



# TRANSPORT ASSESSMENT

December 2023

## Proposed Development

### Cardigan Memorial Hospital



# acstro

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## Revision History

Issue 1	16 <sup>th</sup> April 2021	
Issue 2	3 <sup>rd</sup> June 2021	For Planning
Issue 3	13 <sup>th</sup> December 2023	Revised Application

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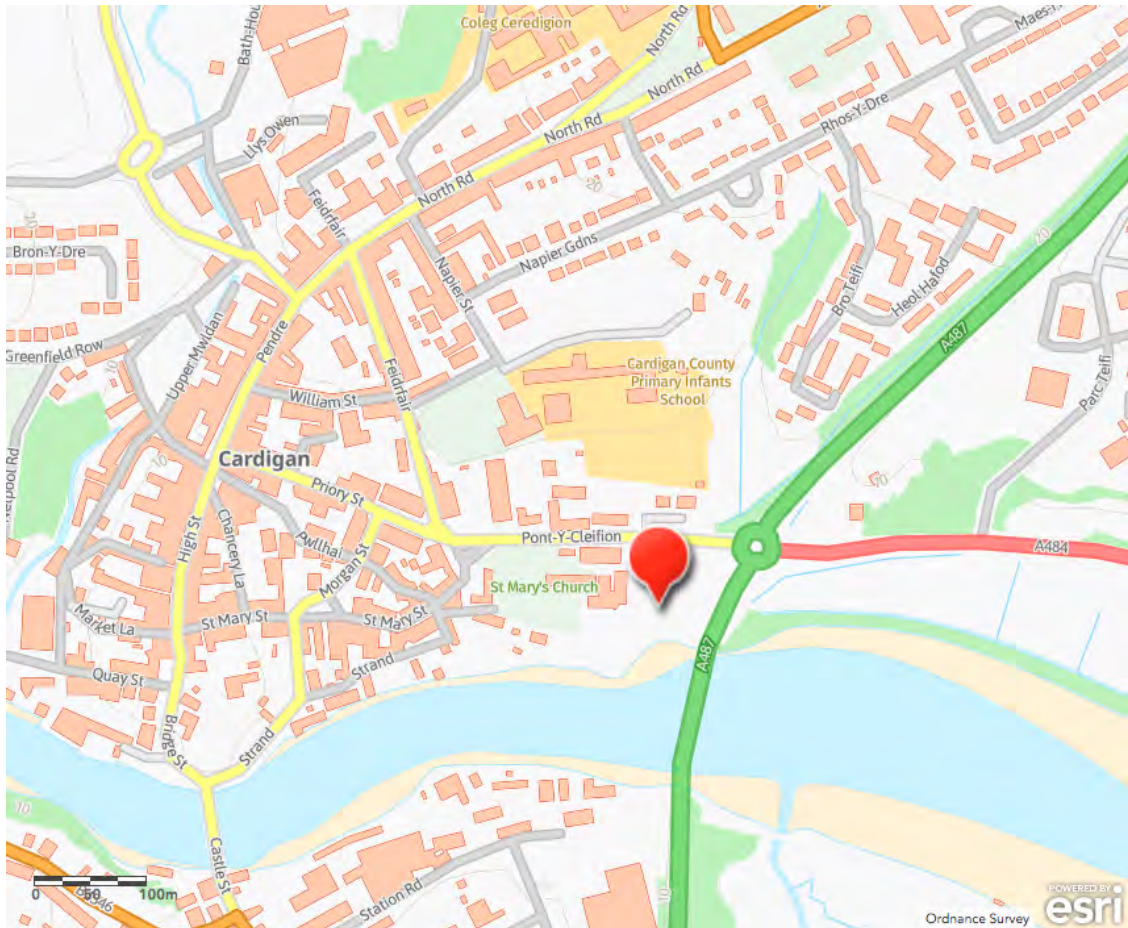
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## 1 Introduction

- 1.1 Acstro has been appointed by Wales & West Housing Association (WWHA) to prepare a Transport Assessment to support a planning application for redevelopment of the former Cardigan Memorial Hospital, Pont y Cleifion, Cardigan.
- 1.2 The site's general location is shown in Figure 1 below.



**Figure 1 Location**

- 1.3 In 2021 planning permission under reference A21510 was granted for a mixed use development of the site comprising of 34 apartments for the over 55s, office accommodation for WWHA and a maintenance building for the use of WWHA's Cambria Maintenance Services company.
- 1.4 A revised planning application is now being made for a similar mixed use development. The office space and maintenance building will be as per the permitted scheme but the number of apartments is to be reduced from 34 to 20. Access to the site is as per the permitted scheme.
- 1.5 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.

1.6 The structure of the Transport Assessment is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 provides a summary and conclusion.

## 2 Policy Context

### [Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

### [Planning Policy Wales \(11<sup>th</sup> Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
  - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
  - are designed in a way which integrates them with existing land uses and neighbourhoods; and
  - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
  - Walking and Cycling
  - Public Transport
  - Ultra Low Emission Vehicles
  - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.10 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

#### TAN18 Transportation

- 2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
  - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
  - managing parking provision;
  - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
  - encouraging the location of development near other related uses to encourage multi-purpose trips; and
  - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

#### The Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

- 2.14 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.
- 2.15 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.
- 2.16 The Act required that Council's submit Active Travel Network Maps (ATNM) of their urban areas to the Welsh Government. These set out the Council's aspirations for the development of pedestrian and cycle networks. An extract of the ATNM for Cardigan is shown below, showing an existing active travel walking route and future cycle route along Pont-y-Cleifion, adjacent to the site.



- |  |                                     |  |                                   |
|--|-------------------------------------|--|-----------------------------------|
|  | Existing walking routes             |  | Future walking routes             |
|  | Existing cycling routes             |  | Future cycling routes             |
|  | Existing walking and cycling routes |  | Future walking and cycling routes |

**Figure 2 Cardigan Active Travel Integrated Network Map (Extract)**

(Source: Datamap Wales)

### Ceredigion Local Development Plan (2007 - 2021)

2.17 The following policies are considered relevant in terms of the access, highway and sustainable transport considerations for this development.

2.18 Policy DM03 encourages sustainable travel and requires that

*“Development should minimize the need to travel, provide opportunity for and promote sustainable modes of transport in Ceredigion.*

*Parking provision for all modes of transport should be in accordance with Ceredigion SPG. based on the Wales Parking Standards 2008 as amended to meet local conditions.*

*A Transport Assessment should be provided at the thresholds set out in SPG. Where the TA reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation.”*

2.19 Policy DM05 relates to sustainable development and planning gain and states that, planning obligations securing financial or on-site provision will, where appropriate, be sought in relation to sustainable travel infrastructure proportionate to the needs arising from the development.

### Supplementary Planning Guidance – Car Parking Standards (2017)

2.20 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development. The SPG is based on the CSS Wales – Wales Parking standards 2008, which sets out parking provision maxima based on the development type and location. The SPG describes six location types or zones of development, each with differing levels of accessibility to services and sustainable modes of travel.

2.21 It is specified that developments in Cardigan should be classed as being in zone 3 (urban) or 4 (suburban/near urban). Given the location of the site and its proximity to the town centre it is considered that the site is in a zone 3 location.

2.22 We understand that the hospital ceased treating in-patients in around 2014 and subsequently treated out-patients only until these services were transferred to the new Cardigan Integrated Care Centre. Parking requirements for health centres are related to the number of staff (practitioners and ancillary staff). The number of staff employed at the site prior to its closure is not known but, for comparison the parking requirement for the new Cardigan Integrated Care Centre was 131 spaces.

