



TRANSPORT STATEMENT

July 2018

**Heol Cennen
Ffairfach
Carmarthenshire**

acstro

Table of Contents

1	Introduction	1
2	Policy Context	3
3	Location & Accessibility	6
4	Proposed Development.....	11
5	Summary & Conclusion.....	12

Appendices

Appendix 1 Indicative Access Arrangement

Revision History

Draft	18 th July 2018	
2 nd Issue	8 th August 2018	

1163 Heol Cennen Transport Statement

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2018 Acstro Limited

Acstro Ltd., Ty Penbryn, Salem, Llandeilo, SA19 7LT
www.acstro.com
T. 01558 824021
E. mail@acstro.com

The logo for Acstro Limited, featuring the word "acstro" in a bold, blue, lowercase sans-serif font.

1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support the promotion of land at Heol Cennen, Ffairfach as a candidate site for inclusion, as suitable for residential development, in Carmarthenshire County Council's Revised Local Development Plan 2018 – 2033.
- 1.2 The candidate site's general location is shown in Figure 1 below. A more detailed location plan is provided in Figure 2.

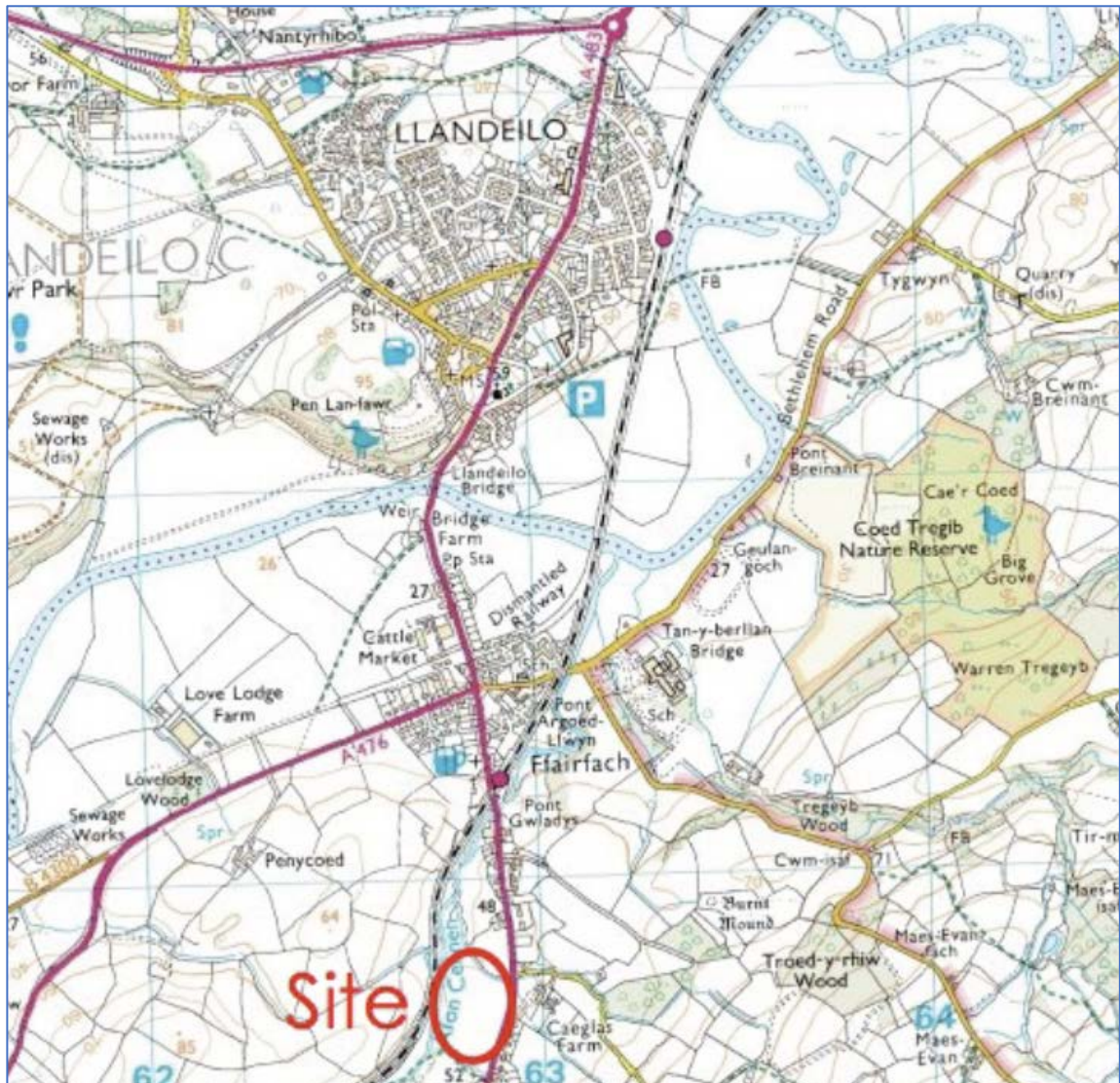


Figure 1. Site Location Plan

- 1.3 The site is currently undeveloped and in agricultural use.
- 1.4 This document considers the transport implications of the candidate site and follows the general guidance of Carmarthenshire's 'Site Assessment Methodology – February 2018'. 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.

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;
- Section 5 provides a summary and conclusion.

2 Policy Context

Planning Policy Wales

- 2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government.
- 2.2 In terms of transport related policies it places the sustainability of development at the heart of the decision making process (pp 4.7.4) and requires that new development proposals minimize the need to travel and increase accessibility by modes other than the private car. It requires that major generators of travel demand be located within existing urban areas that are well served by public transport, or can be reached by walking or cycling.
- 2.3 The principles discussed above are repeated again in PPW's Chapter 8, which deals specifically with Transport issues. In 8.1.4 it reinforces the Welsh Government's objectives for transport through:
- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
 - locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
 - improving accessibility by walking, cycling and public transport;
 - ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
 - promoting walking and cycling;
 - supporting the provision of high quality public transport;
 - supporting traffic management measures;
 - promoting sustainable transport options for freight and commerce;
 - supporting sustainable travel options in rural areas;
 - supporting necessary infrastructure improvements; and
 - ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.
- 2.4 In terms of plan making and development control it advises (8.7.1) that the following issues should be taken into account:
