

Llanarth Court, Raglan

Transport Statement

784-B025749-002

Issue for Planning Application

**Priory Group
February 2021**

Prepared on Behalf of Tetra Tech Environment Planning Transport Limited. Registered in England number: 03050297

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1 INTRODUCTION

BRIEF

- 1.1 Tetra Tech have been commissioned by the Priory Group to prepare a Transport Statement (TS) in support of refurbishing the facilities at Llanarth Court Hospital. This comprises redeveloping the former Treowen Building.
- 1.2 The Treowen Building previously accommodated a 19-bed Mental Health ward. Following fire damage, permission was granted under Application DM/2020/00754 to demolish the unit in August 2020. This application proposes that former 19-bed Mental Health ward is replaced with a 24-bed ward.
- 1.3 The Transport Statement will consider the accessibility to and from the site by all modes of transport in regard to the proposed development. This TS has been prepared in accordance with Welsh Government and Local Guidance and will examine the sustainable modes of walking, cycling and public transport and then consider the impact of the vehicular traffic on the local highway network.

REPORT STRUCTURE

- 1.4 This report structure is as follows:
 - Section 2 sets out the National, Regional and Local Policy;
 - Section 3 describes the site location and the existing highway network around the site in regard to highway safety;
 - Section 4 outlines the existing accessibility of the site by sustainable modes of transport including walking, cycling and public transport;
 - Section 5 provides details of the proposed development including access arrangements and parking provision;
 - Section 6 sets out the trip generation for the proposals using TRICS database trip rates;
 - Section 7 provides a summary and conclusion.

2 POLICY REVIEW

INTRODUCTION

- 2.1 This chapter of the TS reviews and analyses the relevant current and emerging integrated land use and transport planning policy and policy guidance in the context of the Site and the proposals on a national and local level.

NATIONAL POLICY

Planning Policy Wales

- 2.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, with Edition 10 published December 2018. PPW sets out a strategic framework to guide development across the country. The document promotes a transport hierarchy to give priority to sustainable transport first, then by private motor vehicle.
- 2.3 PPW sets out that development proposals should prioritise sustainable travel movements over car travel, maximising accessibility by walking, cycling and public transport. The residual impact of any development to the local road network should be considered, with appropriate mitigation provided if required. This is achieved through the provision of a policy compliant Transport Assessment, which will evidence the suitability of the development proposal and outline development impact at operation.

Technical Advice Note 18: Transport

- 2.4 Technical Advice Note 18 (TAN 18): Transport provides national advice on transport related issues when planning for new developments and was adopted by the Welsh Government in March 2007. The document includes integration between land use planning and transport, location of development, parking and design of developments.
- 2.5 The document advises that Transport Assessments should consider the transport impacts of the development, providing mitigation where appropriate and maximising accessibility by non-car modes

Active Travel Wales Act 2013

- 2.6 The Welsh Government enacted the Active Travel Wales Act in 2013, which requires Local Authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for use. The Act should also be considered at the design stage for new road schemes to consider the needs of pedestrians and cyclists.

EMERGING NATIONAL POLICY

- 2.7 Future Wales – The National Plan 2040 is the working draft of the National Development Framework and is currently in the Senedd for a 60-day scrutiny period. The document sets out the direction for development in Wales up to 2040 and provides a strategy for addressing the key national priorities to be achieved through the planning system.

- 2.8 While the document remains in draft form and is not material for consideration, it does set out draft aims for transport which have been considered by this application.
- 2.9 Future Wales sets out that developments should provide infrastructure that encourages sustainable travel, prioritising trips by walking, cycling and public transport. Infrastructure should be provided to assist in meeting this target, thereby encouraging future site users to reduce their reliance on private car trips. This should be considered at the design stage and supported at the planning stage through technical assessments.

LOCAL POLICY

Monmouth County Council Local Development Plan 2011-2021

- 2.10 The Local Development Plan was adopted in February 2014 and provides a framework for decisions up to 2021 on how land is used and developed. The LDP concentrates on the issues that the Council consider necessary to address in order to protect and enhance the environment of Monmouthshire, whilst providing detailed guidance for future development proposals.
- 2.11 In terms of Transport, the aims of the LDP are to:
- “To provide an integrated, sustainable and safe transport system, where possible reducing the need to travel, and enhancing the opportunities for walking, cycling and public transport as alternative modes to car travel.”
- 2.12 Policy MV2-MV4 of the LDP also describes the opportunity to promote, improve and develop of walking and cycling infrastructure where appropriate. Public rights of way and cycleways make an important contribution to green infrastructure provision as recognised in strategic policy S13.