2.23 In terms of the proposed development there are differing requirements for the various land uses. For non-wardened elderly persons dwellings there is a default requirement of 1 car parking space per 4 units. For office space the requirement is 1 car parking space per 35m<sup>2</sup> of floor area and for industrial units (the proposed maintenance building) the requirement is for 2 parking spaces.

2.24 A method of assigning sustainability points to the site is outlined within the SPG with reductions in parking provision permitted if the number of points exceed certain thresholds.

2.25 The site scores a total of 7 sustainability points, as set out below, and this allows for a 20% reduction in car parking provision.

Proximity to multiple shops within 800m	= 2 points
Bus Stops within 300m	= 3 points
Cycle Route within 200m	= 1 point



Public Transport service frequency > 30 mins	= 1 point
<i>Total</i>	<i>= 7 Points</i>

- 2.26 The SPG also provides guidance on the minimum level of cycle parking provision within new developments. These are as follows.

*Elderly Persons Accommodation*

Long Stay (i.e. covered & secure) 1 stand per 20 beds

Short Stay (external e.g. Sheffield stand) 1 stand per 20 beds

*Office*

Long Stay (i.e. covered & secure) 1 stand per 200m<sup>2</sup>

Short Stay (external e.g. Sheffield stand) 1 stand per 1000m<sup>2</sup>

*Industrial Unit*

Long Stay (i.e. covered & secure) 1 stand per 500m<sup>2</sup>

Short Stay (external e.g. Sheffield stand) 1 stand per 1000m<sup>2</sup>

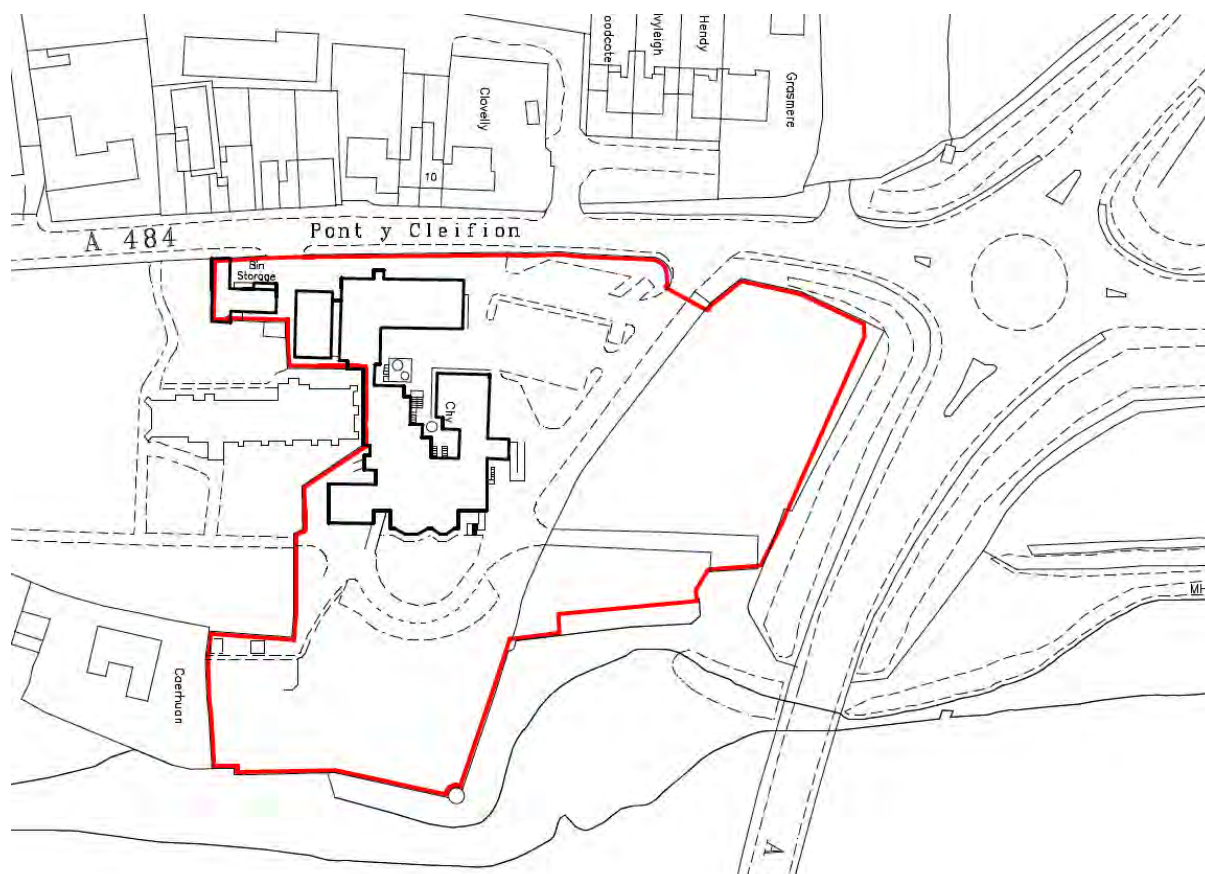
[Supplementary Planning Guidance – Transport Assessment \(2017\)](#)

- 2.27 This guidance supplements policy DM03 ‘Sustainable Travel’, of the Ceredigion Local Development Plan. It sets out thresholds that trigger the need for planning applications to be accompanied by a Transport Assessment (TA) or a simpler Local Transport Assessment (LTA).
- 2.28 The thresholds for housing developments are 100 dwellings for a TA and 50 dwellings for a LTA. The proposed 20 dwellings do not therefore exceed either of these thresholds.
- 2.29 For office developments the thresholds are 2500m<sup>2</sup> for a TA and 1,500m<sup>2</sup> for a LTA. The proposed 800m<sup>2</sup> office scheme does not exceed either of these thresholds.
- 2.30 Although the development does not exceed the specified thresholds that trigger the need for a TA or LTA, this document has been produced to demonstrate the positive transport related impacts that will be delivered by the redevelopment of the site. These include a reduction in the traffic generating potential of the site, improvements to the site’s access arrangements and improvements to pedestrian infrastructure that facilitate the delivery of the Council’s Active Travel network commitments.

### 3 Existing Conditions

#### The Site

3.1 The site is shown in outline in Figure 3 below.



**Figure 3 The Site**

- 3.2 The site is approximately 400m to the east of Cardigan's town centre. It is bounded to the north by the A484 Pont y Cleifion, to the east by the A487 trunk road, to the south by the Teifi River and to the west by St Mary's Church and Church Street.
- 3.3 The Memorial Hospital was opened in the 1920's. The hospital ceased treating in-patients in around 2014 and subsequently treated out-patients only until these services were transferred to the new Cardigan Integrated Care Centre in 2019.
- 3.4 The site has 2 points of access from Pont y Cleifion. These are shown in Appendix 2. The main access is located towards the site's north eastern corner and is some 50m west of the Pont y Cleifion roundabout. Visibility from this access meets the minimum 30mph requirement of 2.4m x 43m to the east. However, visibility to the west is restricted to 2.4m x 22m by the hospital's boundary wall.
- 3.5 A secondary access is provided at the north western corner of the site. Here the hospital's boundary wall restricts visibility to 2.4m x 16m to the west and 2.4m x 18m to the east. As part of the development, the site's access arrangements will be rationalised and improved. Both existing points of access will be removed and replaced by a single access that meets current design standards.

