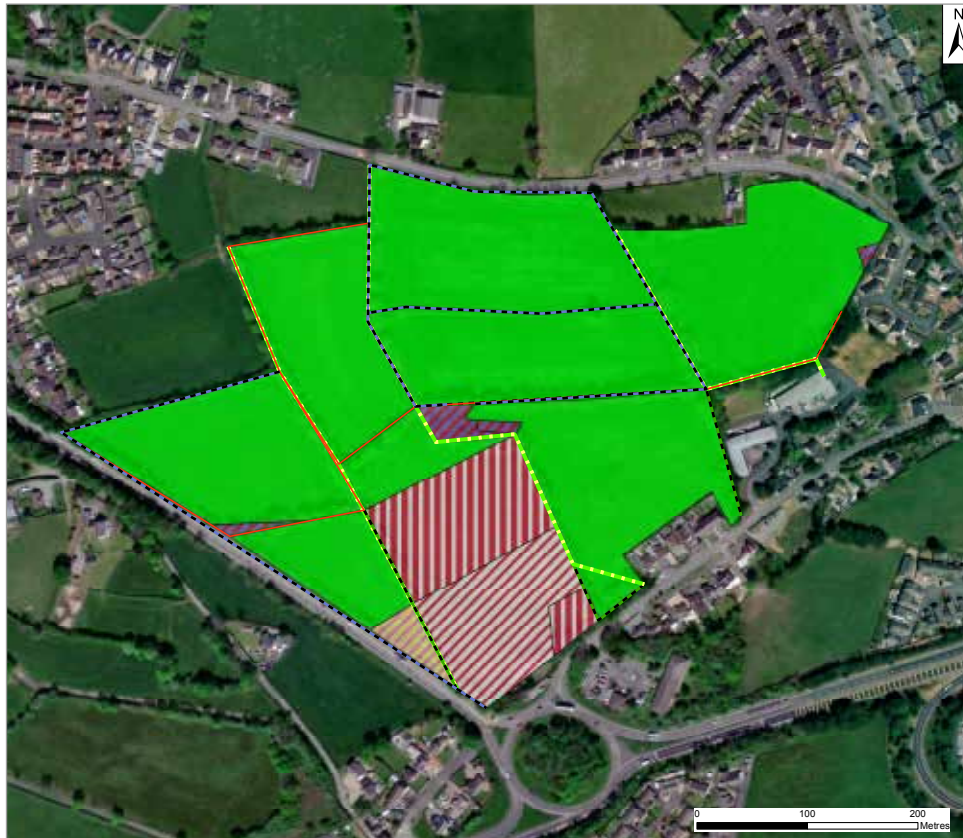


Fig. 7.1 - Habitat Survey Map

- f2 - fen, marsh and swamp
- g4 - modified grassland
- h3 - dense scrub
- u1 - built-up areas and gardens
- u1b - developed land, sealed surface
- w1g - line of trees
- h2a - hedgerow (priority habitat)
- u1e - built linear features
- r1e - canals or ditch

The site comprises mainly modified grassland fields 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. The site contains lines of trees and an area of dense scrub. The Tenby Road site has areas where rushes dominate in fen.

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.

Further surveys are required to determine the presence/likely absence of bats at the site, involving up to three close inspections of the trees with suitability to support roosting bats.

Further surveys are also required to determine the presence/likely absence of hazel dormouse at the Tenby Road site.

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 the Tenby Road site are:

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

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, residential properties which are situated adjacent north, east, south and west;

Businesses and community assets in the Study Area, particularly the McDonald's restaurant and the Greggs food outlet located immediately south of the site.

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

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 the Tenby Road site.

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);
- 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;

