

The logo for acstro, featuring the word in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

Transport Statement

**Land South of
Llon Cardi Bach
Cilgerran
Pembrokeshire**

May 2025

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Revision History

A	12 th May 2025	First Issue

1864-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed by Wales & West Housing Association to prepare a Transport Statement to support a planning application for the residential development of land to the south of Llon Cardi Bach, Cilgerran, Pembrokeshire.

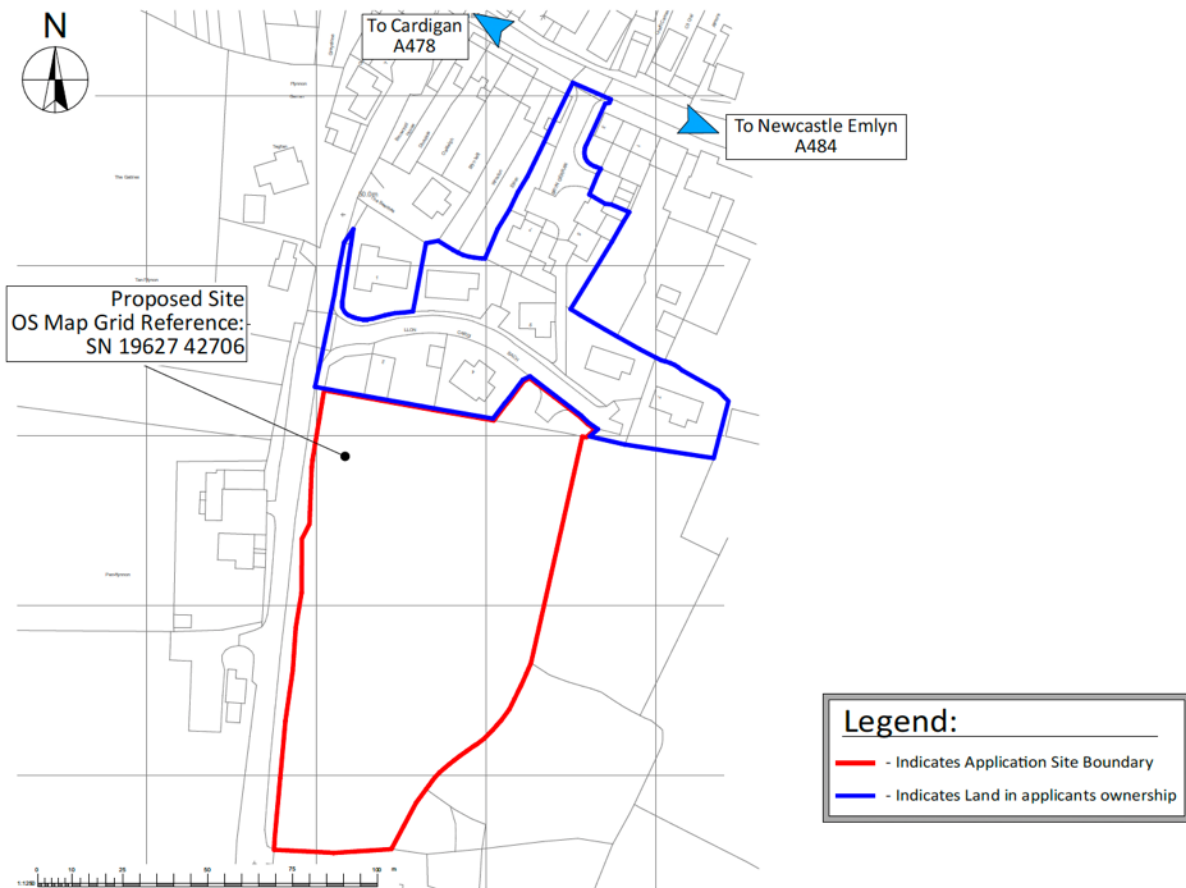


Figure 1 Location Plan

- 1.2 The site is currently undeveloped and the proposal is for the construction of 23 affordable dwellings.
- 1.3 This document considers the transport implications of the development of the candidate site. In particular, this Transport Statement demonstrates that the candidate 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. The scope and content of this document have been informed by the Highway Authority's pre-application comments on the proposed development, which are included in Appendix 1.

Appendix 1 Highway Authority Pre-application Comments

- 1.4 The site was the subject to a previous, similar, planning application (LPA Ref: 21/0947/PA) for the development of 24 affordable homes. The application was refused for non-highway related reasons, with the Highway Authority raising no objections, subject to a number of standard conditions.