*Appendix 1 Existing Access Arrangement*

### Proximity to Facilities and Services

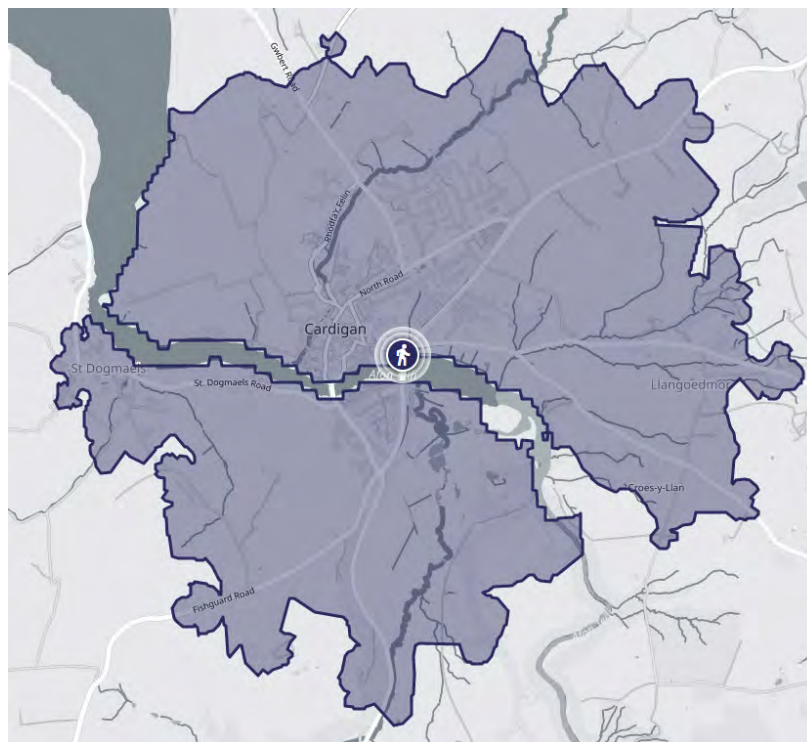
- 3.6 There is a wide range of services and facilities within close proximity to the site. Walk distances to a selection of these facilities from the site are provided in the table below.

Facility / Location	Walk Distance from Site
Finch Square Bus Stops	100m / 1 minute
Leisure Centre	350m / 5 minutes
Town centre shops & services	400m / 5 minutes
Theatre Mwldan	500m / 7 minutes
Health Centre	900m / 12 minutes

**Table 1 Walk Distances from the Site to selection of Local Facilities**

### Active Travel

- 3.7 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option. Figure 3 shows the areas that can be reached on foot within around 30 minutes of the site.
- 3.8 All of the services and facilities listed in Table 1 together are within comfortable walking distance to the application site.



**Figure 4 30-Minute Walk Catchment**

- 3.9 The site is accessible to pedestrians from the existing footway that runs alongside Pont y Cleifion. The street's southern footway does not currently extend across the site's frontage. This will be addressed as part of the development with a new section of footway being provided to link the existing footways to the east and west of the site.
- 3.10 There is a raised table pedestrian crossing of Pont y Cleifion immediately to the west of the site and another just east of Finch Square. These allow for safe crossing of the street and also act to limit traffic speed.
- 3.11 The footways and crossings on Pont y Cleifion link with the wider pedestrian network that serves the town. The town's pedestrian infrastructure is considered to be good and allows for safe movement throughout.
- 3.12 Due to the site's location close to services and facilities and the good quality pedestrian network that is available, there is a high probability that many of the trips generated by development can be made on foot.
- 3.13 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport)'. Figure 5 shows the areas that can be reached within a 30-minute cycle ride from the site.

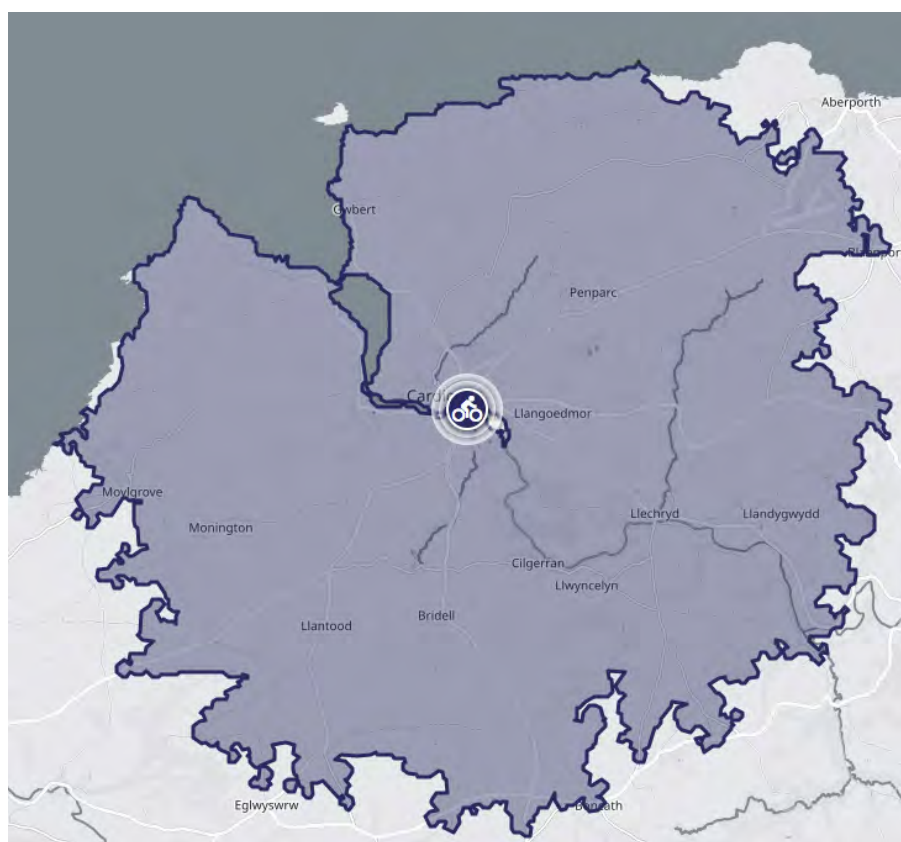


Figure 5 30-Minute Cycle Catchment

- 3.14 National Cycle Network Route 82, a long distance cycle route that links Fishguard and Bangor, passes along the southern bank of the Teifi and is within some 350m of the application site.



**Figure 6 National Cycle Network**

- 3.15 In addition to NCN82 there are shared use paths alongside the A487 and A484 to the north and east of the Pont y Cleifion Roundabout, respectively. To the north the shared use path continues for around 1km and links with the Tesco junction at the north east of the town. To the east of Pont y Cleifion Roundabout the shared use path continues to the entrance of Parc Teifi Business Park.

#### Public Transport Network

- 3.16 The site benefits from excellent public transport links. There are several bus stops located in Finch Square, some 100m to the west of the site. Finch Square acts as the town's bus station and is therefore the locus for public transport services.
- 3.17 A list of the bus services that stop at Finch Square is provided below. Combined there are 52 buses each day that stop at Finch Square.

Service	Route
405 / Poppit Rocket	Cardigan - Newport
408	Cardigan (Tesco) Circular
554	Cardigan – Aberporth
X50	Cardigan – Aberaeron – Aberystwyth
T5	Haverfordwest – Cardigan – Aberystwyth
460	Cardigan – Carmarthen
430	Cardigan - Hermon

**Table 2 Local Bus Services**

### Highway Network

- 3.18 The site is adjacent to, and accessed from, Pont y Cleifion (A484). Pont y Cleifion is one of the main radial routes into Ceredigion and links the town to Newcastle Emlyn and Carmarthen.
- 3.19 Pont y Cleifion is subject to a 20mph speed limit and has street lighting. Along the site's frontage there are waiting/parking restrictions in place.
- 3.20 Some 50m east of the site is the A484 / A478 roundabout (Pont y Cleifion Roundabout). The A478 is a trunk road and continues north to Aberaeron, Aberystwyth and north Wales and south to Fishguard.
- 3.21 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive).
- 3.22 There are no recorded injury accidents on Pont y Cleifion, adjacent to the site, during this five-year period. And only two slight severity accidents on the western and eastern entries to the Pont y Cleifion A487/A484 roundabout, respectively. The absence of clusters of accidents or accidents of serious or fatal severity indicates that the road network in the vicinity of the site operates with a satisfactory level of safety.