Monmouthshire Parking Standards 2013

- 2.13 Monmouth’s Parking Standards were adopted January 2013 and set out the requirements for parking for new developments.
- 2.14 The site is located within the area categorised as ‘Zone 3 – Countryside’. This comprises of an area where motorised travel is required for all journey, although there are some local employment opportunities. Zone 3 sets out that “Local bus services are infrequent and there is no shortage of land for parking provision within the site, but the adjacent highway system offers limited opportunities to park cars”. The vehicle parking standards set out in **Table 2.1** and cycle parking standards are set out in **Table 2.2**.

Table 2.1 Monmouthshire Vehicle Parking Standards

Type of Development	Operational	Non-operational
Hospital (See Note 1)	Essential vehicles as required	2.5 spaces per bed

Table 2.2 Monmouthshire Cycle Parking Standards

Type of Development	Long Stay	Short Stay
Hospital (See Note 1)	1 stand per 20 beds	1 stand per 20 beds

- 2.15 Note 1 - This level of provision would be appropriate for acute and neighbourhood District Hospitals. For other types of hospitals, a lower level of provision may be acceptable.

3 EXISTING HIGHWAY CONDITIONS

INTRODUCTION

- 3.1 This chapter describes the site location and the existing highway network around the site with regard its location, alongside a highway safety audit.

SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 3.2 Llanarth Court is located on a private land off Groesonen Road, on the edge of the village of Llanarth. In a wider strategic context, the site is located approximately 11km to the south east of Abergavenny, 5km northwest of Raglan, within the county of Monmouthshire.
- 3.3 The location of the Site is shown at **Figure 3.1** and in full in the **Figures** section.

Figure 3.1 Site Location and Highway Network Plan



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- 3.4 The site benefits from two existing vehicle access to Groesonen Road, northwest and southeast of the site.
- 3.5 The southeast access is a gated access, gained from Groesonen Road in the form of a simple priority T-Junction. The access to the northwest is gained from a cul-de-sac arrangement with Groesonen Road, shared with two residential properties. This access is also gated.
- 3.6 Groesonen Road is subject to the national speed limit (a maximum of 60mph). The road provides a connection to the B4233 north of the site and to the B4598 south of the site. The B4598 provides a connection onto the A40 at both Raglan and Abergavenny, providing links to the wider strategic road network.

HIGHWAY SAFETY AUDIT

- 3.7 The highway safety analysis contained within this section is derived from 'Crashmap', which uses data collected by the police regarding the occurrence of Personal Injury Accidents. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 3.8 The data comprises the most recent data freely released by the DfT, which comprises incidents information up to 2019. This analysis covers the period between January 2010 and December 2019.
- 3.9 The study area for this assessment incorporates the roads surrounding the hospital:
- Groesonen Road: and
 - Llanarth Estate Access Road.
- 3.10 Within the study area one incident was recorded in the last 10 years. The one recorded incident occurred on the 01/01/2012 on the Estate Access Road just south of the St Mary and St Michael Church and was recorded as slight.
- 3.11 On this basis, it is considered that there are no apparent issues with the highway network (located within the study area), which would be exacerbated by or need to be addressed by the proposed development.

4 SUSTAINABLE TRAVEL AUDIT

ACCESSIBILITY GUIDANCE

- 4.1 The Welsh Government Active Travel: Walking and Cycling in Wales document (2019) recorded that for Monmouthshire, approximately 13% of people would use cycling as a regular mode of transport and approximately 44% would use walking daily or several times a week as an active mode of travel.
- 4.2 The 2019-2020 National Survey for Wales found that 61% of people would walk (10 mins or more) or cycle at least once a week as a means of transport, with 45% of people walking for more than 10 minutes to travel somewhere at least several times a week.
- 4.3 The Welsh Government Active Travel: Walking and Cycling document (2014) sets out that the purpose of the Active Travel (Wales) Act is to target modal shift for journeys that take around 45 minutes or approximately 3 miles (4.8km) by foot and 10 miles (16km) by bicycle.
- 4.4 The Welsh Government Personal Travel in Wales document (2013) recorded that a typical walking trip (for any purpose) was a distance of up to 1.6km and up to 14.5km for travel by bus. No data was assessed for cycling at the time of release. The study also recorded that on average, regular commuters travelling to work are prepared to walk for 12 minutes (960m), cycle for 21 minutes (5.6km) and travel 33 minutes by bus.