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

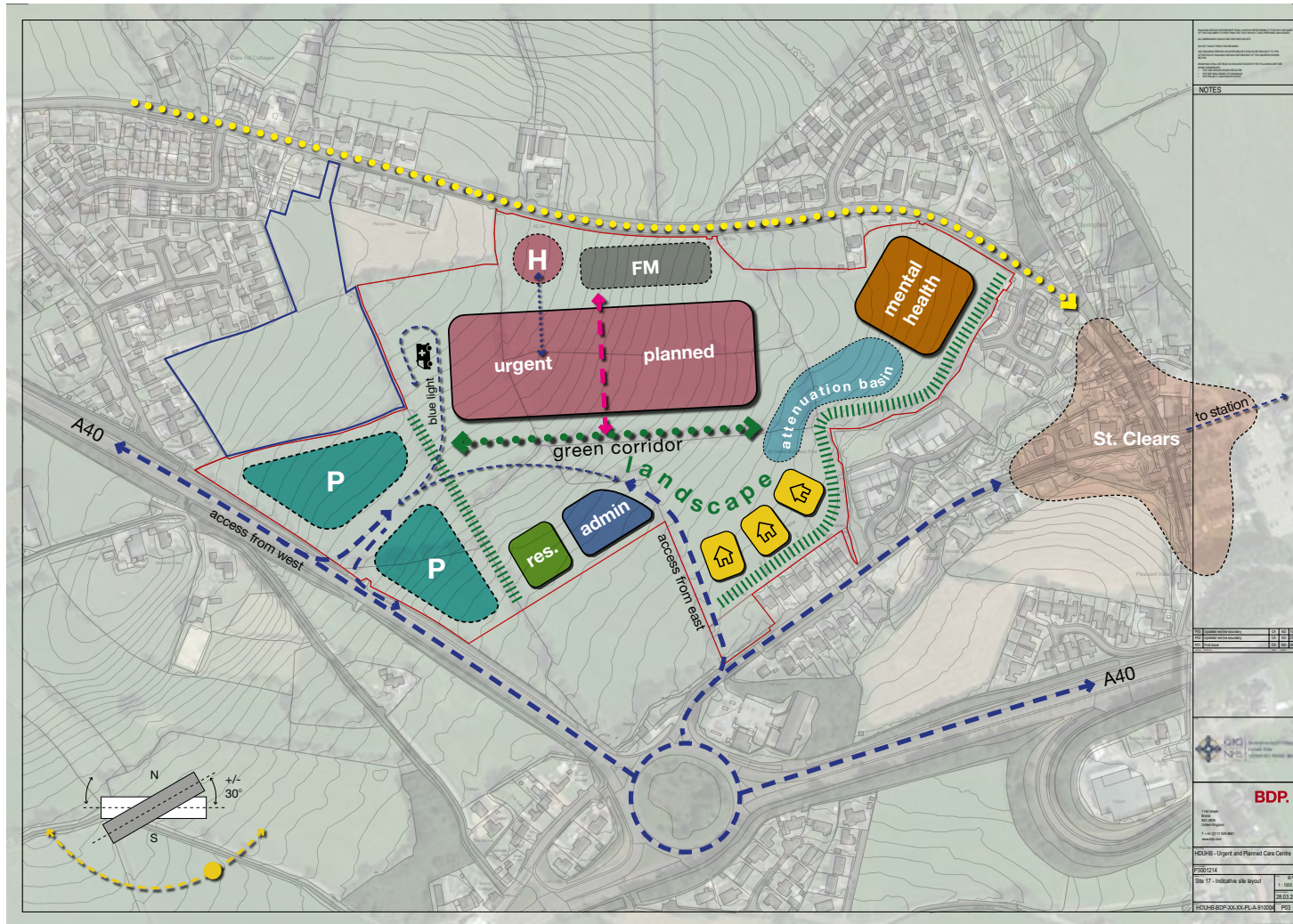


Fig. 9.1 - Indicative site layout showing the primary components of the proposed masterplan

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 the Tenby Road site has identified some opportunities such as the orientation of the building to optimise the potential for sunlight, the potential to connect with the existing urban context of St Clears and create new 'green' walking routes and opportunities for new landscape features and sustainable surface water drainage infrastructure.

Should Tenby Road 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	TENBY ROAD
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	TENBY ROAD
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 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 the Tenby Road site achieves an Accessibility Index score of 0.35. 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 the Tenby Road site has a low flood risk (based on Natural Resources Wales information) it achieves the maximum 2 credits.

Based on the initial assessment a development at Tenby Road 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

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.

CCC's revised Delivery Agreement dated August 2022 states that the Revised Local Development Plan which is currently in preparation, is due to be adopted towards the end of 2024

11.2 Committed Developments

There are 5 applications located in the vicinity of the site and are considered to be relevant to the Proposed Development. Further pre-application with CCC is required to complete a thorough due diligence on committed developments at the site.

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.

A central portion of the site is allocated for residential development under the Carmarthenshire LDP. Planning permission has been granted for residential development the site (Adjacent to Britannia Terrace). There is evidence that the south of the site is under construction for roadside fast food outlets and associated parking.

The majority of 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 freehold of the site is in 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.