**Figure 7 Injury Accident Records 2015 – 2019**

#### Summary

- 3.23 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. The site is located close to services and facilities has excellent public transport links. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. It is considered that the public highway from which the site will be accessed operates safely.

## 4 Proposed Development

- 4.1 The proposed development will deliver 20 apartments for the over 55s together with office accommodation (800m<sup>2</sup>) for WWHA. The development will also include a maintenance building (160m<sup>2</sup>) for the use of WWHA's Cambria Maintenance Services company.

### Access & Layout

- 4.2 The proposed access arrangement is shown in Appendix 2 and is identical to that of the permitted scheme.

### *Appendix 2 Proposed Access Arrangement*

- 4.3 The existing two points of access to the site from Pont y Cleifion will be removed, permanently stopped-up and replaced by a single point of access. Currently the site's primary access is located 50m to the west of the Pont y Cleifion Roundabout. The proposed access arrangement increases the separation to around 70m.
- 4.4 The access will be 6m wide and has been designed to accommodate a refuse vehicle. Visibility splays of 2.4m x 43m will be available in both directions from the new access, providing adequate stopping sight distance for drivers approaching at the 30mph speed limit that was in force at the time of the permitted scheme's planning application. The speed limit has since reduced to 20mph and therefore the available visibility from the approved access exceeds the minimum dimensions required for 20mph roads.
- 4.5 A footway is provided adjacent to the access. A separate pedestrian access to the development is to be provided from Pont y Cleifion near the site's north western corner. Pedestrian access to the site from the neighbouring churchyard is also available.
- 4.6 The site's existing boundary wall along Pont y Cleifion will be removed and a 2m wide footway provided alongside the carriageway where none currently exists. The provision of the new section of footway aligns with the Council's INM commitment (see 2.16) to make Pont y Cleifion an active travel route for walkers.
- 4.7 The internal layout of the site has been designed to accommodate the movement of the largest anticipated vehicles that will need access. Swept path analysis is provided as Appendix 3.

### *Appendix 3 Swept Path Analysis*

### Parking

- 4.8 The SPG Parking Standard requirements were discussed earlier in Chapter 2. The default requirements for this development are as follows:

#### Office

1 car parking space per 35m<sup>2</sup> = 23 Spaces for 800m<sup>2</sup> scheme

#### Elderly Persons Dwellings (Non-wardened)

1 space per 4 units = 5 spaces for 20 units

#### Cambria Maintenance Building

1 Van loading space & 2 car parking spaces

#### Total

30 car parking spaces & 1 van space



- 4.9 Whilst acknowledging the parking standard requirement of 1 space per 4 apartments for elderly persons dwelling, the applicant considers it appropriate to provide one car parking space per apartment. Also due to the rural catchment from which WWHA's office workers will travel from, where alternatives to car transport are limited, the need to exceed the Parking Standards' recommendation for office parking has been identified.
- 4.10 A total of 53 car parking spaces will be provided, one for each of the 20 apartments and 33 for the use of WWHA staff and visitors. The 53 spaces includes 5 accessible spaces for blue-badge holders.
- 4.11 There are two public car parks within some 300m of the site at Gloster Row and William Terrace. There are a few minutes walk from the site and can be used to accommodate additional parking demand should it occur.

#### Trip Generation

- 4.12 The Transport Assessment that accompanied the permitted development estimated that the development considered at that time had the potential to generate some 201 daily vehicle movements with 28 movements occurring during the morning peak hour (08:00-09:00) and 29 movements during the evening peak hour (17:00-18:00). This was based on trip rates for flats for the over 55's, offices and industrial units obtained from the TRICS trip rate database.

Time Range	Arrivals	Departures	Total
07:00-08:00	8	1	9
08:00-09:00	23	5	28
09:00-10:00	12	7	19
10:00-11:00	6	7	13
11:00-12:00	6	7	13
12:00-13:00	8	12	20
13:00-14:00	11	8	19
14:00-15:00	8	8	16
15:00-16:00	6	8	14
16:00-17:00	5	8	12
17:00-18:00	6	23	29
18:00-19:00	2	6	9
<b>Daily:</b>	<b>101</b>	<b>101</b>	<b>201</b>

**Table 3 Permitted Scheme - Total Development Traffic Generation**

- 4.13 The residential element of the development accounted for some 58 daily vehicle movements. Reducing the number of apartments to 20 will reduce the daily vehicle trip generation from 58 to 34 daily movements.
- 4.14 The effect of this on the development's overall traffic generation is that the daily total reduces from 200 to 177 and peak hour traffic reduces from up to 29 movements to up to 27 movements.

Time Range	TRICS Trip Rate per Apartment			Trip Generation – 34 Apartments (Permitted Scheme)			Trip Generation – 20 Apartments (Amended Scheme)		
	Arrivals	Departures	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00-08:00	0.011	0.015	0.026	0	1	1	0	0	1
08:00-09:00	0.051	0.066	0.117	2	2	4	1	1	2
09:00-10:00	0.095	0.11	0.205	3	4	7	2	2	4
10:00-11:00	0.097	0.117	0.214	3	4	7	2	2	4
11:00-12:00	0.086	0.079	0.165	3	3	6	2	2	3
12:00-13:00	0.093	0.081	0.174	3	3	6	2	2	3
13:00-14:00	0.086	0.079	0.165	3	3	6	2	2	3
14:00-15:00	0.106	0.101	0.207	4	3	7	2	2	4
15:00-16:00	0.066	0.079	0.145	2	3	5	1	2	3
16:00-17:00	0.068	0.04	0.108	2	1	4	1	1	2
17:00-18:00	0.059	0.048	0.107	2	2	4	1	1	2
18:00-19:00	0.044	0.037	0.081	1	1	3	1	1	2
<b>Daily:</b>	<b>0.862</b>	<b>0.852</b>	<b>1.714</b>	<b>29</b>	<b>29</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>34</b>

Table 4 Traffic Generation – Retirement Flats

Time Range	Arrivals	Departures	Total
07:00-08:00	7	1	8
08:00-09:00	22	4	26
09:00-10:00	11	5	16
10:00-11:00	5	6	10
11:00-12:00	5	6	11
12:00-13:00	7	11	18
13:00-14:00	10	7	17
14:00-15:00	7	6	13
15:00-16:00	5	7	12
16:00-17:00	4	7	11
17:00-18:00	5	22	27
18:00-19:00	2	6	8
<b>Daily:</b>	<b>88</b>	<b>89</b>	<b>177</b>

Table 5 Amended Scheme - Total Development Traffic Generation

4.15 The proposed amendment to the scheme therefore results in lower traffic generation that will benefit highway conditions.