- the impacts of the proposed development on travel demand;
 - the level and nature of public transport provision;
 - accessibility by a range of different transport modes;
 - the willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic
 - the environmental impact of both transport infrastructure and the traffic generated; and
 - the effects on the safety and convenience of other users.

- 2.5 PPW also requires that the proposed access to a development should reflect the likely travel patterns involved. It should ensure that people can reach the development, as far as practicable, by walking, cycling and public transport, as well as by car (pp 8.7.3).

TAN18 Transportation

- 2.6 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.
- 2.7 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

- 2.8 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.
- 2.9 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.
- 2.10 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.

Carmarthenshire Local Development Plan 2006 -2021

- 2.11 The LDP seeks to promote sustainable development. Policy GP1 requires that development, amongst other things, has an appropriate and safe access and does not give rise to parking or highway safety concerns and that it promotes ease of access by pedestrians, cyclists and public transport users.
- 2.12 Policy GP2 of this Plan defines development limits across all settlements identified within the hierarchy as defined within the settlement framework.
- 2.13 Development Limits are defined for those settlements identified as Growth Areas, Service Centres, Local Service Centres and identified Sustainable Communities within the settlement framework.
- 2.14 Proposals within defined Development Limits will be permitted, subject to policies and proposals of this Plan, national policies and other material planning considerations.
- 2.15 The location of the candidate site is adjacent to Ffairfach's current settlement limits (policy GP2). The candidate site is therefore closely related to the existing settlement and the facilities of Ffairfach and Llandeilo.
- 2.16 Policy TR3 relates to the design of highways in developments and requires that developments provide:
- An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;
 - Suitable provision for access by public transport;
 - Appropriate parking and where applicable, servicing space in accordance with required standards;
 - Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;
 - Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;
 - Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run off from the highway.
- 2.17 Proposals that do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.
- 2.18 Proposals that will not result in offsite congestion in terms of parking or service provision or where the capacity of the network is sufficient to serve the development will be permitted. Developers may be required to facilitate appropriate works as part of the granting of any permission.