BEST PRACTICE GUIDANCE

- 4.5 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6 km are made wholly on foot with 20% for journeys that are 1.6 km to 3.2 km long also being undertaken on foot.
- 4.6 The Institution of Highways and Transport (IHT) guidance document 'Planning for Public Transport in Development' (March 1999) states that users of bus services prefer their origin and destination to be located within 400m of a bus corridor.

ACCESS BY WALKING

- 4.7 Given the rural location and nature of the site, it is unlikely staff would walk to the site. The Site is located 11km east of Abergavenny, a 7 km northwest from Raglan and 1.1km from the nearest bus stop. In the unlikely scenario of staff or visitors walking to the site they would be accommodated on the carriageway on lightly trafficked country roads.
- 4.8 The site is well connected to the surrounding Public Rights of Way (PRoW) network, including a link to a footpath within the Llanarth Estate, south of the site (361/5/3) leading south through Clytha Farm to the village of Great Oak. In addition, PRoW 361/56/1 provides a link north of the site through Tynewydd Farm and connects into PRoW 361/54/1.

ACCESS BY CYCLING

- 4.9 The site gains its access from Groesonen Road. There is limited dedicated cycle infrastructure within the proximity of the site, with cycle trips undertaken along the road network.
- 4.10 Groesonen Road provides a connection south of the site to National Cycle Route 42 of the National Cycle Network.
- 4.11 National Cycle Route 42 (NCN) is a long-distance cycle route, running between Chepstow to Glasbury and forms part of the Lon Las Cymru route. Within the local area Route 42 comprises of a on road route which runs to the west of the site along country lanes and provides connections to Abergavenny and Usk.
- 4.12 Several towns and villages are locally accessible by cycle from the development site, with Abergavenny accessible within a 40-minute cycle, Usk accessible within a 41-minute cycle and Raglan accessible within a 24-minute cycle.

ACCESS BY BUS

- 4.13 The nearest bus stops to the site are located 1.1km southwest of the site (a 15-minute walk) adjacent to the Llanarth Estate Office and Yard.
- 4.14 The northbound stop is marked and offers timetabling information, the southbound stop is unmarked and operates as a hail and ride. The 83-bus service serves the 'Pit Farm Road' bus stops.
- 4.15 **Table 4.1** provides a summary of bus services within proximity of the site.

Table 4.1 Bus Service Summary

Service	Route	Average Frequency		
		Day of Operation	First / Last Bus	Average Frequency
83	Monnow Street Bus Station, Monmouth - Abergavenny	Mon - Sat	10:12 – 16:52	3 Daily
	Abergavenny - Monnow Street Bus Station, Monmouth	Mon - Sat	09:03 – 15:43	4 Daily

- 4.16 **Table 4.1** demonstrates that there are options to travel to Abergavenny and Monmouth. Bus services would most likely be used by visitors to the site given the hours of operation.

ACCESS BY RAIL

- 4.17 The nearest railway station to the site is Abergavenny, which is located 10.9km from the site. The station is accessible within a 36-minute cycle. Abergavenny Rail Station is located on the Welsh Marches Line from Newport to Hereford. These services generally operate at a frequency of two every hour in each direction and provide a direct link to Hereford, Cardiff, Cwmbran and Newport. Services provide access further afield locations such as Manchester Piccadilly, Crewe and Swansea.

SUMMARY

- 4.18 The sustainability audit set out in this section of the TS indicates that the proposed site benefits from a suitable level of accessibility for pedestrians, cyclists and public transport users for the rural location and nature of the site.
- 4.19 On this basis, it is considered that the proposed development is not prejudicial to the requirements of PPW and is not solely reliant on private vehicles for travel to / from the local and wider area.

5 DEVELOPMENT PROPOSALS

INTRODUCTION

- 5.1 This section sets out the existing use of the site, the development proposal and the access strategy.