1.5 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. 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 (12th 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 (4.1.51) 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”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.11 This document sets out the Welsh Government’s vision for how the country’s transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:

1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
3. Encourage people to make the change to more sustainable transport.

- 2.12 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.

- 2.13 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.14 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 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.

- 2.15 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](#)

- 2.16 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.
- 2.17 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.
- 2.18 An extract from the ATNM is provided below and shows that there are proposals for the development of future walking and cycling route through Cilgerran, including one route that broadly follows the route of an old dismantled railway line and passes through the application site. The layout of the proposed development respects this aspiration and allows for the future delivery of connections of active travel routes to the east and west.

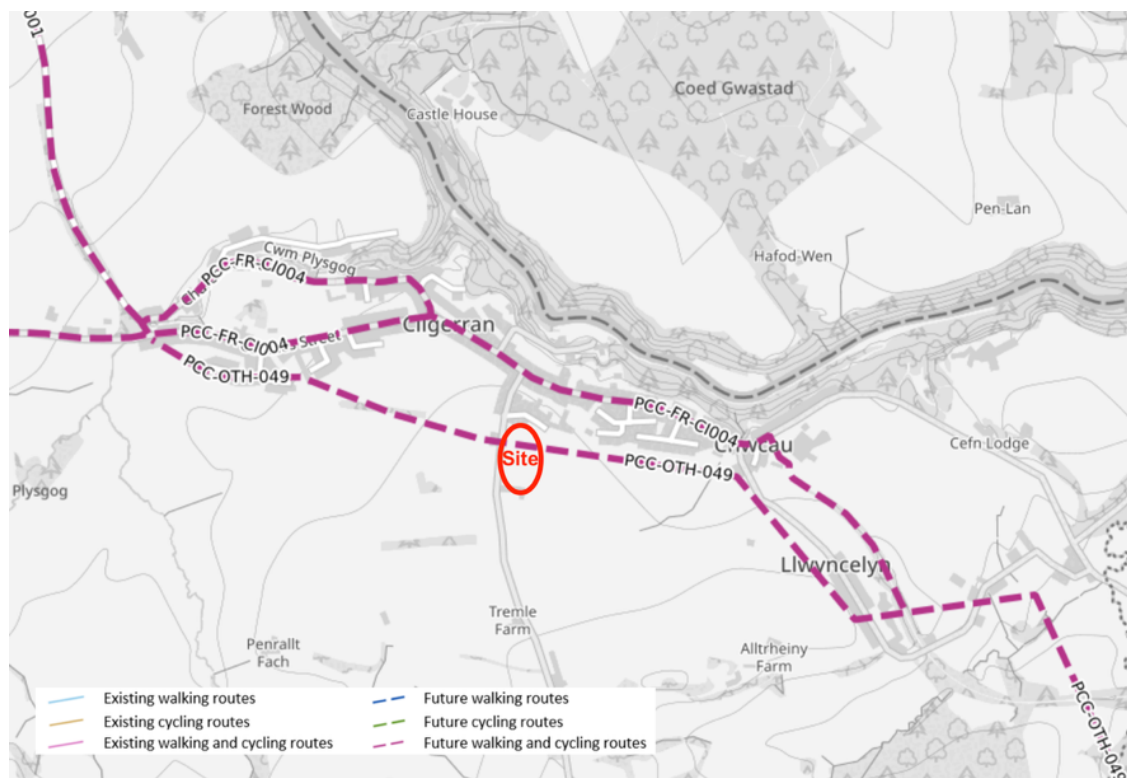


Figure 2 Extract from Active Travel Network Map

3 Existing Conditions

- 3.1 The application site comprises of generally flat agricultural land situated at the southern edge of Cilgerran.
- 3.2 The application site lies immediately to the south of Llon Card Bach, a cul-de-sac serving 6 detached bungalows. Llon Cardi Bach is an unadopted highway within the ownership and control of the applicant.
- 3.3 The site boundary to the west is formed by the hedgerow to the C3068 road linking Cilgerran with Crymych. A farmstead containing two dwellings and the Cilgerran Rovers FC site lie on the opposite side of the road. Beyond to the west lies open countryside.
- 3.4 To the south the boundary is formed by a hedgerow, beyond which lies Parc-Y-Delyn; a residential property. The boundary to the east comprises a hedgerow accommodating a number of mature trees and a post and wire fence.

Proximity to Services

- 3.5 Cilgerran is identified as a Service Village in Policy SP 12 of the adopted Local Development Plan. Service villages are defined as offering a good provision of services and facilities to meet the day to day need of their population.