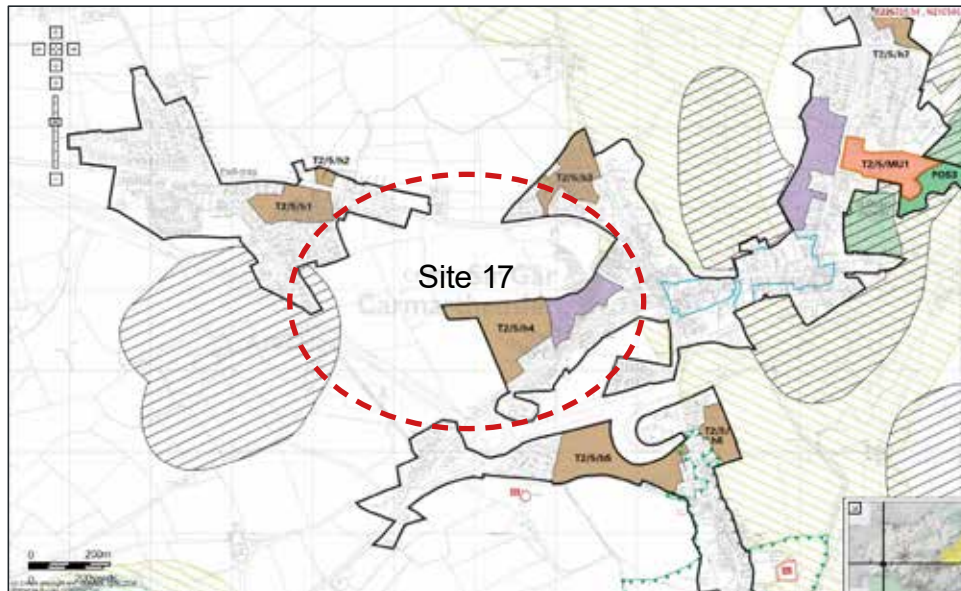


Fig. 11.1 - LDP - Extract of Policies map showing housing allocation T2/5/h4

12.0 Travel Time Analysis



Circa 5460 people are living within the 30 minutes walking travel time from the Tenby Road site.

Circa 12,711 people are living within the 30 minutes cycling travel time from the Tenby Road site.

Circa 57,493 people are living within the 60 minutes travel time by public transport from the Tenby Road site.

The nearest bus stop is along A4066 Tenby Road and is accessible by 8 minutes walk (around 600m walking distance) and the nearest railway station is Whitland railway station and is accessible by 1 hour 39 minutes walk (around 8.1km 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 582,368 people living in Wales who are within 60 minutes car travel time from the Tenby Road site.

Fig. 12.1 - Travel times to site 17 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
Llandoverly	1,987	GGH	37	49	12
Newcastle Emlyn	1,914	GGH	29	33	4
Llandeilo	1,749	GGH	22	34	12
Pontyberem	1,633	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.	136,268	Population Drivetime Variance		7	

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

Key:

-30+
-20 to -29
-10 to -19
-3 to 9
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	1,633	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.

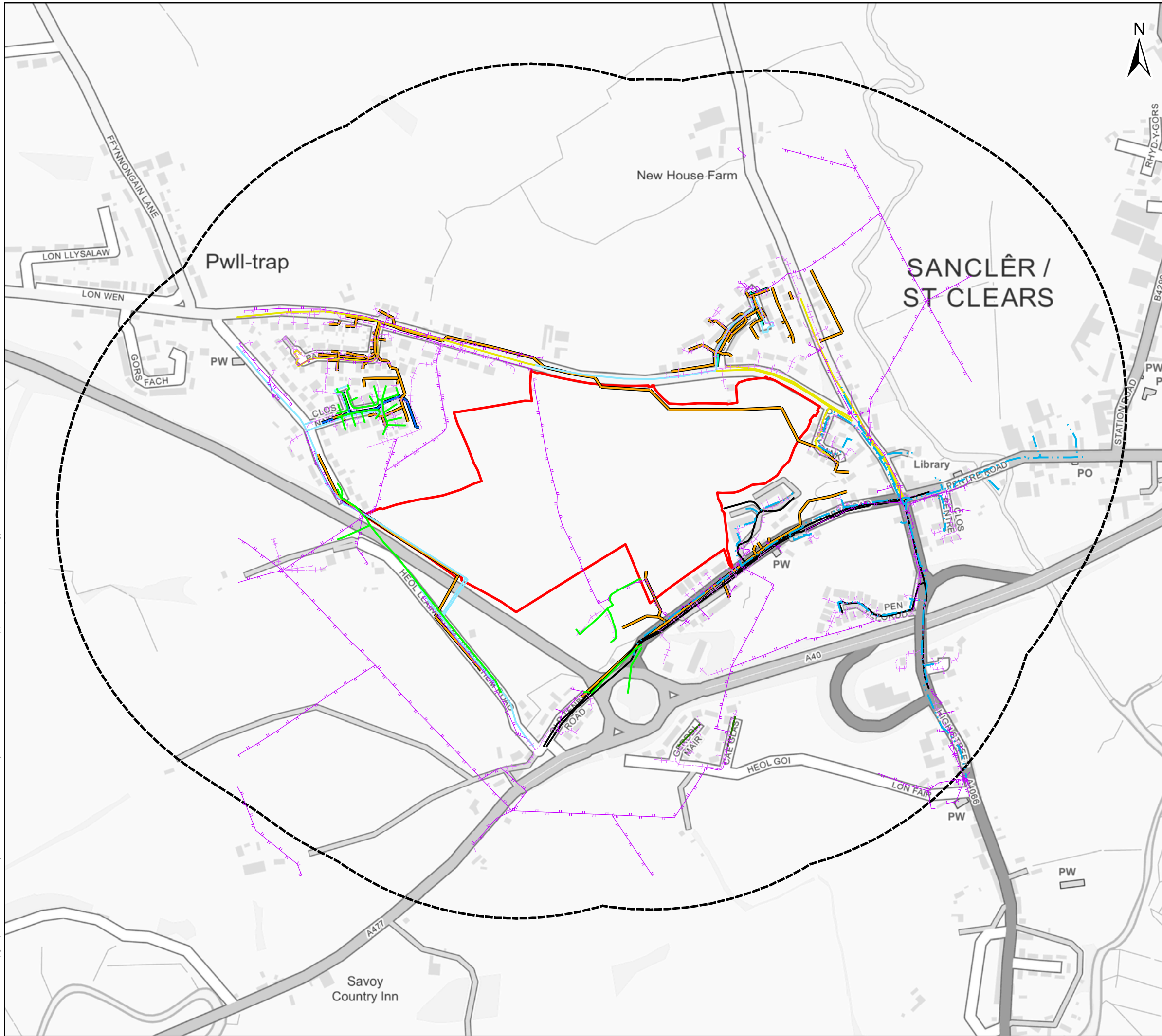
The population currently travelling to the existing Glangwili General Hospital for emergency services which are likely to be relocated to the proposed new hospital in future, travel time variance are within 15 minutes for most of settlements.