EXTANT OPERATION

- 5.2 Llanarth Court Hospital is located within the Llanarth Court Estate, accessed via private estate roads gained from Groesonen Road.
- 5.3 Llanarth Court Hospital provides a 115-bed (including the former Treowen Building) independent mental health hospital, which specialises in providing medium and low secure care for men and women with mental illnesses and personality disorders, and men with learning difficulties. The hospital is divided across 7 wards, with the building on site also providing fitness, leisure and therapeutic facilities.
- 5.4 This application site specifically relates to the site of the former 'Treowen Building'. The former Treowen Building was constructed within the grounds of Llanarth Court in 2005 forming one of hospital's outlying residential wings. Severe fire damage to the Treowen Building in April 2020 resulted in the need for its demolition. The Treowen block comprised of a rectangular single-storey building with part first-floor, planned around a central courtyard. The floorspace of the former Treowen Building totalled circa 1,427sqm

PROPOSED DEVELOPMENT

- 5.5 The development proposal comprises the construction of a replacement building on the site of the former Treowen Building. It is proposed to rebuild the 19-bed facility to provide a new 24-bed facility, providing a net increase of 5 beds and an uplift in floor area by 605sqm.
- 5.6 The masterplan for the site is provided at **Appendix A** and illustrated at **Figure 5.1**.

Figure 5.1 Site Masterplan



VEHICLE ACCESS ARRANGEMENT

- 5.7 Vehicle access to the site will be gained via the existing private estate access road which leads to Groesonen Road.
- 5.8 Groesonen Road is a two-way single carriageway road subject to the national speed limit. The estate access road gains access via a simple priority junction and passes through a gate house to access the private estate.

PEDESTRIAN AND CYCLE ACCESS

- 5.9 Pedestrian and cycle access will be gained as existing to the site as existing via the private estate access road which leads to the public highway south of Llanarth Village.
- 5.10 Pedestrian are accommodated upon both the local highway network and the estate road.

PARKING PROVISION

- 5.11 The existing car park provision accommodates 203 parking spaces, with the total number of vehicles parked on-site varying throughout the day dependent on shift patterns and visiting hours.
- 5.12 Given that the site operates as a cohesive single unit under Llanarth Court Hospital, with staff serving the site as a whole rather than individual elements, it is appropriate to consider the car parking provision on a sitewide basis.
- 5.13 As set out in **Table 2.1** a maximum provision of 2.5 spaces per bed is required, however this would be typical of a city hospital. Note 1 is provided within these standards, which states:

- “This level of provision would be appropriate for acute and neighbourhood District Hospitals. For other types of hospitals, a lower level of provision may be acceptable.”

5.14 Given the location and specialisms of Llanarth Court Hospital, it is appropriate to provide a lower provision of parking. A first principles assessment has therefore been undertaken, to accord to policy requirements.

5.15 The parking provision for the consented site (including the former Treowen Building) is set out in **Table 5.1**.

Table 5.1 Consented Site Parking Provision

Current number of parking spaces	203
Current number of beds (incl. former Treowen)	115
Extant parking ratio	1.77

5.16 **Table 5.1** sets out that the extant site provides 203 parking spaces for 115 beds, a ratio of 1.77 spaces per bed.

5.17 The proposed development represents an increase of 5 beds in comparison to the extant site (with the former Treowen building), with the parking provision for the proposed site set out in **Table 5.2** below.

Table 5.2 Proposed Site Parking Provision

Proposed number of parking spaces	203
Proposed number of beds	120
Proposed parking ratio	1.69

5.18 **Table 5.2** sets out that the proposed site would provide 203 parking spaces for 120 beds, a ratio of 1.69 spaces per bed. This is a very minor reduction in the parking ratio, at a loss of 0.08 spaces per bed.

5.19 The site also benefits from a large amount of informal parking areas across the whole site in addition to the 203 spaces provided.

5.20 Given the very minor reduction in the sitewide parking ratio and that the site currently operates with no existing parking issues, it is considered appropriate to provide no additional spaces for the development.