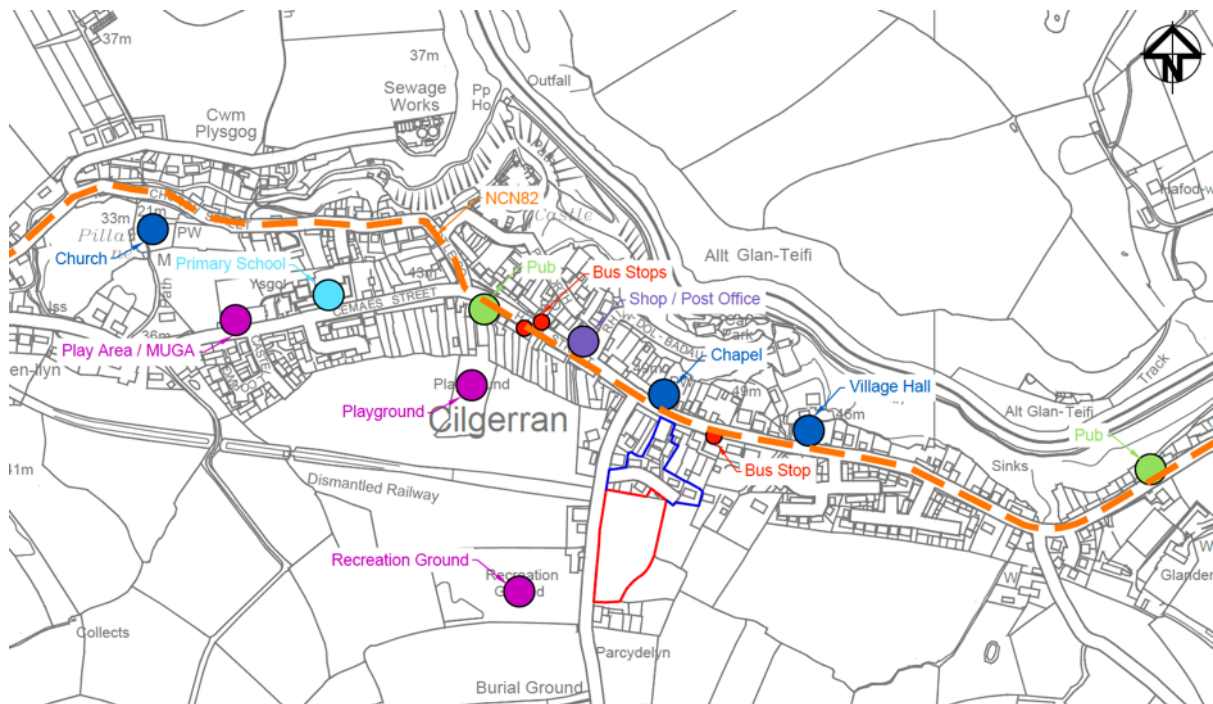


Figure 3 Site Context

- 3.6 Cilgerran provides a number of facilities, including a village shop and Post Office, primary school, village hall, equipped play area, multi user games area, places of worship and two pubs.
- 3.7 A wider range of services can be accessed in Cardigan, approximately 6km to the north west.