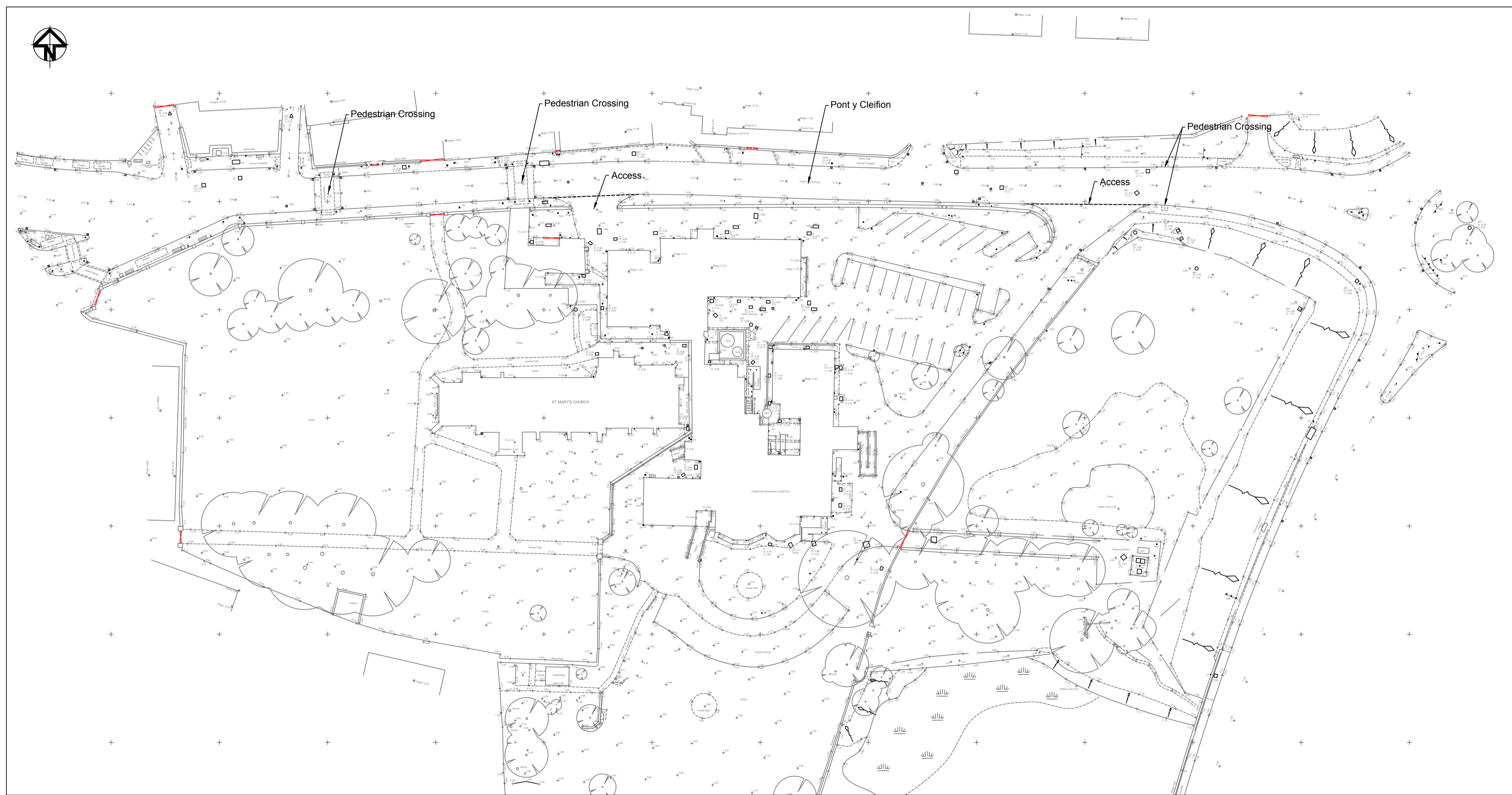
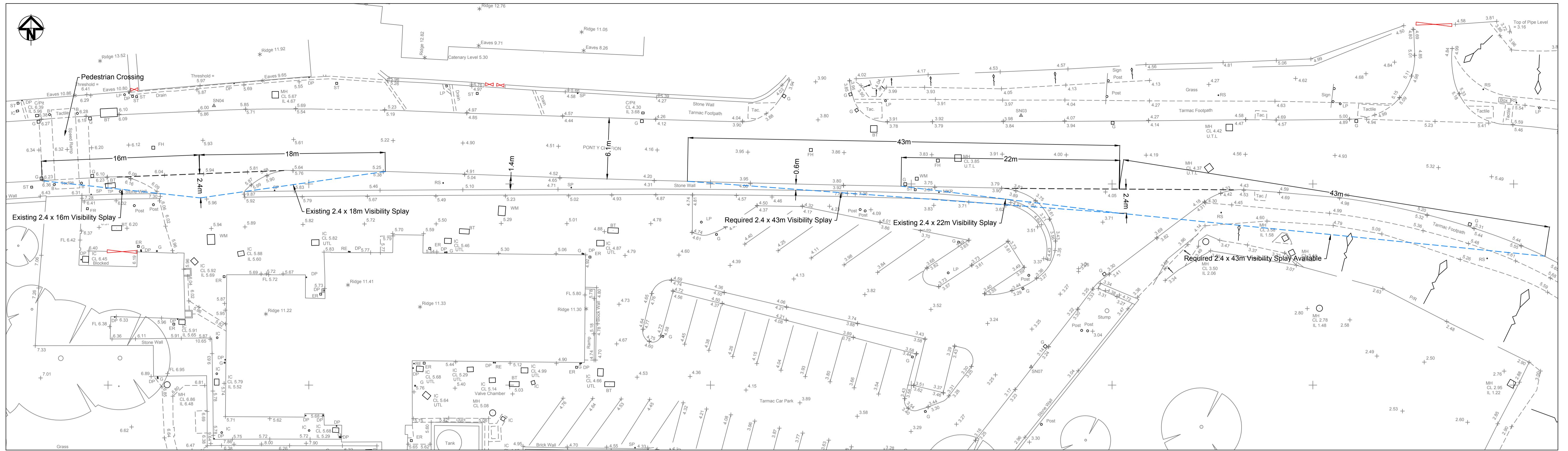
## 5 Summary & Conclusion


5.1 In summary this Transport Assessment has demonstrated that:

- In 2021 planning permission under reference A21510 was granted for a mixed use development of the former Ceredigion Memorial Hospital site. The development comprised 34 apartments for the over 55s, office accommodation for WWHA and a maintenance building for the use of WWHA's Cambria Maintenance Services company.
- Planning permission is now sought for an amended scheme with the number of apartments reduce to 20. The office accommodation and maintenance building elements of the permitted scheme remain.
- The reduction in the number of residential units leads to a reduction in the development's likely traffic generation, from 201 daily movements to 177 daily movements. The amendment to the scheme will therefore benefit highway conditions.
- Access arrangements for the amended scheme are identical to those approved under the permitted scheme.
- The proposed development provides an appropriate level of parking with one space per apartment (20 in total) provided for residents and 33 spaces provided for the commercial element of the development.
- The development will be accompanied by a Travel Plan that will encourage the use of sustainable transport in preference to single occupant car journeys;