6 TRIP RATE AND TRIP GENERATION

INTRODUCTION

- 6.1 The purpose of this chapter is to set out the methodology and results of a vehicle trip generation assessment, which has been undertaken to assess the potential impact of the proposed development, in terms of trips generated on the surrounding highway network, according to the proposed land use as set out in the previous chapter.
- 6.2 This section only gives consideration towards vehicular traffic and not to other modes of transport. As no traffic surveys are available or have been undertaken for the site, a TRICS assessment has been undertaken to forecast the likely number of vehicles generated by the existing operation.

TRIP GENERATION ASSESSMENT METHODOLOGY

- 6.3 The vehicle trip generation for the proposed development has been calculated using trip rates derived from the TRICS (v7.7.4) database. Survey sites have been identified and selected which share similar characteristics to the site in terms of size of the respective land uses, location and accessibility.
- 6.4 The TRICS database has been interrogated to calculate peak hour trip generation. In order to provide a robust assessment of the potential impacts of the development traffic. The traditional peak hours of 08:00-09:00 in the morning period and 17:00-18:00 in the evening period will be used to calculate the peak hour trip generation for the development.

EXTANT TRIP GENERATION

- 6.5 Llanarth Court Hospital has been in operation since 1992, the site currently operates with a 115-bed facility all units. The site also provides a 203 car parking spaces across the site.
- 6.6 The existing trips are therefore well established within the local highway network. Given the specialist nature of the site, staff shift patterns and patient visiting hours, it is considered that the site will not generate a high proportion of trips in the peak hours on the network, or indeed at any other time of the day. Vehicular trips made to the site will therefore be evenly spread throughout the day, which will continue to be the case with the proposed development.
- 6.7 The trip generation of the existing land-use is of a material consideration and has been established from information gained from the TRICS database.
- 6.8 Vehicle trip rates for the development of a Private Mental Health Hospital have been derived from the TRICS (v7.7.4) database using values based on surveyed sites of a similar nature.
- 6.9 Vehicular trip rates have been obtained from the TRICS database against the following criteria:
- 05 Health – C Special;
 - London, Greater London, Ireland and Northern Ireland removed; and,
 - Only weekday surveys.

- 6.10 The survey sites have been interrogated to identify hospital facilities of a similar nature to Llanarth Court Hospital, which share similar characteristics to the site in terms of size of the respective land use, location and accessibility.
- 6.11 A summary of trips generated by the existing use (including the former Treowen Building) is provided in **Table 6.1** with the full TRICS data contained in **Appendix B**.

Table 6.1 Existing Vehicle Trip Generation - 115 Beds (Including the Former Treowen Building)

Existing Use	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way Total	Arrivals	Departures	Two-way Total
Trip Rate (per 1 bed)	0.357	0.047	0.404	0.064	0.135	0.199
Trip Gen (115 beds)	41	5	46	7	16	23

- 6.12 **Table 6.1** shows that the existing site use would be expected to generate 46 two-way vehicular trips in the AM peak (41 arrivals, 5 departures) and 23 two-way trips in the PM peak (7 arrivals, 16 departures).

PROPOSED TRIP GENERATION – TROWEN BUILDING – 24 BEDS

- 6.13 Considering the development as a standalone, the development proposes the construction of a 24-bed ward. The resultant vehicle trip rates and trip generation for the 24-bed ward are shown in **Table 6.2** below with the full TRICS data contained in **Appendix B**.

Table 6.2 Treowen Building Vehicle Trip Rates and Trip Generation – 24 Beds

Treowen Building	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way Total	Arrivals	Departures	Two-way Total
Trip Rate (per 1 bed)	0.357	0.047	0.404	0.064	0.135	0.199
Trip Gen (24 beds)	9	1	10	2	3	5

- 6.14 **Table 6.2** shows that the standalone replacement Treowen building site use would be expected to generate 10 two-way vehicular trips in the AM peak (9 arrivals, 1 departures) and 5 two-way trips in the PM peak (2 arrivals, 3 departures).

NET TRAFFIC IMPACT

- 6.15 The development proposal comprises the refurbishment of a 19-bed ward to provide a 24-bed ward. This represents an uplift of 5 beds. The total bed provision for Llanarth Court Hospital will therefore comprise an increase from 115 beds to 120 beds.
- 6.16 A Net Impact Assessment has been undertaken to demonstrate the resultant impact of a 5-bed uplift for Llanarth Court Hospital, which is outlined at **Table 6.3**.