Active Travel

- 3.8 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

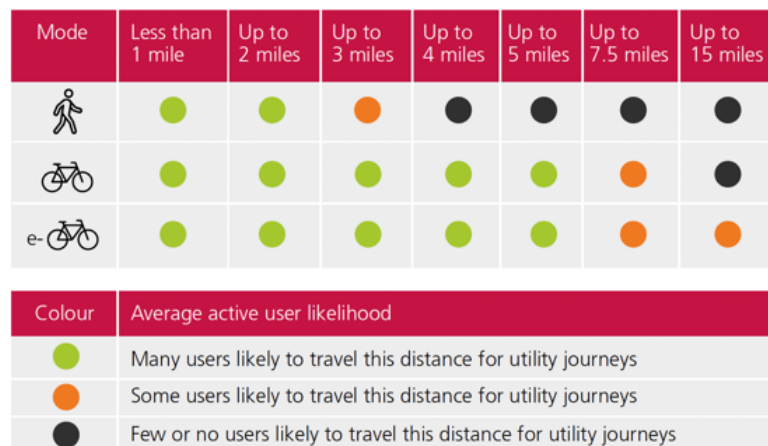


Figure 4 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

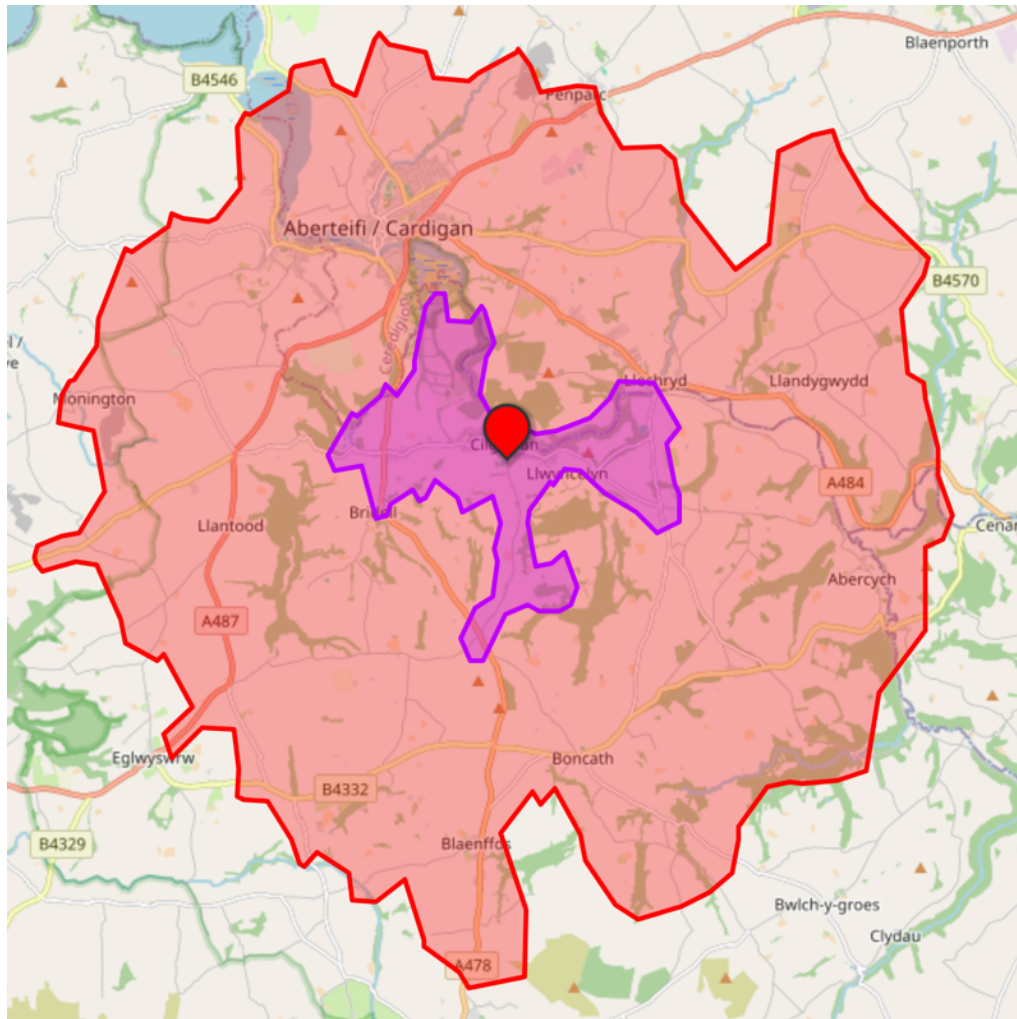


Figure 5 2-Mile Walk & 5-Mile Cycle Catchment

- 3.9 All of the amenities located in Cilgerran are within walking distance to the site and those located in Cardigan are within cycling distance. This increases the probability that those services will be accessed by active travel modes of transport, reducing reliance on the car. It also means that residents of the development without access to a car are not disadvantaged and socially excluded.
- 3.10 The application site will be accessible to pedestrians from adjacent C3068 County Road or via Llon Cardi Bach. There is a footpath linking Llon Cardi Bach to Cilgerran's High Street, via Bryn Gerran.
- 3.11 National Cycle Network Route 82 (NCN82) passes through Cilgerran, linking it to Cardigan to the west and Llechryd, Abercych and Cenarth to the east.

Public Transport

- 3.12 The nearest bus stops are located on High Street, opposite Pendre Garage or near the Cardiff Arms pub. These provide access to the No. 430 bus services, the details of which are provided below.

Service	Route	General Details
430	Cardigan – Crymych - Narberth	2 Services Each Direction (Mon – Sat)

Table 1 Local Bus ServicesHighway Access

- 3.13 The site will be accessed from the adjacent C3068 County Road. This has a 6m wide carriageway with grass verges and a 20mph speed limit, which extends approximately 30m south of the application site.
- 3.14 A review of injury collision records (STATS19 records) for the latest 5-year period (2019 – 2023) has been undertaken. There have been no injury collisions recorded within Cilgerran and this demonstrates that the highway network within the village operates safely. There is one injury collision recorded to the south of the site on the C3068. This occurred outside of the village's restricted speed limit area. The absence of a cluster of multiple collisions demonstrates that this was an isolated incident, which raises no significant highway safety concerns.

