



Google Earth

**Land South of Cleggar Park  
Lamphey  
Pembrokeshire**

**TRANSPORT STATEMENT**  
May 2023

**acstro**

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## Revision History

Issue 1	10 <sup>th</sup> May 2023	

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## 1 Introduction

- 1.1 Acstro has been appointed by Ateb Group to provide highway and transportation advice in respect to the proposed residential development of land south of Cleggar Park, Pembrokeshire.
- 1.2 The proposed development is for the construction of 63 new homes, including 11 affordable homes. The site's general location is shown in Figure 1 below.



**Figure 1 Location Plan**

- 1.3 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.
- 1.4 The structure of the Transport Statement 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.
  - 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 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 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.
- 2.11 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

- 2.12 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh 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's 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.
- 2.13 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).

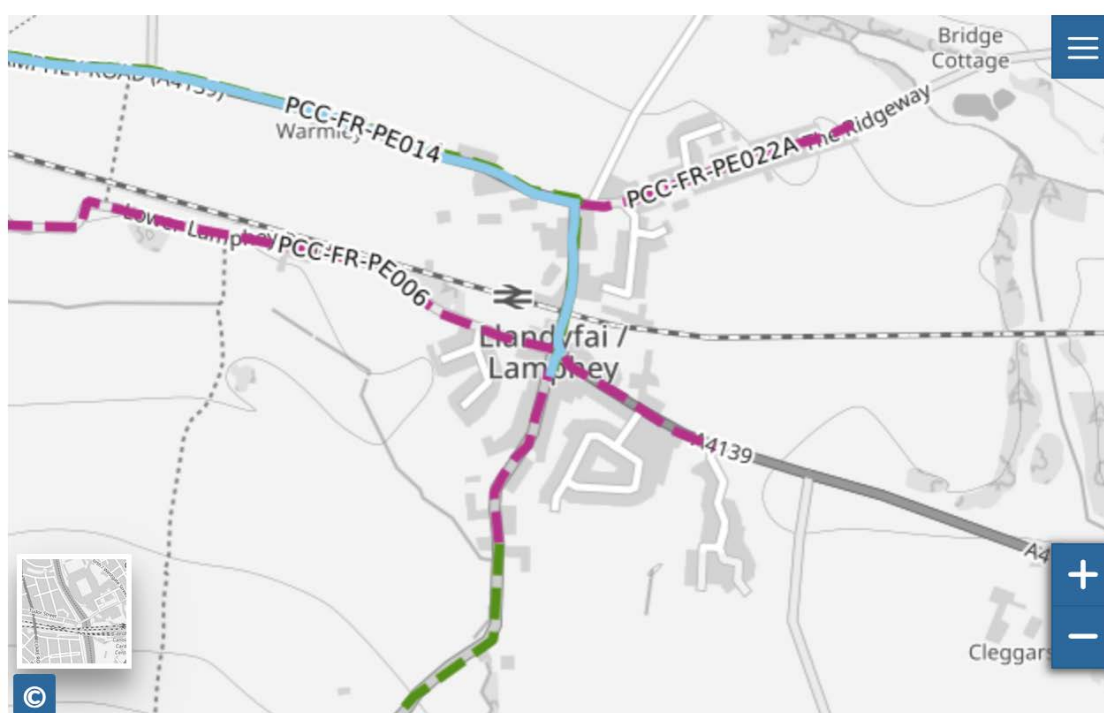
#### The Active Travel (Wales) Act 2013

- 2.14 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.

2.15 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.16 An extract from the ATNM is provided below and shows that Lamphey is served by an existing walking route (PCC-FR-PE014) and that there are proposals for the development of future walking and cycling routes through the village (PCC-FR-PE006 & PCC-FR-PE022A).



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

#### [Pembrokeshire Local Development Plan \(LDP\) 2006 -2021](#)

2.17 The land is allocated in the current LDP (housing allocation reference HSG/052/0001). Lamphey is identified as a Service Village in the LDP reflecting the level of service provision within the village which includes a petrol filling station with shop, a primary school, community hall, post office, pub, church and good bus and rail links.