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.

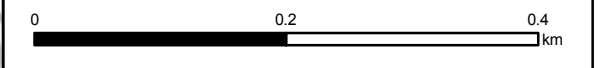
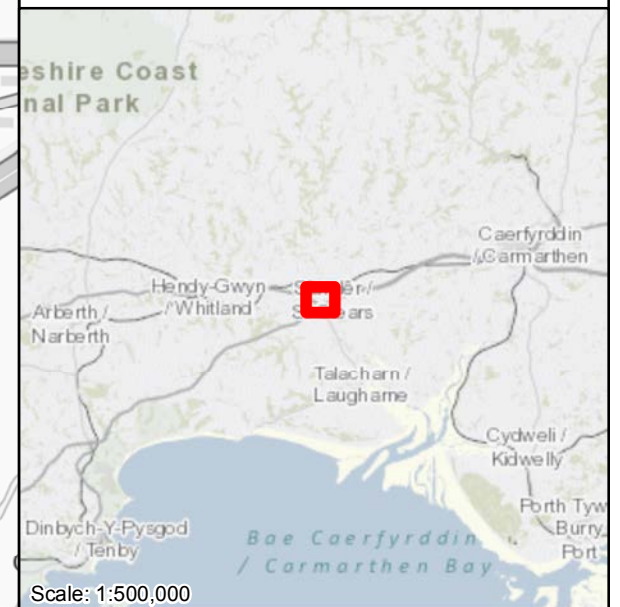
The population currently travelling to the existing Withybush Hospital for emergency services which are likely to be relocated to the proposed new hospital in future, travel time variance is within 30 minutes for most of settlements.

The vehicle speed datasets used to derive the journey times were provided by Transport for Wales. The datasets allow an average to be calculated. In this case, the presented travel times are neither from a neutral month (i.e. non-peak) or a peak period such as the school holidays

Appendix A: Utilities Constraints Plan



- Legend**
- Site 17 Site Boundary
 - 500m Study Area
 - Telecoms (BT maps)**
 - Telecoms (BT maps)
 - Gas (Wales and West Utilities)**
 - - - Low Pressure
 - Power (Western Power)**
 - Overhead
 - - - Underground
 - Mains Water (Welsh Water)**
 - Unidentified
 - 3 inch
 - 4 inch
 - 6 inch
 - Storm and Foul Sewerage system (Welsh Water)**
 - Foul
 - Highway Drain
 - Surface Water



Client:
Hywel Dda University Health Board

Project:
Site 17 – Technical Due Diligence Appraisal

Title:
Site 17
Utilities Constraints Plan

Date: 05 May 2022 Scale: 6,000 @ A3
 Drawn: PB Checked: CLH Approved: WB
 Drawing Number: 2424-WSP-XX-17-DR-EN-0018-P01_Utility Constraints Plan

Appendix B: Proposed Highways Infrastructure

DO NOT SCALE

Proposed roundabout solution on A40.