**Figure 6 Injury Collision Records 2019 - 2023 (DfT / MAVRIC)**

4 Proposed Development

4.1 It is considered that the candidate site is capable of delivering up to 42 dwellings.



Access

- 4.2 The site will be accessed by creating a new junction with the C3068. The access will be to an adoptable standard with a 5.5m wide carriageway and 2m footways on both sides. Visibility splays of 2.4m x 25m are available from the access as is appropriate for the 20mph speed limit.
- 4.3 Within the development a turning head that satisfies the needs of a refuse collection vehicle is provided.
- 4.4 Separate pedestrian accesses are provided opposite the football ground and from Llon Cardi Bach and these are linked through the development by the estate road's segregated footways. The layout of the development and the connection to the footpath linking Llon Cardi Bach to High Street provides a segregated pedestrian route that will benefit not only the residents and visitors of the development but also existing users of the football ground who must currently walk within the C3068 carriageway.
- 4.5 As part of the development the existing Llon Cardi Bach turning area will be improved with four car parking spaces provided adjacent to reduce the potential for the turning area being blocked by parked cars.
- 4.6 Public open space located at the north eastern and south eastern corners of the site retain the possibility of connecting to the land to the east and realising the future active travel route identified on the Council's ATNM (see 2.18).

Trip Generation

- 4.7 The potential trip generation of the proposed development of the sites has been estimated by reference to the TRICS trip rate database, a database of over 10,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.8 From the TRICS database evidence of the trip rates of affordable housing developments of under 50 dwellings in suburban, edge of town and neighbourhood centre locations in mainland Britain (excluding Greater London) have been analysed.
- 4.9 Full details are provided as Appendix 2 and summarised below.

Appendix 2 TRICS Trip Rate Data

Time Range	Trip Rate per House			Trip Generation (23 Houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.181	0.284	0.465	4	7	11
pm Peak Hour 17:00-18:00	0.233	0.224	0.457	5	5	11

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.10 The TRICS data suggests that the proposed development will generate around 11 peak hour vehicle movements. This volume of traffic is considered to be insignificant.

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location that is, or can be made, accessible to pedestrians, cyclists and public transport users.
- The amenities available within the village are accessible on foot. A wider range of services and facilities is available in Cardigan, which is within cycling distance to the site and is connected to Cwmavon by NCN82 and by the 430 bus service.
- Users of the development could therefore access it by sustainable modes of transport and would not be reliant on the car.
- Safe and appropriate access to, and parking for, each of the dwellings is provided.
- It is estimated that the site has the potential to generate around 11 peak hour vehicle movements. This equates roughly to around one additional vehicle movement every 6 minutes on average during the busiest hours and is not considered to be significant.

5.2 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 proposed development from being granted.

Appendix 1 Highway Authority Pre-application Comments

Pembrokeshire County Council
Infrastructure
Highways Development Control
HWDCconsult@pembrokeshire.gov.uk



To: Alun Rees – Acstro Ltd

Enquiries to: Toni Macey/ Kirstie Donoghue

Ref: PE 2760

Date: 26th March 2025

Pembrokeshire Council – Pre-Planning Response

Location: Land south of Llon Cardi Bach, Cilgerran SA43 2TF

Description: 23 unit residential development with access off C3068

In order to assess the Pre-application the following documents have been considered:

- Pre-Application Form
- Proposed Site Plan

A site visit has not been undertaken.

Planning History

21/0947/PA- Residential development, together with associated vehicular and pedestrian accesses, car parking, amenity areas, landscaping and ancillary development: site preparation, clearance, treatment, re-profiling and the installation of new services and infrastructure. Recommended Conditions by CHA, Refused by PCC Planners .

Comments:

The following comments are made without prejudice and based upon the evidence provided. Any future application in reference to the proposed development will be assessed on their own merit.

Site Location

The application site comprises of agricultural land situated to the south of the Cilgerran, approximately 120m south of the High Street. The application site falls

outside the defined Settlement Boundary (Adopted LDP Policy SP 13) of Cilgerran which follows the southern boundary of the properties at Llon Cardi Bach.