3 Location & Accessibility

Location

- 3.1 The candidate site is located to the south of the village of Ffairfach, and to the west of and adjacent to the A483/Heol Cennen in Ffairfach and is shown outlined in red in Figure 2.
- 3.2 The western boundary of the candidate site is set by the alignment of the future Llandeilo Bypass. The alignment shown represents the Welsh Government's preferred route (published in 2007).

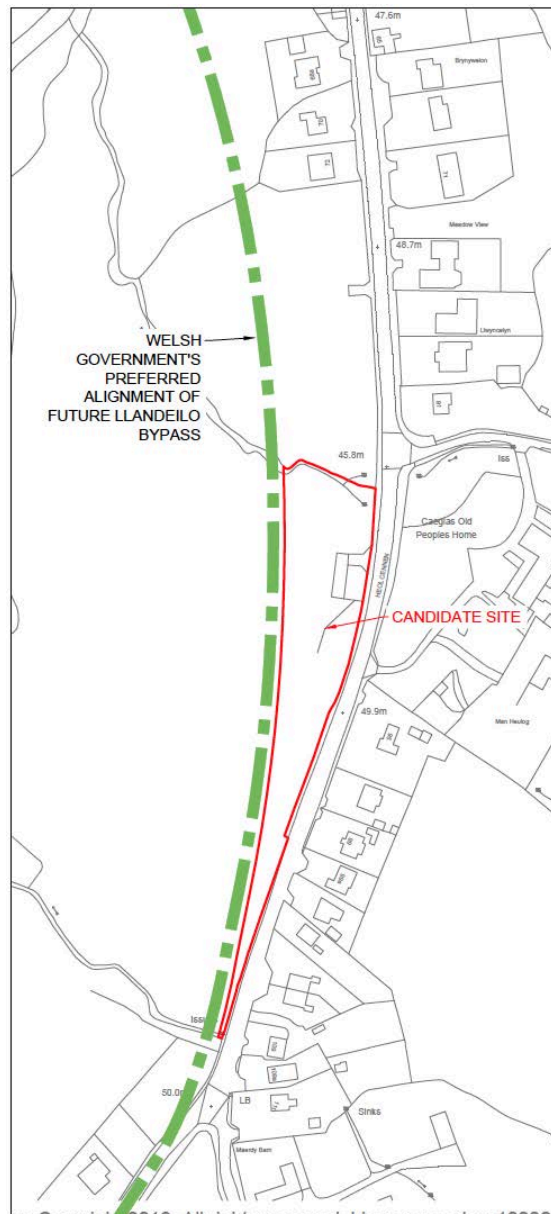


Figure 2. Site Location Plan

- 3.3 The candidate site is currently undeveloped agricultural land. The eastern side of the site has a boundary of paddock fencing which separates the site from the existing footway along the western length of the A483/Heol Cennen; facilitating pedestrian access to the facilities of the village of Ffairfach and the town of Llandeilo.
- 3.4 The candidate site is located approximately 500m to the south of Ffairfach Railway Station, and approximately 750m from the village facilities. A broader range of services and facilities is available in Llandeilo town centre, which is approximately 1.6km to the north.
- 3.5 There are a number of facilities available in Ffairfach, including a primary school, secondary school, two public houses, a newsagents, butchers and a centre for sports facilities, which includes an all-weather floodlight Astro Turf, a sports hall, gymnasium, two grass football pitches and two grass Rugby pitches.
- 3.6 Walk distances to these facilities from the candidate site are provided in the table below.