### Pembrokeshire Parking Standards SPG 2013

- 2.18 Parking requirements for development vary depending on the site's location and accessibility. A scoring system dictates the zone which sites fall within. The application site benefits from access to a school, post office, public house, community hall and daily rail services within 800m. This scores 12 points and dictates that the site is in a zone 4 location.
- 2.19 The requirement for new houses in zone 4 locations is that each property is provided with 2 parking spaces. No additional visitor parking provision is required.

### 3 Existing Conditions

- 3.1 Lamphey is located approximately 4km east of Pembroke.
- 3.2 The village has a number of amenities including a primary school, a filling station with a convenience store and post office, two public houses, village hall with playing fields and a railway station.
- 3.3 These will provide residents of the development with easy access to day-to-day facilities, reducing the need to travel long distances. This ensures that those without access to a car are not disadvantaged or suffer from social exclusion.

#### Active Travel

- 3.4 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.
- 3.5 The site is accessible to pedestrians via a footway that runs along the western side of Freshwater Road East (B4584). The access to the site is already formed and includes footways with appropriate crossing facilities consisting of dropped kerbs and tactile paving. The footway links with others that provide a network of safe walking routes between the application site and the village's amenities.
- 3.6 Pembroke is within around a 15-minute cycle ride of the site. In its ATNM Pembrokeshire County Council has included a future cycling route (PCC-FR-PE006) that will link Lamphey and Pembroke.

#### Public Transport Network

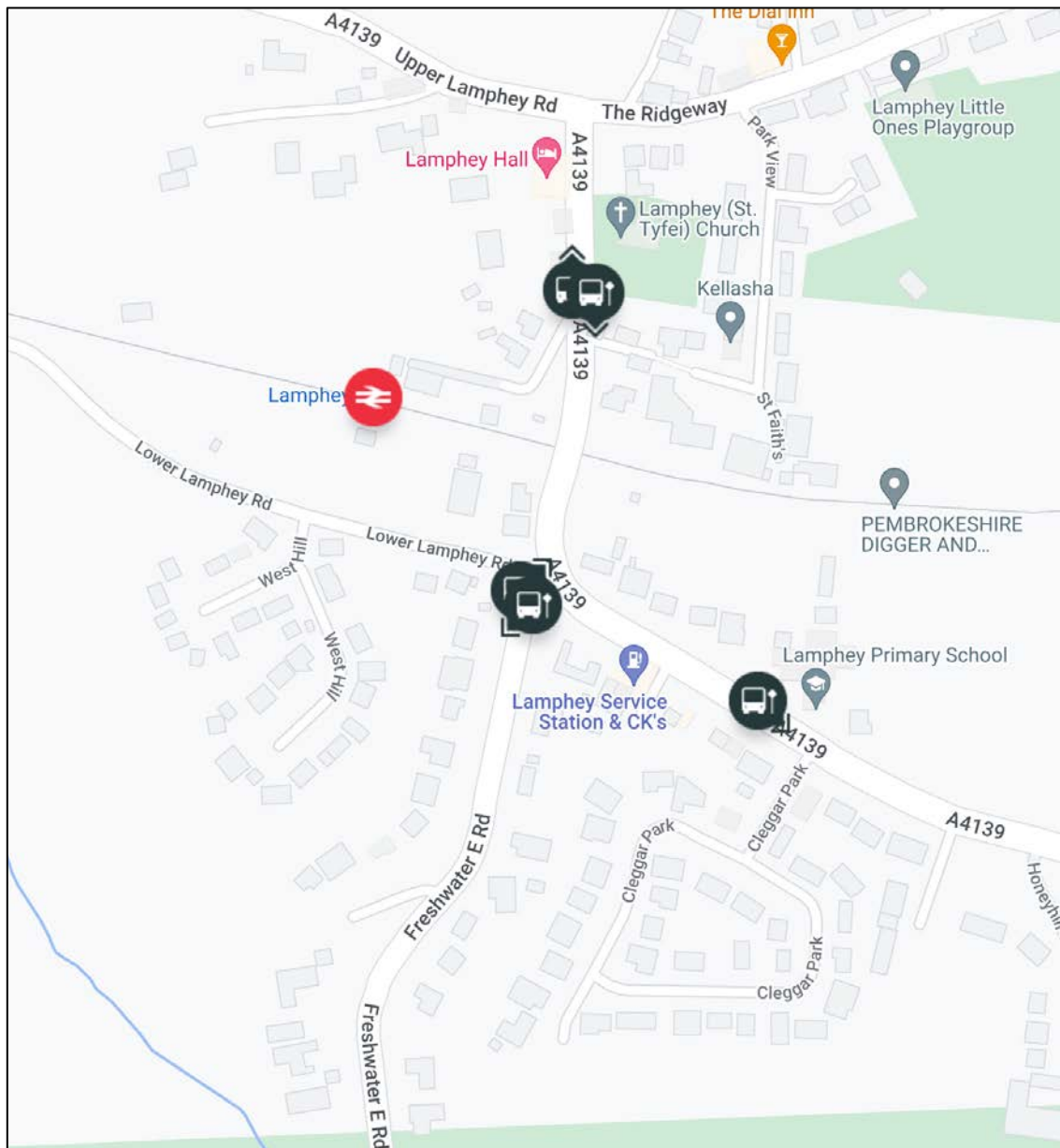
- 3.7 The nearest bus stops are located at Lamphey crossroads and outside Lamphey School, approximately 300m to 350m north of the proposed site entrance. They provide access to the following services on weekdays and Saturdays. The services do not run on Sundays.