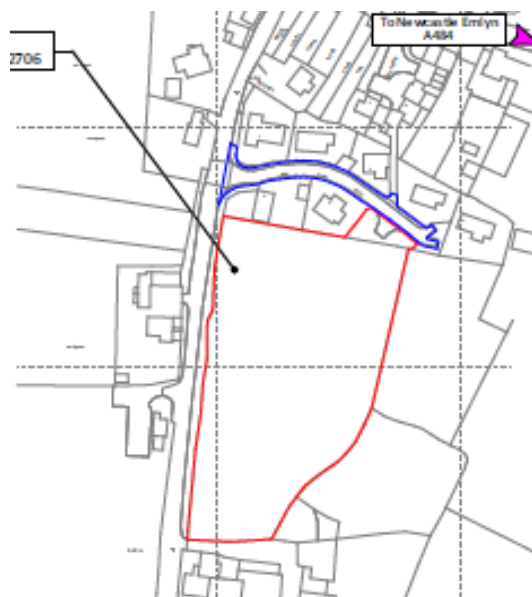
To the west of the site boundary is the C3068 road linking Cilgerran with Crymych. The northern boundary abuts the small residential cul-de-sac of Llon Cardi Bach, to the south lies Parc-Y-Delyn, a residential property and agricultural land to the east.

Cilgerran is identified as a Service Village in Policy SP 12 of the adopted LDP Paragraph 5.79. The village amenities (School, shop/ post office, pubs, garage, playground and places of worship) are within easy walking distance of the proposed site.

The C3068 is a narrow country highway, with no central road markings, with no footway on either side of the carriageway, the highway has a posted 20mph speed limit, which extends approximately 30m south of the application site.

The town of Cardigan is accessible by public transport offering a wider array of facilities and connections, the nearest bus stop is located approximately 360m northwest of the site. The site can be seen within Figure 1, below.

Figure 1: Proposed Access Arrangement (RLH Architectural, DWG No. R500-SK-31A, May 2023)



Drainage

Should any ordinary watercourses be present within or in close proximity to the site to which the pre-application refers to, the applicant should be made aware that ordinary watercourses must not be filled in, culverted, or the flow impeded in any manner, without the prior written consent of Pembrokeshire County Council under Section 23 Land Drainage Act 1991 as amended by the Flood and Water Management Act 2010.

Consent is also required to alter a culvert in a manner that would be likely to affect flow of an ordinary watercourse, and for temporary as well as permanent works. The applicant can obtain further details from *Mr Neville Davies, Pembrokeshire County Council, Infrastructure Division, County Hall, Haverfordwest, and Pembrokeshire, SA61 1TP* Email: ldconsent@pembrokeshire.gov.uk

Under no circumstances should any structure be built over ordinary watercourses or within 3 metres from the top of bank of any watercourse, or within 3 metres of a culverted watercourse, without the prior agreement of the local planning authority. This will ensure that access can be maintained for future maintenance.

Any existing watercourses, drains, ditches and outfalls which are disturbed by the proposals shall be suitably intercepted and redirected, to ensure that the existing local drainage network is not adversely affected. The developer must ensure that any necessary consents have been obtained before undertaking such works.

The preferred method of surface water disposal from all additional impermeable areas created by the development would be to utilise some form of sustainable drainage system. These methods of surface water disposal would be in accordance with TAN 15. If, however, ground conditions are not suitable for the use of soakaways/infiltration type SuDS, an alternative method of disposal will be required.

From 7th January 2019, all new developments of more than 1 property or where the construction area that has drainage implications is 100 square meters or more, will require sustainable drainage systems (SuDS) for surface water. The SuDS must be designed and built in accordance with Statutory SuDS Standards published by the Welsh Ministers and SuDS Schemes must be approved by the local authority acting in its SuDS Approving Body (SAB) role, before construction work begins. **We can confirm that the requirement for SAB Approval will be fully evaluated at the full planning application stage.**

Please note: The SAB team are not part of the initial Planning Pre-Application consultation process and will not respond to any planning pre-application request other than a formal SAB pre-application for which a fee is chargeable.

The granting of full planning consent for these proposals does not remove the requirement to gain SAB approval where deemed necessary.

If SAB approval is deemed to be required, further information in relation to the SAB approval process can be obtained from the Authorities website at www.pembrokeshire.gov.uk/planning-contacts/sustainable-drainage-approving-body-sab

Access

A new access is proposed onto the C-classed road, the proposed site plan (DWG No. R500-SK-31) showing the proposed access will be located near the northern boundary of the site. The indicative access arrangement can be seen in Figure 2, below.