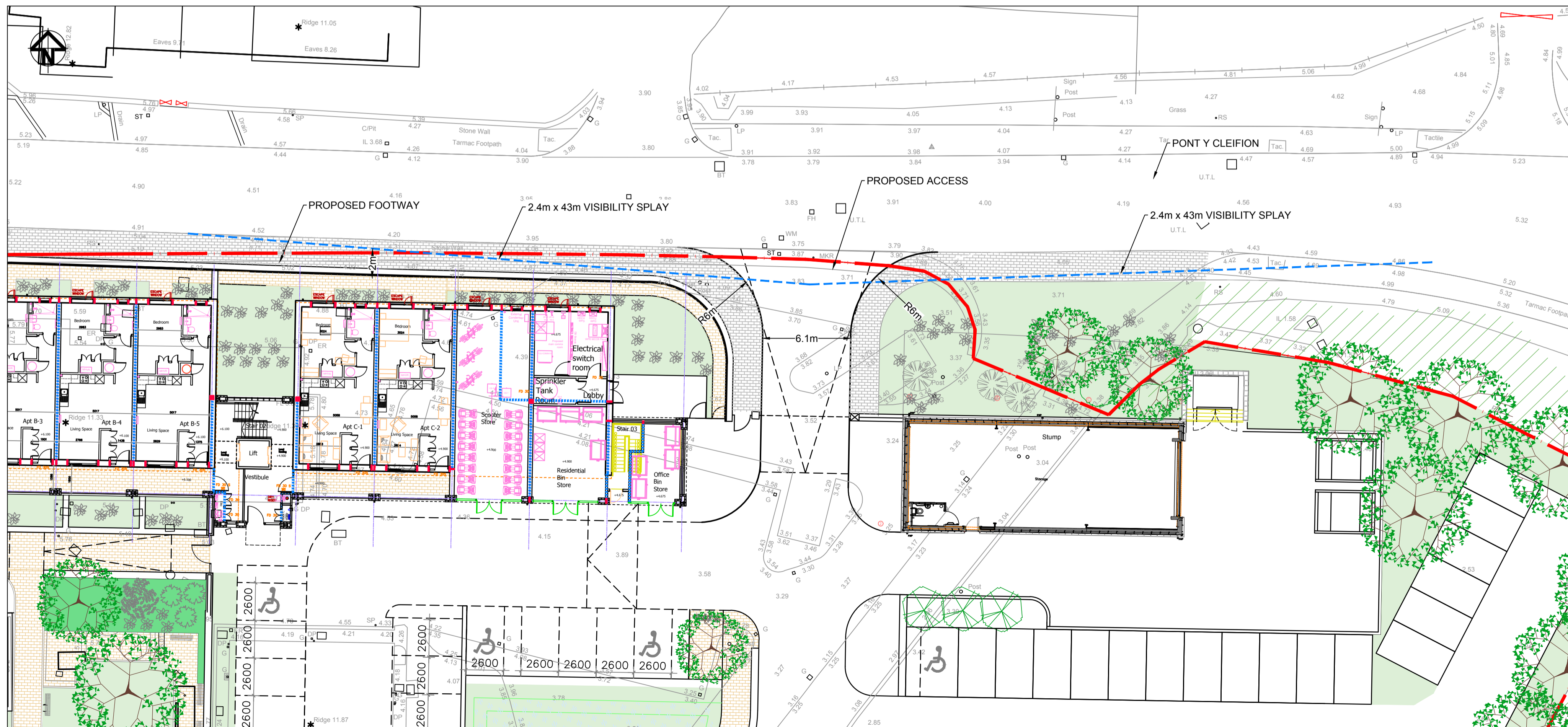
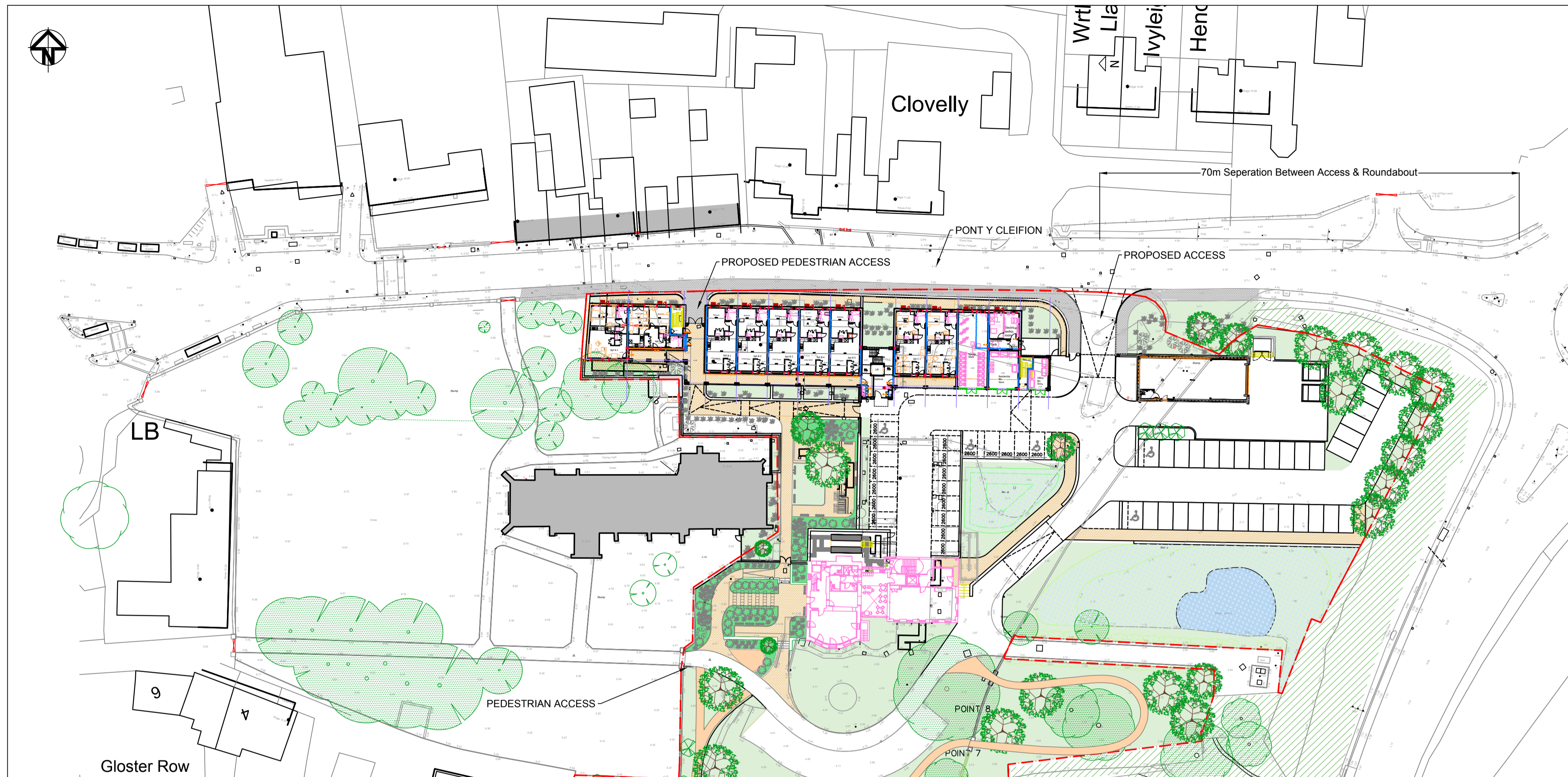
5.2 As such it is considered that the proposal meets planning policy requirements in terms of being in an appropriate location that is safely accessible by a range of transport modes and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

# Appendix 1 Existing Access Arrangement



A	First Issue	03-03-21
 Prifffyrdd a Thrafnidiaeth Highways & Transportation Ty Penryn, Salem, Llanddelfo, SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
<b>YSBYTY ABERTEIFI          CARDIGAN HOSPITAL</b>		
<b>EXISTING ACCESS ARRANGEMENTS</b>		
0249	005	A
	1:200	@ A1

## **Appendix 2 Proposed Access Arrangement**



C	Revised Layout	13-12-23
B	Revised Layout	03/06/21
A	First Issue	13/04/21

**acstro**  
 Prifffyrdd a Thrafnidiaeth  
 Highways & Transportation  
 Ty Penbryn, Salem, Llandeilo, SA19 7LT  
 E-mail: mail@acstro.com  
 www.acstro.com  
 Tel: 01558 824021