Facility	Walk Distance from Site
Ffairfach Railway Station	500m
Public House	600m
Convenience Store/PO	800m
Ffairfach Primary School	850m
Butchers Shop	950m
Ysgol Bro Dinefwr Secondary School	1km
Tregib Sports Facilities	1km
Llandeilo Town Centre	1.6km

Table 1. Walk Distances from the Site to Local Facilities

- 3.7 The walk distances quoted above are measured from Heol Cennen at the northernmost boundary of the candidate site and assumes routes along and the public highway network.
- 3.8 Public footways and street lighting are already in existence on these routes from the candidate site to the facilities of Ffairfach and along the route to the town centre of Llandeilo.
- 3.9 The town centre of Llandeilo, which is some 1.6km from the site, provides retail and business services, high street banking, dentists, a medical centre, pharmacies, public houses and restaurants. Designated areas for business and employment units are also located on the outskirts of Llandeilo town.
- 3.10 In summary therefore, the site is in an appropriate location where there are a range of services and facilities all within 2km of the candidate site.
- 3.11 The availability and close proximity of these facilities to the candidate site reduces the need to travel by private car in order to access such services further afield; facilitating more sustainable modes of travel choices for the potential residents of the candidate site, including healthy active travel modes, such as walking or cycling.

Active Travel

- 3.12 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).'
- 3.13 Whilst there are currently no segregated cycle routes in the immediate area of the site, Ffairfach and Llandeilo's facilities are both within reasonable cycling distance of the proposed site at 1km and 1.6km respectively.
- 3.14 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.
- 3.15 As described previously there are a good range of services and facilities available from approximately 1.6km of the candidate site in Llandeilo town, and the facilities of Ffairfach are all within 1km. Bus stops are located adjacent to the site at the proposed access and there is a mainline railway station available within 500m.
- 3.16 The site is accessible to pedestrians via the existing footways that run along Heol Cennen. These footways are of good quality being approximately 2m wide and benefiting from street lighting. The footways link with the wider pedestrian network that provides a continuous, uninterrupted, segregated facility for pedestrians walking between the site and the facilities available locally.

Public Transport

- 3.17 Ffairfach Railway Station is located approximately 500m to the north of the site. The station provides access to the Heart of Wales line services. There are four trains a day to Shrewsbury northbound from Monday to Saturday (plus a fifth to Llandovery) and five southbound to Llanelli and Swansea.
- 3.18 There are two bus stops on Heol Cennen and these are indicated in blue on Figure 2. The northbound bus stop is located immediately adjacent to the eastern boundary of the site at the proposed location of the access; providing services to Llandeilo. This bus stop has a covered bus shelter.
- 3.19 The stop on the opposite side of Heol Cennen, which is located within 20m of the proposed site access, offers southbound services to destinations on route to Ammanford or Swansea.
- 3.20 These stops provide access to bus services X13 and 103; offering public transport to (and from) Llandeilo, Ammanford, Pontarddulais, Fforestfach and Swansea City Centre where connecting bus and rail services can be accessed.
- 3.21 Table 2 provides information on the services available from adjacent to the proposed access of the candidate site.

Service	Route	Details
X13	Swansea - Ammanford - Llandeilo	6 daily services each direction [7.51am to 8.10pm]
103	Llandeilo - Ammanford	3 daily services each direction [10.35am to 4.05pm]

Table 2 Local Bus ServicesHighway Network

- 3.22 The site is adjacent to and will be accessed from the A483, which is referred to as Heol Cennen in the vicinity of the frontage of the candidate site.
- 3.23 The A483 is a trunk road that links Ffairfach to Llandeilo and Ammanford.
- 3.24 To the south of the site the A483 continues towards Llandybie, Amanford and the M4. The site therefore has good access to the strategic highway network.
- 3.25 Heol Cennen is approximately 6m wide as it passes the site and subject to a 30mph speed limit.
- 3.26 A junction with Heol Pen Storum, a residential area of some 15 houses that continues as a country road is located approximately 140m to the south of the candidate site.
- 3.27 The preferred alignment of the proposed Llandeilo Bypass forms the site's western boundary. It is understood that, upon completion of the bypass the existing section of Heol Cennen (A483) that forms the candidate site's eastern boundary will be de-trunked.
- 3.28 A review of the safety record of the highway network in the vicinity of the candidate site has been undertaken. The injury accident locations & their severity are illustrated in Figure 3.