Table 6.3 Net Traffic Impact

Treowen Building	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way Total	Arrivals	Departures	Two-way Total
Existing Use (115 beds)	41	5	46	7	16	23
Proposed Use (5 beds)	2	0	2	0	1	1
Net Traffic Generated by Hospital (120 beds)	43	5	48	8	17	24
Net Traffic Impact on Network	+2	0	+2	+1	+1	+1

- 6.17 **Table 6.3** shows that the proposed development would likely result in a net increase of 2 additional two-way vehicular trips in the AM peak period and 1 additional two-way vehicular trips in the PM peak period.
- 6.18 The site's impact is immaterial and will not be detrimental to existing road users, in terms of road safety or highway operation.

7 SUMMARY AND CONCLUSION

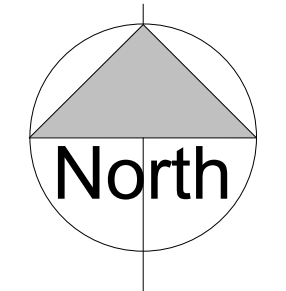
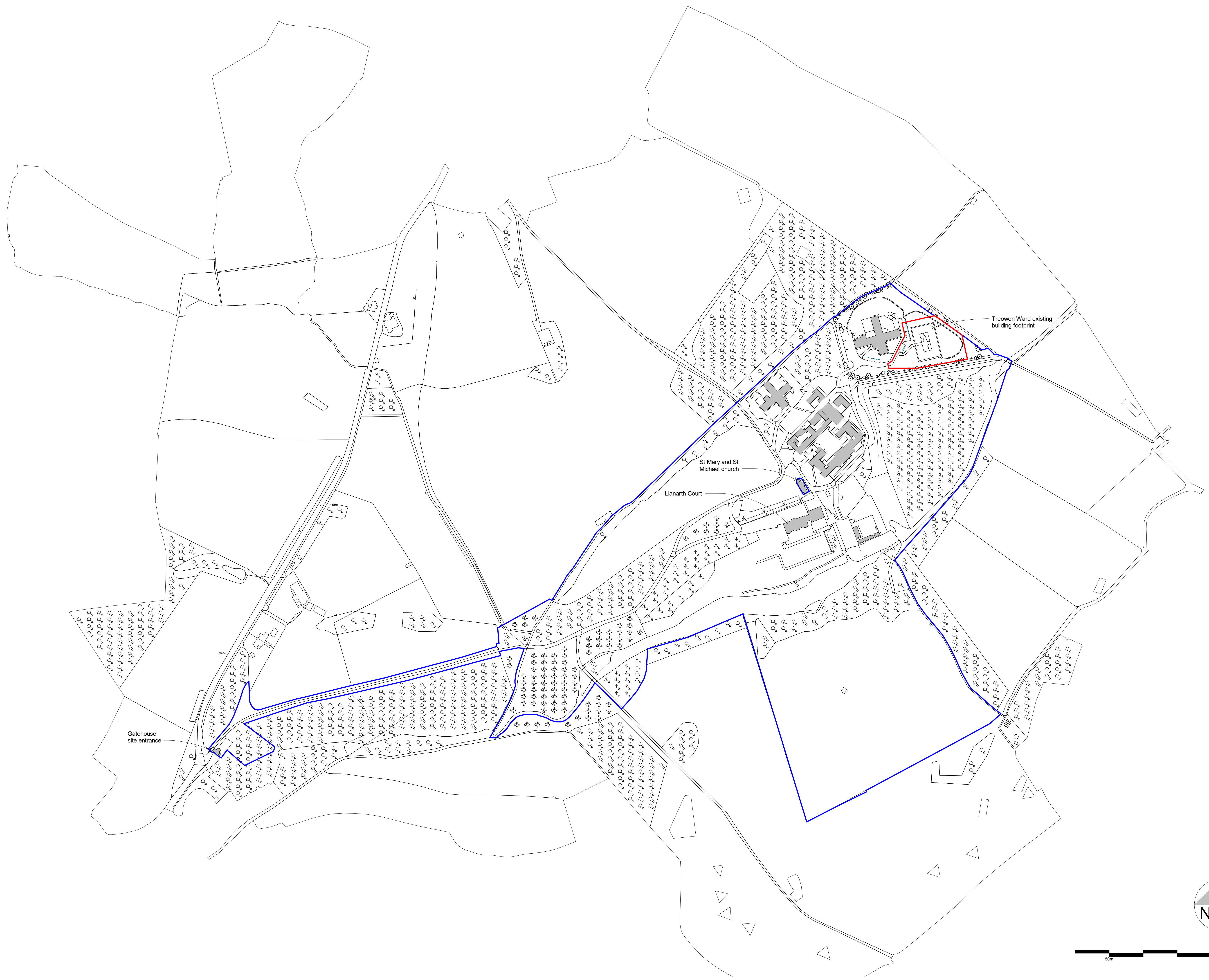
SUMMARY