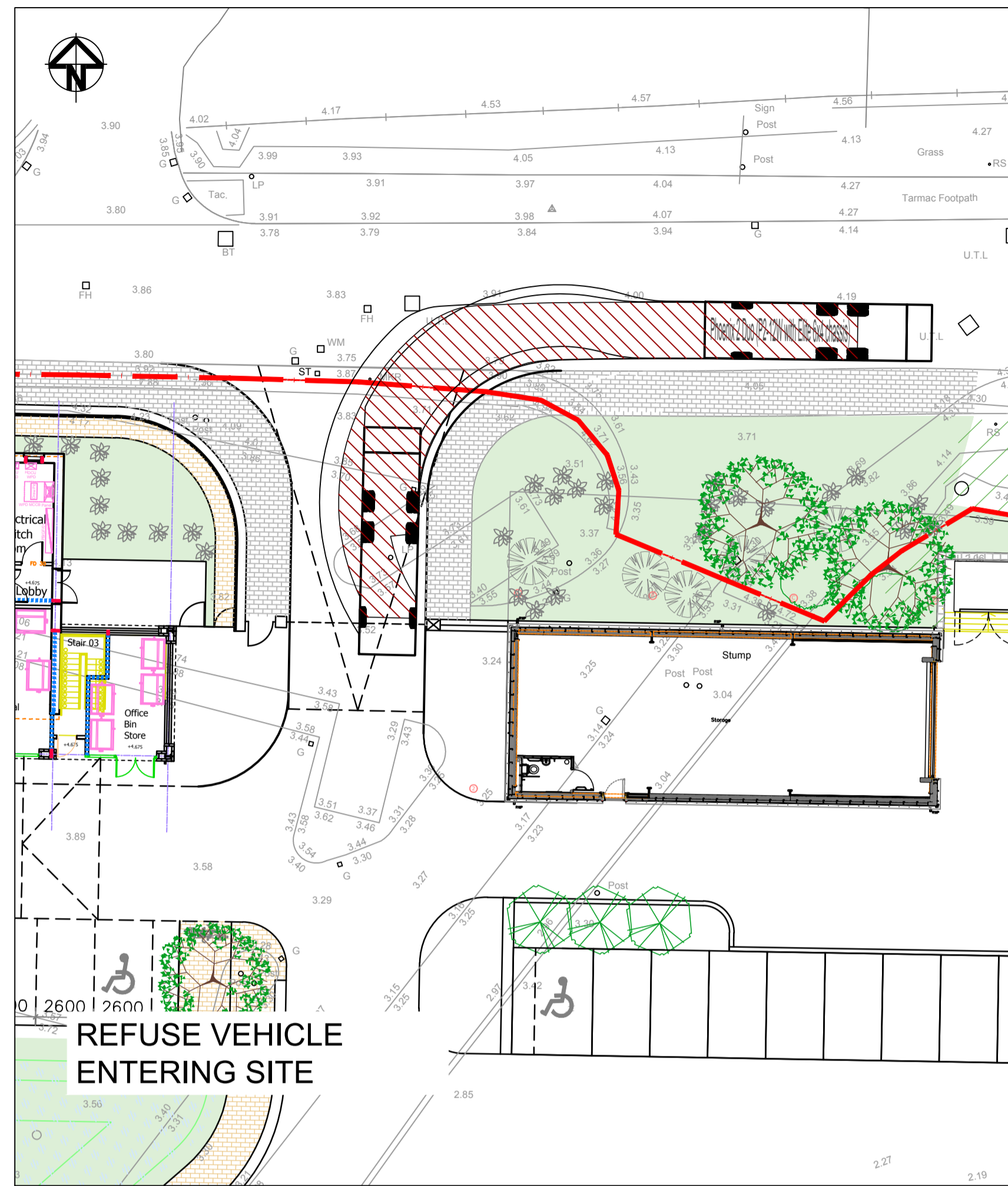
**YSBYTY ABERTIFI  
 CARDIGAN HOSPITAL**