Within a speed limit of 20mph, the visibility splay requirements for a new access would be 2.4m x 25m back from the edge of the carriageway of the public highway as outlined in the Manual for Streets guidance, with no obstruction exceeding 0.6m in height. Whilst no visibility splays have been included within the submitted plans, a desktop survey indicates that the required sight lines are achievable to provide safe access/egress of vehicles, and the land required to achieve the splays are under the ownership of the applicant or within the highways boundary. These sight lines should be included on a detailed plan within any forthcoming planning application.

Figure 2: Proposed Access Arrangement (RLH Architectural, DWG No. R500-SK-31A, May 2023)



The estate access and internal road layout including carriageway, footway/verges, turning heads and the private driveway appears acceptable. However, the CHA note that no dimensions have been included within the submitted plans. If it is proposed that the internal estate road is to be offered up for adoption to the Local Council. The highway should be a minimum width of 5.5m wide, with a 1.8m minimum footway, any service margins should be 1.0 m minimum, dropped kerbs where applicable should be installed connecting footways with existing infrastructure and the overall length and

design of the scheme should restrict speed to 20mph; the applicant will need to enter into an S278 Agreement/S38 Agreement prior to commencement of construction.

The turning head on the indicative plan appears suitable, however, it will be necessary to establish that the site is accessible for key service vehicles. Swept path analysis will be required to be submitted to ensure that there is sufficient room on the access road and turning head within the development for emergency vehicles/refuse vehicles, to manoeuvre and turn to leave in a forward gear. This should be submitted with any forthcoming planning application.

Recommendation:

1. The CHA would recommend that the visibility splays be designed in line with the speed limit in place of submission, and submitted on a detailed plan with any forthcoming planning application.
2. The formation of the new carriageway would be subject to a S278 agreement and an S38 agreement to adopt. With any forthcoming planning application and for adoption, detailed design drawings with measurements for access (incl. visibility splays), internal road, footway, and turning head will be required, in addition, details regarding retaining structures, dropped kerbs with tactile paving and service strip (if applicable) will require will be submitted.
3. Swept Path Analysis will be required for Fire Tenders and Refuse Lorries for the turning head to ensure there is adequate manoeuvrability for the vehicles to leave the site in a forward gear.

Parking

The proposed development falls within Pembrokeshire County Council's Supplementary Planning Guidance –Parking Standards (2013), Zone 3.

The site proposes two parking spaces per dwelling, accessed via the internal access road, this parking provision is within guidance standards for two and three bed dwellings.

In order to future-proof the development, the CHA requests with any forthcoming planning application, consideration be given for a minimum provision of 10% of all properties within the proposed development, be served by EV charging points. With the remaining units being ducted to be 'EV ready', for future residents/visitors to utilise. At a minimum we would request 7kw chargers and dedicated power supply.

Recommendation:

1. Onsite parking provision will need to be submitted with any forthcoming planning application, in line with the current guidance.

2. The CHA recommends consideration be given for a minimum of 10% of dwellings within the proposed development, be served by EV charging points. With the remaining properties being ducted to be 'EV ready'; with a minimum of 7kw charger sockets and dedicated power supply.

Sustainable Transport

Any future planning application should be prepared in line with the Active Travel (Wales) Act 2013 and design guidance issued from the Welsh Government, 2014. Planning Policy Wales (Edition 11) states that all planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable, and enjoyable to walk and cycle. The Wales Transport Strategy (2021) also supports developments which prioritise active travel modes above public transport, with private vehicles having the lowest prioritisation.

As such, the CHA would encourage all future sites coming forward to prioritise active travel within the area of Pembrokeshire and make contributions towards the provision of sustainable transport networks within the proximity of the site.

Pedestrian

The proposed site plan includes a footway connecting the proposed development with the Llon Cardi Bach this is welcomed by the CHA, as this will connect the proposed estate to the Village High Street, through the existing pedestrian footway connection from Llon Cardi Bach and Bryn Gerran.

Buses

The proposed site is located approximately 360m southeast of the nearest bus stop on High Street. This stop is served by the 430 (Cardigan to Narberth via Cilgerran) with the bus stopping 4/5 times per day with services commencing at 08:27 till 18:37. There is no bus service on Sunday.

Additionally, Transport for Wales runs a Fflecsi Bus Service within the Poppit Zone, this zone operates along the coast between Fishguard and Cardigan, Passengers can book travel anywhere with the zone between the 07:30am- 18:30pm.

Rail

The closest rail station is Narberth Rail Station approximately 32km south of the site. The Station provides a scheduled stop for Transport for Wales (West Wales Line) and the Great Western Railway Pembroke Dock Service. Trains call in every two hours, towards Haverfordwest and Milford Haven(west) and Whitland/ Camarthen and Swansea (east), with further connections to Cardiff and beyond.