- 7.1 Tetra Tech have been commissioned by the Priory Group to prepare a Transport Statement in support of the construction of a replacement building at Llanarth Court Hospital to accommodate a 24-bed ward, on the site of the former Treowen Building.
- 7.2 Vehicle, pedestrian and cycle access will continue to be gained via the private estate access road which leads to the public highway, as per the existing operating.
- 7.3 Llanarth Court Hospital is located on a private land off Groesonen Road, on the edge Llanarth. The Treowen Building accommodated a 19-bed Mental Health ward. Following fire damage, permission was granted under Application DM/2020/00754 to demolish the unit in August 2020.
- 7.4 The development proposal comprises the refurbishment of a 19-bed ward to provide a 24-bed ward. This represents an uplift of 5 beds. The total bed provision for Llanarth Court Hospital will therefore comprise an increase from 115 beds to 120 beds.
- 7.5 The impact to the local road network is negligible, with the development generating a net increase of 2 two-way vehicle trips during the AM peak hour and 1 during the PM peak hour.
- 7.6 The existing car park provision accommodates 203 parking spaces, at a ratio of 1.77 spaces per bed. The development is not proposing any further spaces, offering parking at a ratio of 1.69 spaces per bed. Given the very minor reduction in the sitewide parking ratio and that the site currently operates with no existing parking issues it is considered appropriate to provide no additional spaces for the development.
- 7.7 The site's impact is immaterial and will not be detrimental to existing road users, in terms of road safety or highway operation. This Transport Statement outlines that trips generated by the site are easily accommodated by the existing highway network.

CONCLUSION

- 7.8 On the basis of the evidence presented in this Transport Statement, it is considered that there are no significant transport impacts associated with the proposed development of the site with the residual cumulative impacts of the development are not severe.
- 7.9 It is therefore considered that the impact generated by the proposed development will not be severe or significantly impact the local/wider area.

APPENDIX A – SITE MASTERPLAN



Client: Priority Group
 Project: Proposed 2x12 Bed MSU, Llanarth Hospital
 Job No.: 1157
 Date: 15/12/20
 BIM Model: PLHT-10A-M3-001
 QA: KL SW
 Scale: 1:2500@A1
 Drawing: Location Plan
 Rev notes: Issue for Planning Pre-Application

PLHT-10A-V1-00-DR-A-0001-P1





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Client: Priority Group
 Project: Proposed 2x12 Bed MSU, Llanarth Hospital
 Job No.: 1157
 Date: 17/12/20
 BIM Model: PLHT-10A-M3-001
 QA: KL, SW
 Scale: 1:200@A1
 Drawing: Proposed Site Plan
 Rev notes: Issue for Planning Pre-Application

PLHT-10A-V1-00-DR-A-0003-P1

10 ARCHITECT
 |Architect unit 16, 12 Allen Road, Manchester, M1 1JF

APPENDIX B – TRICS OUTPUT

Calculation Reference: AUDIT-705103-210120-0110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : C - SPECIAL (eg. Neurological)
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of beds
 Actual Range: 11 to 160 (units:)
 Range Selected by User: 11 to 434 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/10/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

WYG Victoria Street Bristol

Licence No: 705103

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1 NY-05-C-01 PSYCHOLOGICAL HOS. NORTH YORKSHIRE
 HESLINGTON ROAD
 YORK
- Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Number of beds: 160
Survey date: WEDNESDAY 19/10/11 *Survey Type: MANUAL*
- 2 SF-05-C-01 PSYCHIATRIC HOSPITAL SUFFOLK
 FOXHALL ROAD
 IPSWICH
- Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total Number of beds: 11
Survey date: WEDNESDAY 10/10/12 *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EB-05-C-01	Neurological not relevant
SC-05-C-01	Geriatric and sexual health clinic not relevant
WM-05-C-01	Orthopaedic not relevant