Service No.	Route	General Frequency (in each direction)
387	Pembroke Dock – Pembroke Dock	1 journey per day
349	Haverfordwest – Tenby	Hourly Service

**Table 1 Lamphey Stop Services**

- 3.8 Lamphey railway station is located some 600m north of the site. The railway line runs between Swansea and Pembroke Dock, with stops at various towns and villages along the way. The station is served by Transport for Wales trains, and there are several trains per day in each direction. However, as with the bus service, there are no trains on Sundays.





**Figure 2 Public Transport Stops**

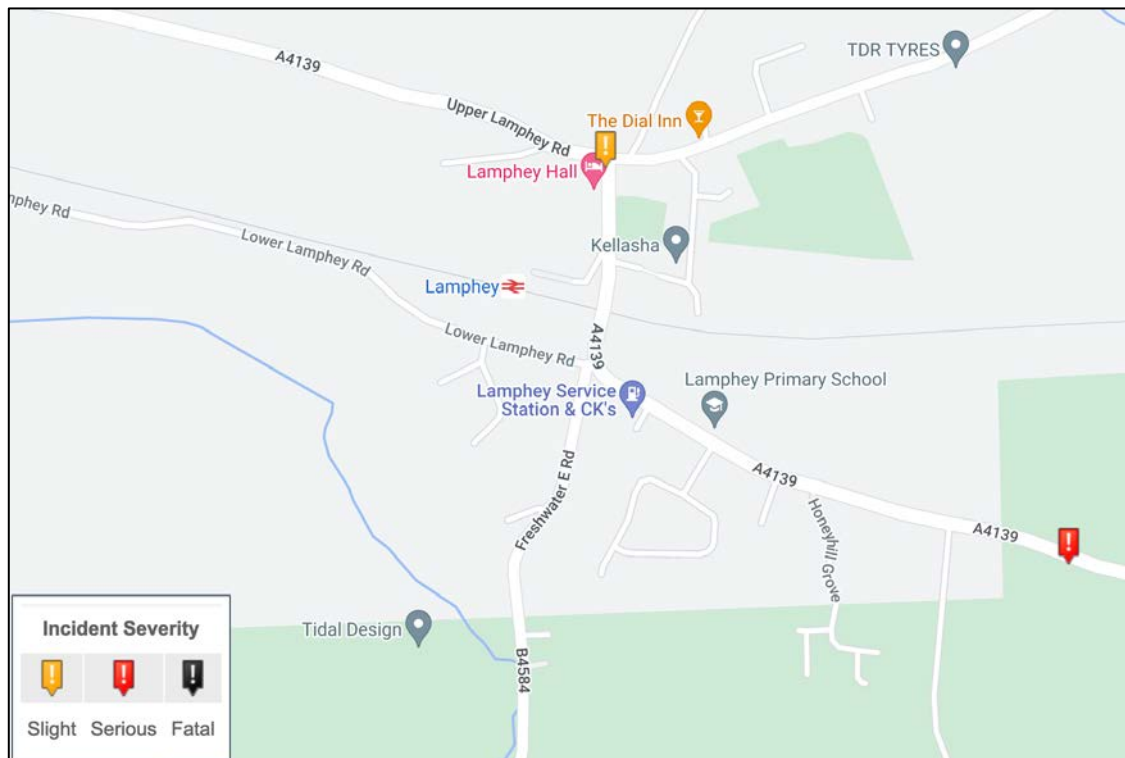
#### Highway Network

- 3.9 The site will be accessed from Freshwater East Road (B4584). The access to the site has already been formed and consists of a 5.5m wide carriageway with 1.8m wide footways on both sides. Good visibility is available to and from the access by virtue of the wide verge that runs along the eastern side of Freshwater East Road.
- 3.10 At Lamphey crossroads, Freshwater East Road meets the A4139, which continues west to Pembroke and east to Tenby.



**Figure 3 Existing Access**

3.11 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 (2017 – 2021 inclusive). There are two recorded accidents, one of slight severity and one of serious severity. The accidents are isolated in terms of their locations and the absence of any clusters of accidents suggests that the highway network in the village operates with an acceptable level of safety.



**Figure 4 Injury Accident Location & Severity (2017 – 2021)**

Crashmap.co.uk

#### Summary

- 3.12 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The highway network surrounding the site has a good safety record.

## 4 Proposed Development

- 4.1 The proposed development is for the construction of 63 new homes, including 11 affordable homes.



**Figure 5 Proposed Layout**

- 4.2 Access to the site will be via the existing access that is already formed. This is to an adoptable standard, providing a 5.5m wide carriageway with 1.8m wide footways. The adoptable highway will be extended into the site with turning heads provided at the ends of the development's street to allow for refuse vehicles to manoeuvre through the site. Shared private driveways will serve groups of no more than 5 dwellings at the site's south western, north western and north eastern corners.