- 1. Design speed to be 100kph (60mph)
- 2. Design based upon DMRB CD123

KEY

EXISTING CARRIAGEWAY	
VERGE	
VISIBILITY SPLAY	
SITE BOUNDARY	
THIRD PARTY LAND HOLDING	(CX)

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OPTION TO RECONFIGURE EXISTING UNCONTROLLED CROSSING
 1) TO PROVIDE STEP FREE ACCESS
 2) TO INSTALL A SPLITTER ISLAND

AUXILIARY LANE 25M DIRECT TAPER AND 80M LANE LENGTH

SITE ACCESS ROAD 7.3M WIDE

STRAIGHT MERGE TAPER 110M LONG

OPTION TO EXTEND N/S LANE / MERGE INTO DEDICATED LEFT TURN LANE AT ROUNDABOUT (NOTE 3RD PARTY LAND WILL BE REQUIRED)

EXISTING EASTBOUND LANE

REINSTATE EXISTING YELLOW BAR MARKINGS

EXISTING WESTBOUND CLIMBING LANE SECTION

PO1	05/04/2022	BS	FIRST ISSUE
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **S0 - WORK IN PROGRESS**



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CLIENT: BWRDD IECHYD PRIFYSGOL HYWEL DDA/ HYWEL DDA UNIVERSITY HEALTH BOARD

ARCHITECT: BDP

SITE/PROJECT: HYWEL DDA CRITICAL CARE CENTRE SITE APPRAISALS

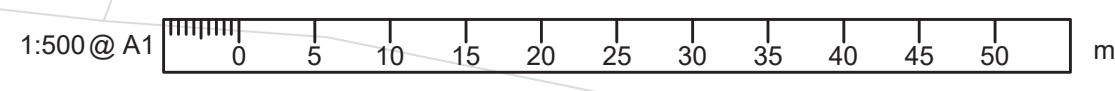
TITLE: SITE 17 - LEFT IN / OUT ON A40

SCALE @ A1: 1:500	CHECKED: MT	APPROVED: AW
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PROJECT NO: 70092424	DESIGNED: MCT	DRAWN: BS	DATE: May 22
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DRAWING NO: 2424-WSP-XX-17-DR-HW-0001	REV: P01
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File name: I:\UK\WSP\GROUP\COMCENTRAL\DATA\PROJECTS\70092424-HYWEL DDA CRITICAL CARE CENTRE SITE APPRAISALS\S01\WSP\HW\HIGHWAYS\CD-CAD\BIM MODELS\2424\ANSI-CAD-IT-256-HW-0001.DWG, printed on 06 May 2022 14:35:39, by Simpson, Ben



DO NOT SCALE

- Proposed roundabout solution on A40.
1. Design speed to be 50kph (30mph)
 2. Design based upon DMRB CD123
 3. Based on Haire lanscape consultants drawing number 597/02 (-)

KEY

EXISTING HIGHWAY	
PROPOSED HIGHWAY	
VISIBILITY SPLAY	
SITE BOUNDARY	
FUTURE DEVELOPMENT PLOTS	
EXISTING DEVELOPMENT PLOTS	

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PO2	12/05/2022	BS	FOOD RETAIL ACCESS TO REFLECT PLANNING LAYOUT
PO1	05/04/2022	BS	FIRST ISSUE
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **S0 - WORK IN PROGRESS**