**PROPOSED DEVELOPMENT**

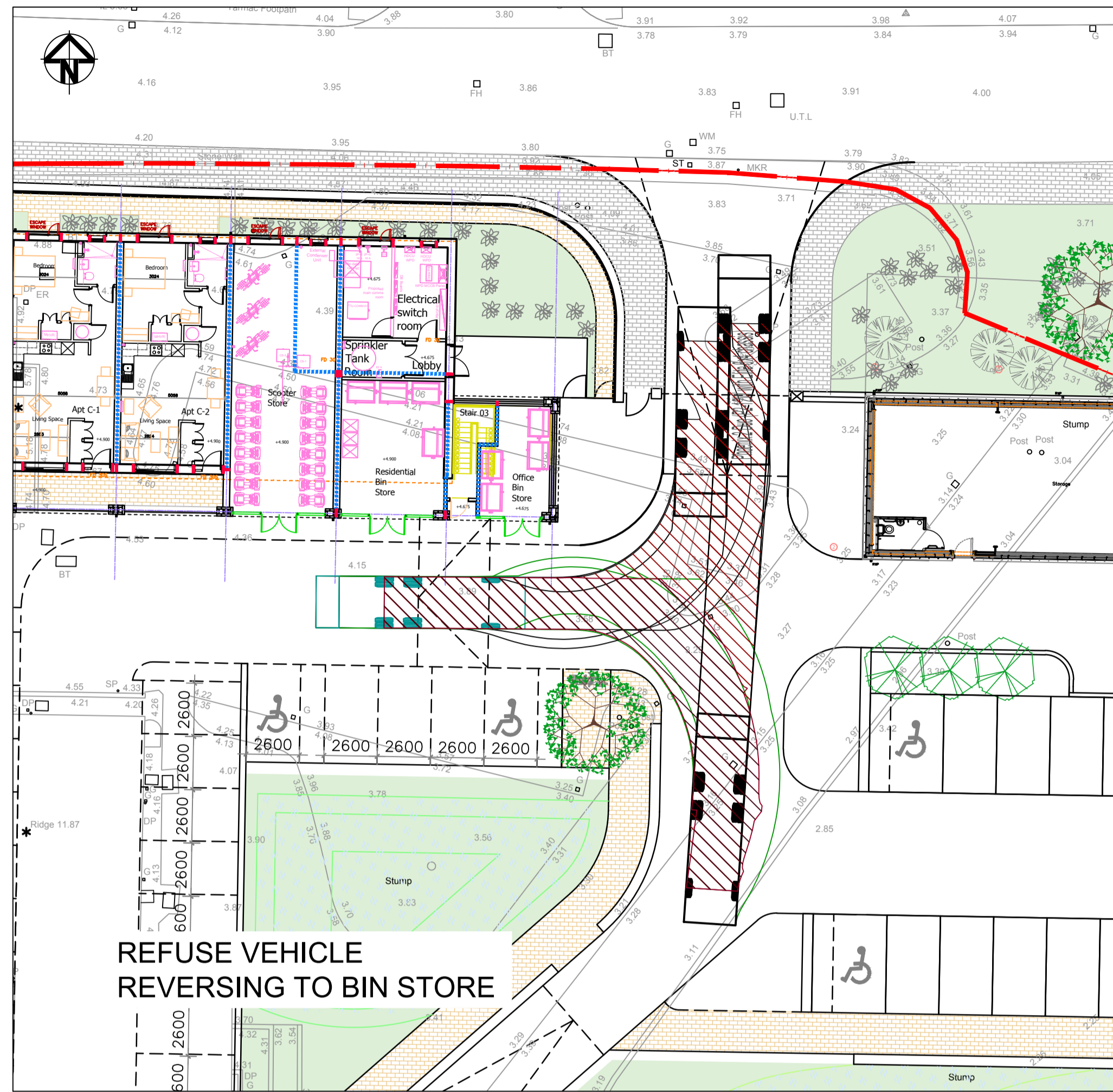
1433	004	C
	1:500 & 1:200	@ A1

## Appendix 3 Swept Path Analysis

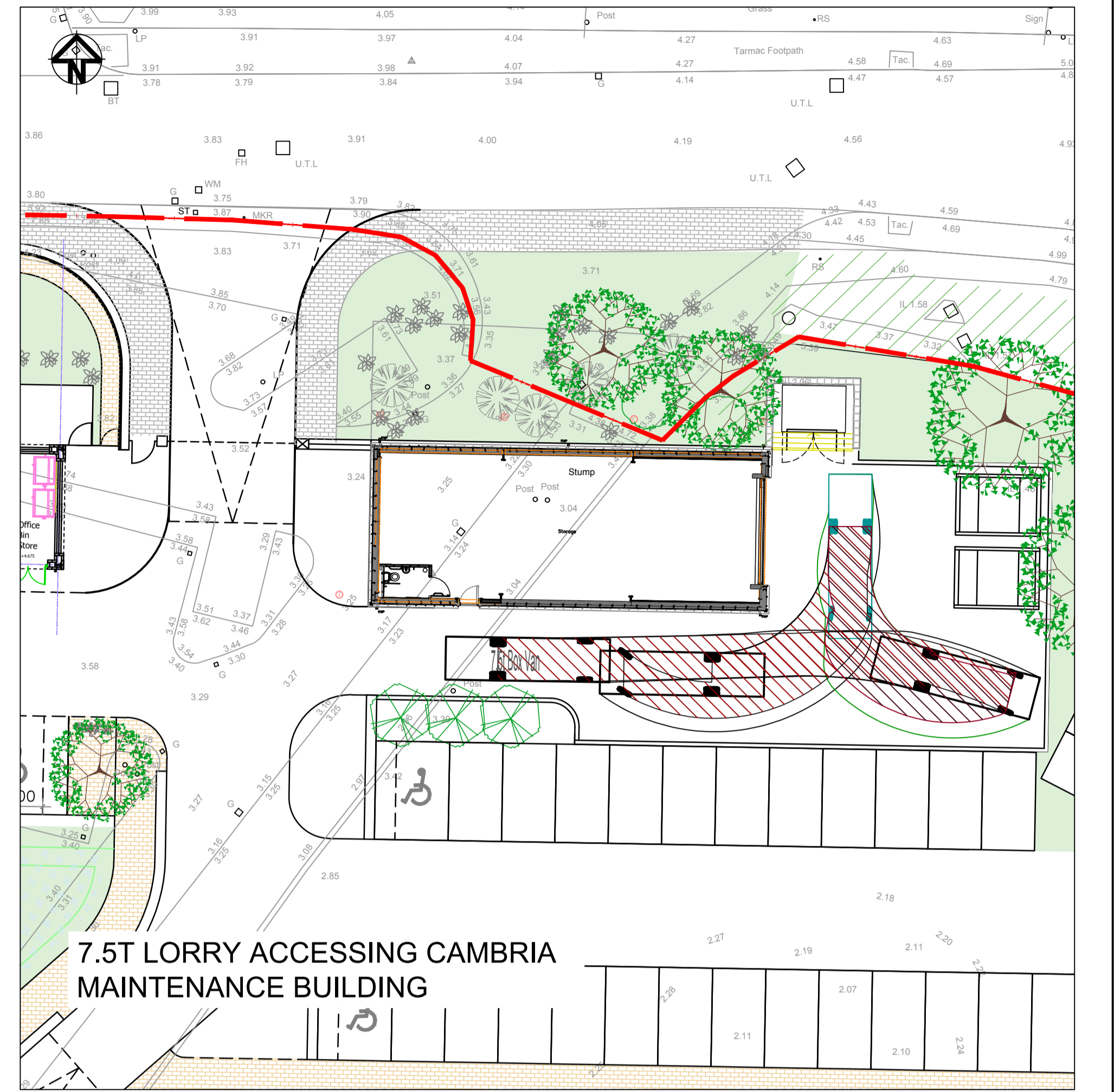




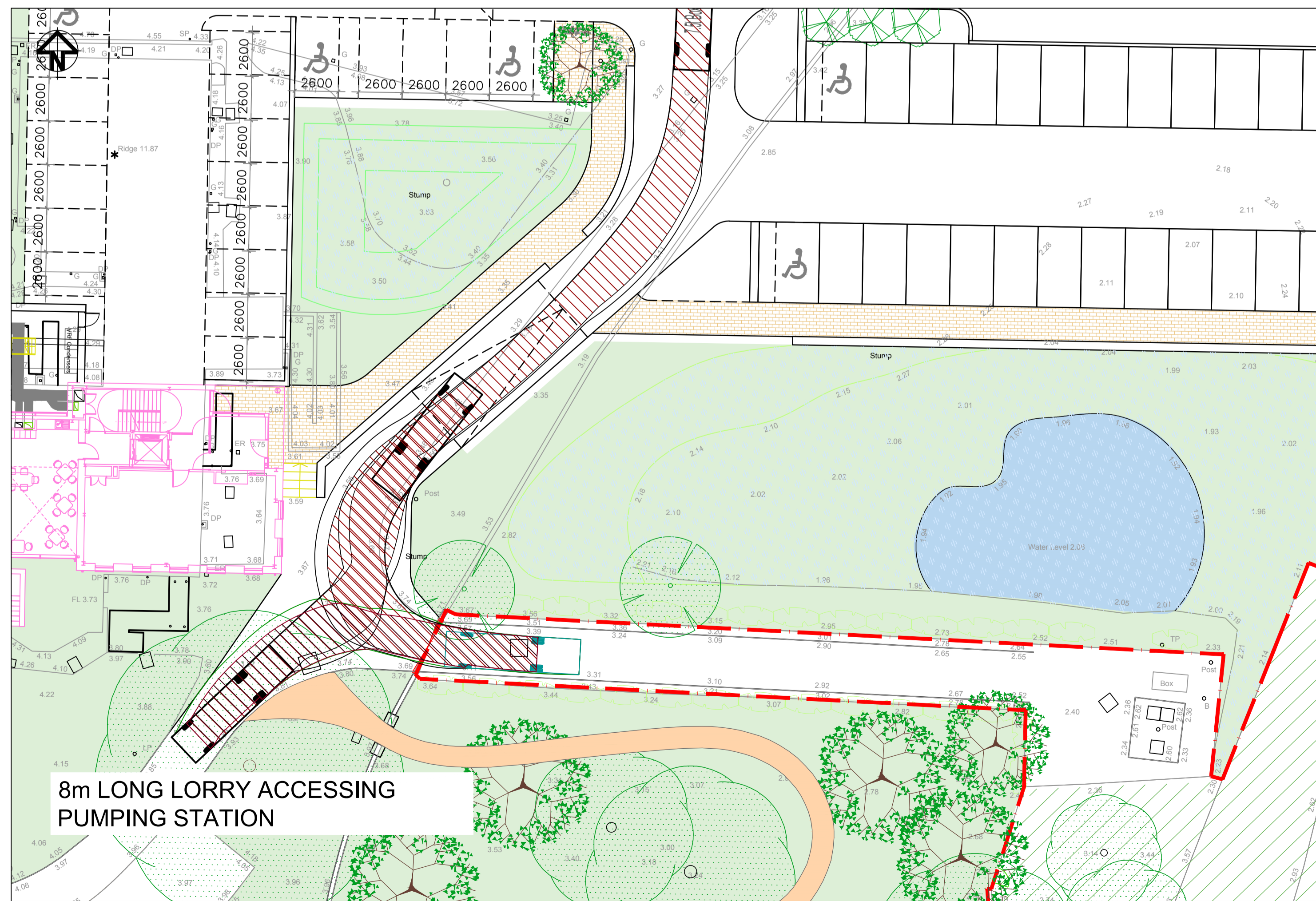
REFUSE VEHICLE ENTERING SITE



REFUSE VEHICLE REVERSING TO BIN STORE



7.5T LORRY ACCESSING CAMBRIA MAINTENANCE BUILDING



8m LONG LORRY ACCESSING PUMPING STATION

C	Revised Layout	13/12/23
B	Revised Layout	03/06/21
A	First Issue	13/04/21

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 CARDIGAN HOSPITAL

SWEPT PATH ANALYSIS

1433	005	C
	1:200	@ A1



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