TRIP RATE for Land Use 05 - HEALTH/C - SPECIAL (eg. Neurological)

TOTAL VEHICLES

Calculation factor: 1 BEDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	86	0.129	2	86	0.041	2	86	0.170
08:00 - 09:00	2	86	0.357	2	86	0.047	2	86	0.404
09:00 - 10:00	2	86	0.199	2	86	0.094	2	86	0.293
10:00 - 11:00	2	86	0.181	2	86	0.205	2	86	0.386
11:00 - 12:00	2	86	0.111	2	86	0.135	2	86	0.246
12:00 - 13:00	2	86	0.211	2	86	0.175	2	86	0.386
13:00 - 14:00	2	86	0.246	2	86	0.170	2	86	0.416
14:00 - 15:00	2	86	0.099	2	86	0.199	2	86	0.298
15:00 - 16:00	2	86	0.152	2	86	0.351	2	86	0.503
16:00 - 17:00	2	86	0.158	2	86	0.497	2	86	0.655
17:00 - 18:00	2	86	0.064	2	86	0.135	2	86	0.199
18:00 - 19:00	2	86	0.099	2	86	0.105	2	86	0.204
19:00 - 20:00	2	86	0.170	2	86	0.088	2	86	0.258
20:00 - 21:00	2	86	0.088	2	86	0.041	2	86	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.264			2.283			4.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	11 - 160 (units:)
Survey date range:	01/01/10 - 10/10/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/C - SPECIAL (eg. Neurological)

TAXI S

Calculation factor: 1 BEDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	86	0.000	2	86	0.000	2	86	0.000
08:00 - 09:00	2	86	0.012	2	86	0.012	2	86	0.024
09:00 - 10:00	2	86	0.018	2	86	0.012	2	86	0.030
10:00 - 11:00	2	86	0.012	2	86	0.018	2	86	0.030
11:00 - 12:00	2	86	0.012	2	86	0.012	2	86	0.024
12:00 - 13:00	2	86	0.006	2	86	0.006	2	86	0.012
13:00 - 14:00	2	86	0.006	2	86	0.006	2	86	0.012
14:00 - 15:00	2	86	0.000	2	86	0.000	2	86	0.000
15:00 - 16:00	2	86	0.023	2	86	0.023	2	86	0.046
16:00 - 17:00	2	86	0.012	2	86	0.012	2	86	0.024
17:00 - 18:00	2	86	0.006	2	86	0.006	2	86	0.012
18:00 - 19:00	2	86	0.000	2	86	0.000	2	86	0.000
19:00 - 20:00	2	86	0.000	2	86	0.000	2	86	0.000
20:00 - 21:00	2	86	0.000	2	86	0.000	2	86	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.107			0.214

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/C - SPECIAL (eg. Neurological)

OGVS

Calculation factor: 1 BEDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	86	0.000	2	86	0.000	2	86	0.000
08:00 - 09:00	2	86	0.000	2	86	0.000	2	86	0.000
09:00 - 10:00	2	86	0.006	2	86	0.006	2	86	0.012
10:00 - 11:00	2	86	0.018	2	86	0.018	2	86	0.036
11:00 - 12:00	2	86	0.012	2	86	0.012	2	86	0.024
12:00 - 13:00	2	86	0.000	2	86	0.000	2	86	0.000
13:00 - 14:00	2	86	0.012	2	86	0.012	2	86	0.024
14:00 - 15:00	2	86	0.006	2	86	0.006	2	86	0.012
15:00 - 16:00	2	86	0.000	2	86	0.000	2	86	0.000
16:00 - 17:00	2	86	0.000	2	86	0.000	2	86	0.000
17:00 - 18:00	2	86	0.006	2	86	0.006	2	86	0.012
18:00 - 19:00	2	86	0.000	2	86	0.000	2	86	0.000
19:00 - 20:00	2	86	0.000	2	86	0.000	2	86	0.000
20:00 - 21:00	2	86	0.000	2	86	0.000	2	86	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.