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ARCHITECT: BDP

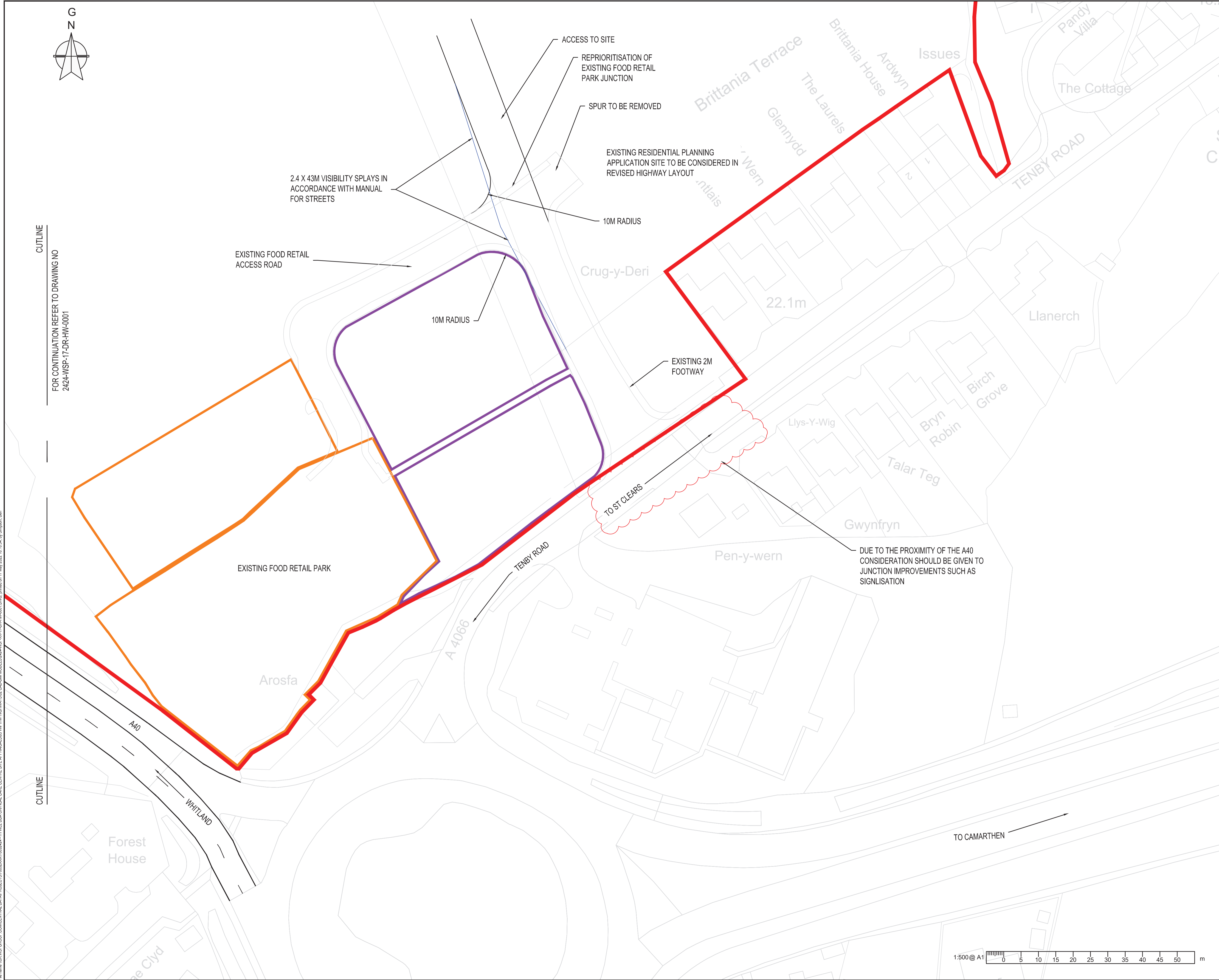
SITE/PROJECT: HYWEL DDA CRITICAL CARE CENTRE SITE APPRAISALS

TITLE: **SITE 17 - TENBY RD INBOUND ONLY ACCESS**

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

DRAWING NO: 2424-WSP-XX-17-DR-HW-0002 REV: P02

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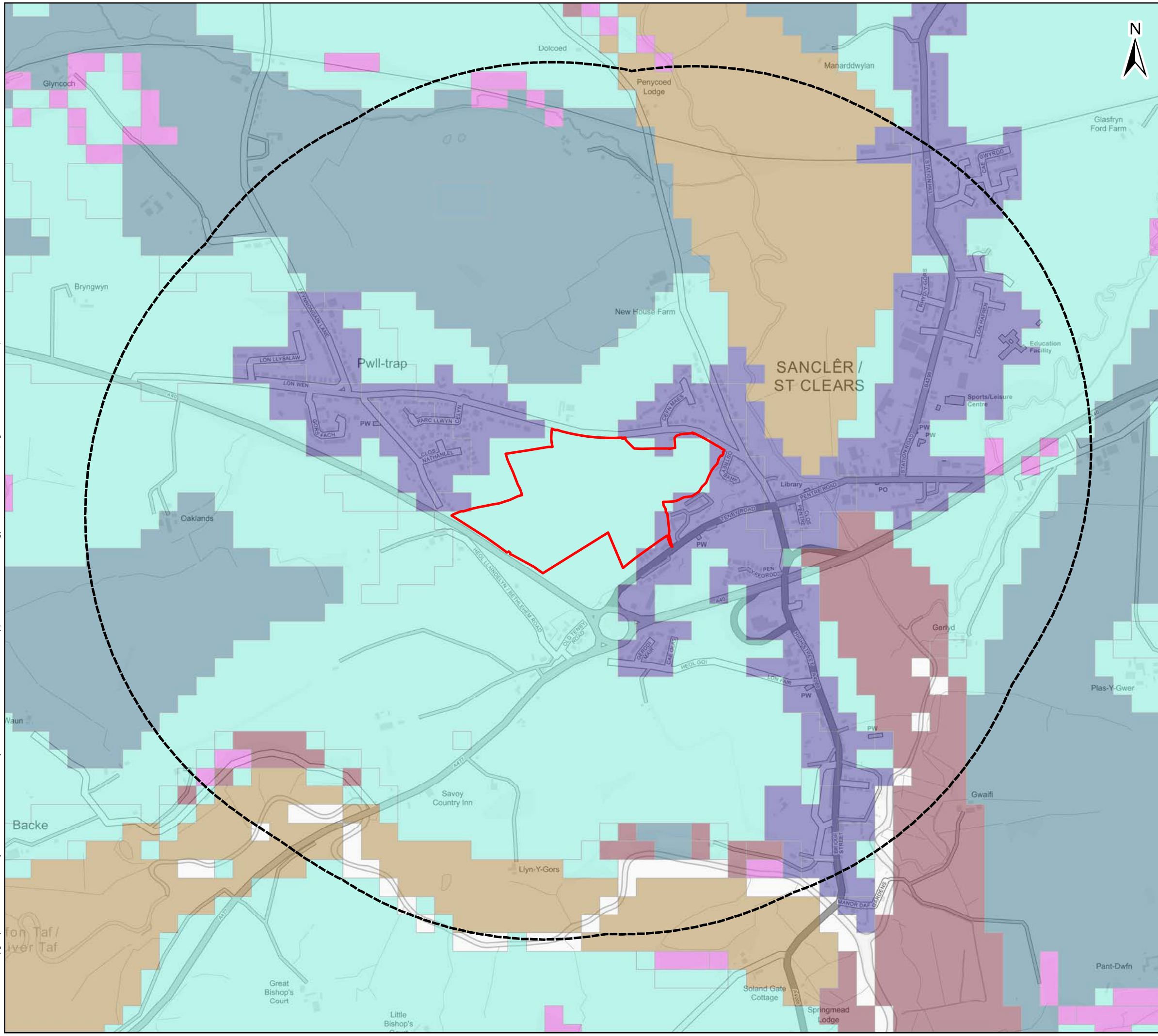