- 4.3 A footpath link will be provided between the ends of the two development streets, providing access to the development's public open space and providing permeability in terms of movement between different areas of the development.

### Trip Generation

- 4.4 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.5 From the TRICS database evidence of the trip rates of privately owned housing developments (in neighbourhood area locations in mainland Britain (excluding Greater London) have been analysed. The adoption of trip rates for privately owned homes for the entire site ensures robust, worst-case, assumption as the affordable dwellings within the development would typically generate lower levels of traffic than open market housing. The detailed TRICS output is provided as Appendix 1 and summarised below.

*Appendix 1 TRICS Trip Rate Data*

Time Range	Trip Rate per Dwelling			Trip Generation (63 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.137	0.37	0.507	9	23	32
pm Peak Hour 16:00-17:00	0.341	0.16	0.501	21	10	32

\* Rounding up

### Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.6 The TRICS data suggests that the proposed development will generate some 32 peak hour vehicle movements.
- 4.7 This represents an increase of, on average, approximately one additional movement every 2 minutes or so during the busiest hours. This is insignificant in traffic terms and will have no material impact on the operation of the surrounding highway network.

## 5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location. There are a number of amenities available in Lamphey providing for many of the development's residents day-to-day needs. A wider range of services and facilities is available nearby in Pembroke.
- The site is accessible to pedestrians, cyclists and public transport users;
- A safe and appropriate access, that meets current design standards, can be provided to the site from the adjacent highway.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

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

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the development.

## ***Appendix 1 Layout Plan***

## ***Appendix 2 TRICS Trip Rate Data***



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