Cycling

On-street cycling can be undertaken along High Street, with an off- road cycle route following the disused railway line to Cardigan (known as Cardi Bach), additionally a Sustrans Route: Lon Teifi (Route 81/82) connecting Aberystwyth with Fishguard, can be picked up near Cardigan.

The dwellings do not provide garages and as such, the CHA encourage the applicant to provide secure and safe cycle storage within each curtilage, for the benefit of future residents and to promote active and sustainable travel from the site.

Recommendation:

- 1) The CHA recommends further details of the provision for safe, secure and sheltered cycle facilities are provided with any future planning applications, to encourage active travel by potential future residents.

Collison Data

A check of Crash Maps indicates that there has been one recorded Road Traffic Collision (RTC) within the immediate vicinity of the site (400m) within the past 5 years (2018-2023). The serious RTC occurred approximately 250m south of the proposed access road in 2021.

Recommendation:

The Applicant is advised to check Stats19 data for any up-to-date accidents which may have occurred between the time of pre-app and any subsequent planning application.

Construction

A detailed Construction Transport Management Plan (CTMP) will need to be provided to support any future planning application. In particular, the Applicant is advised to

consider implementing Considerate Construction Scheme elements in order to ensure that the residents in the local area, and the general public, are kept up to date with construction phases and project timelines. Included in the CTMP should be the following:

- a. Parking for vehicles, site personnel, operatives and visitors
- b. Expected levels of staff and any shift work, by phase
- c. Expected trip generation for the construction period
- d. Loading and unloading of plant and materials, with banksman (if applicable)
- e. Storage of plant and materials
- f. Measures to prevent the deposit of materials on the highway
- g. Before and after construction conditions surveys of the highway and a commitment to fund the repair of any damage caused
- h. On-site turning for construction vehicles

If you have any further questions, please do not hesitate to get in touch.

Kind regards,

Toni Macey/ Kirstie Donoghue

Transport Planner/s

Pembrokeshire County Council.

Appendix 2 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-250511-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: No of Dwellings
 Actual Range: 10 to 38 (units:)
 Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 06/09/23

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:

Monday 1 days
 Wednesday 3 days
 Friday 2 days

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

Selected survey types:

Manual count 6 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) 4
 Edge of Town 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 6

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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	3 days
1.1 to 1.5	3 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	6 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	KS-03-B-02 SYKES CLOSE BATLEY	TERRACED HOUSES	KIRKLEES
	Edge of Town Residential Zone Total No of Dwellings:	17	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
2	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI -DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	38	
	Survey date: FRIDAY	22/10/21	Survey Type: MANUAL
3	MS-03-B-02 ST MARY'S GROVE BOOTLE	SEMI DETACHED/TERRACED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	06/09/23	Survey Type: MANUAL
4	NN-03-B-01 OCCUPATION ROAD CORBY	SEMI -DETACHED HOUSES	NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	21	
	Survey date: WEDNESDAY	13/10/21	Survey Type: MANUAL
5	WM-03-B-02 SHENLEY FIELDS ROAD BIRMINGHAM SHENLEY GREEN	SEMI -DETACHED	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	07/06/23	Survey Type: MANUAL
6	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES	WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	16	
	Survey date: MONDAY	14/11/16	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	19	0.009	6	19	0.164	6	19	0.173
08:00 - 09:00	6	19	0.181	6	19	0.284	6	19	0.465
09:00 - 10:00	6	19	0.190	6	19	0.207	6	19	0.397
10:00 - 11:00	6	19	0.164	6	19	0.241	6	19	0.405
11:00 - 12:00	6	19	0.190	6	19	0.112	6	19	0.302
12:00 - 13:00	6	19	0.129	6	19	0.181	6	19	0.310
13:00 - 14:00	6	19	0.164	6	19	0.181	6	19	0.345
14:00 - 15:00	6	19	0.190	6	19	0.190	6	19	0.380
15:00 - 16:00	6	19	0.371	6	19	0.181	6	19	0.552
16:00 - 17:00	6	19	0.233	6	19	0.147	6	19	0.380
17:00 - 18:00	6	19	0.233	6	19	0.224	6	19	0.457
18:00 - 19:00	6	19	0.250	6	19	0.147	6	19	0.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.304			2.259			4.563

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: 10 - 38 (units:)
 Survey date range: 01/01/16 - 06/09/23
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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.

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

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Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021
www.acstro.com