CUTLINE
FOR CONTINUATION REFER TO DRAWING NO
2424-WSP-17-DR-HW-0001

CUTLINE

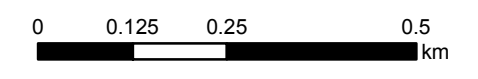
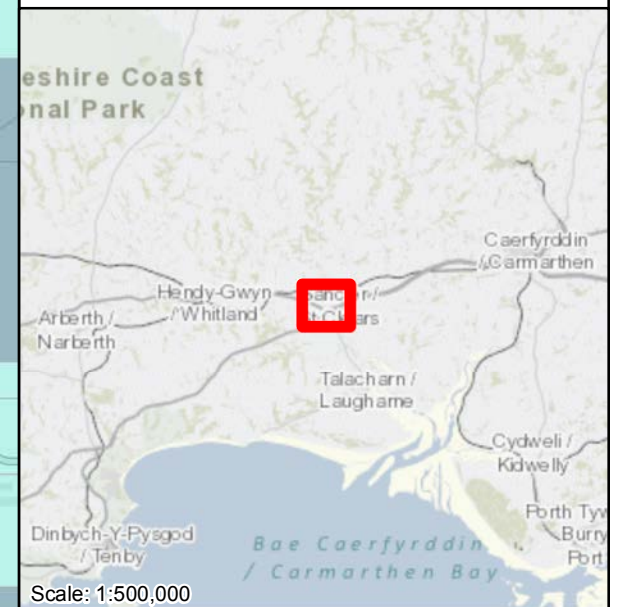
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Appendix C: Agricultural Classification Map



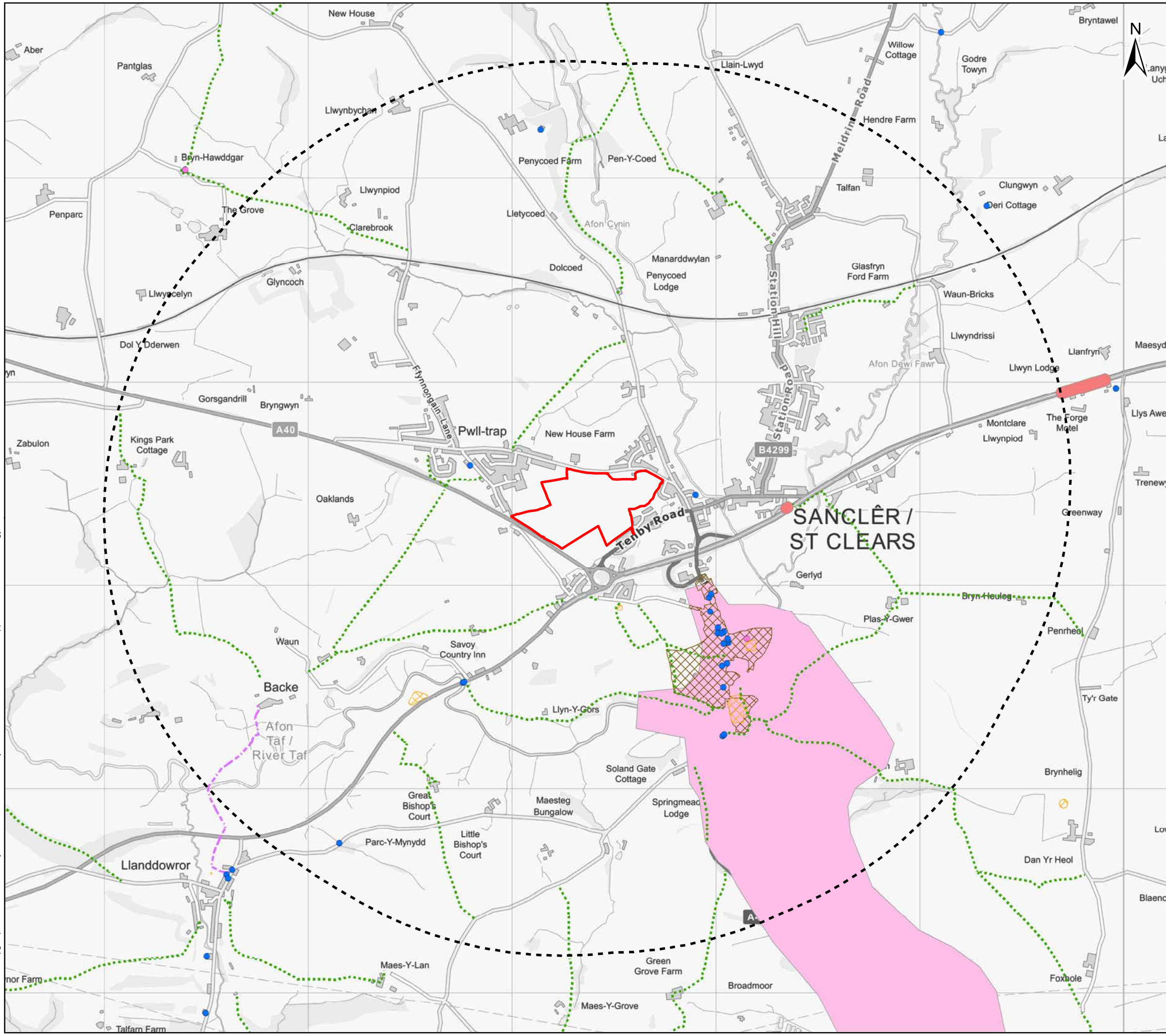
Legend

- Site 17 Site Boundary
- 1Km Study Area
- 3a
- 3b
- 4
- 5
- NA
- U

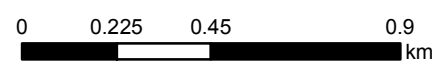
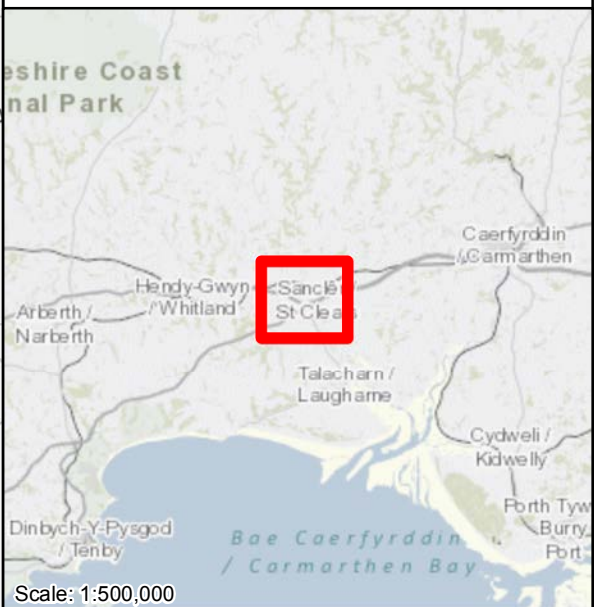


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Project:	Site 17 – Technical Due Diligence Appraisal		
Title:	Agricultural Land Classification Map		
Date:	02 May 2022	Scale:	10,000 @ A3
Drawn:	PB	Checked:	CLH
		Approved:	WB
Drawing Number:	2424-WSP-XX-17-DR-EN-0013-P01_ALC Map		

Appendix D: Environmental Constraints Plan



- Legend**
- Site 17 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



Client:	Hywel Dda University Health Board		
Project:	Site 17 – Technical Due Diligence Appraisal		
Title:	Environmental Constraints Plan		
Date:	06 May 2022	Scale:	18,000 @ A3
Drawn:	PB	Checked:	CLH
		Approved:	WB
Drawing Number:	2424-WSP-XX-17-DR-EN-0005-P01_Env Constraints Plan		