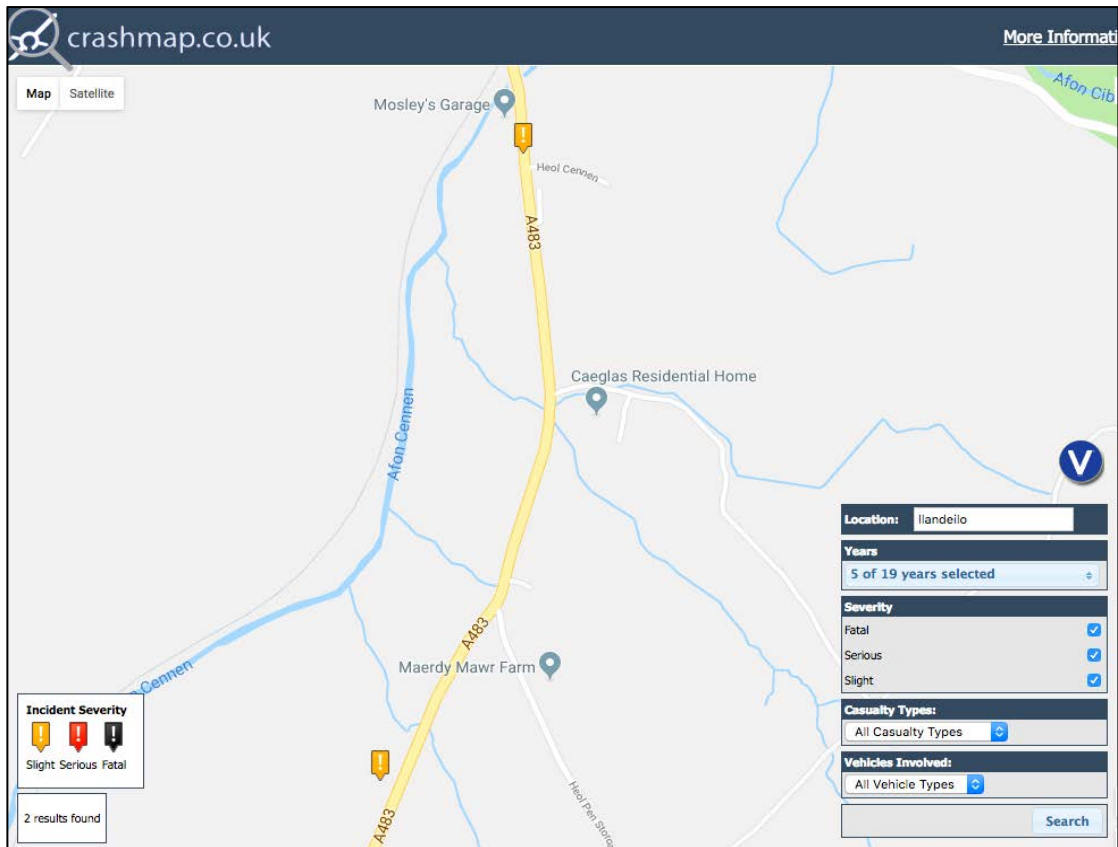


Figure 3. Injury Accident Locations & Severity (2013 - 2017)

3.29 Over the latest five-year period (2013 to 2017 inclusive) there are two, slight severity, injury accidents recorded on Heol Cennen at sporadic locations. The absence of clusters of accidents or accidents of greater severity indicates that the local highway network is operating with an acceptable level of safety.

4 Proposed Development

4.1 It is considered that the candidate site is suitable for residential development.

Access

4.2 An indicative access arrangement is shown as Appendix 1.

Appendix 1 Indicative Access Arrangement

4.3 The shape of the candidate site dictates that frontage access to the individual plots will be the most efficient means of providing access.

4.4 Following the completion of the Llandeilo Bypass, Heol Cennen on the candidate site's eastern side will be de-trunked and consequently the appropriate design guidance will be 'Manual for Streets'.

4.5 Each access that serves an individual property will have a minimum width of 3m. Being within a 30mph speed limit area, visibility splays of 2.4m x 43m are required and can be provided.

4.6 The indicative access arrangement demonstrates that a safe and appropriate access can be provided to the candidate site.

5 Summary & Conclusion

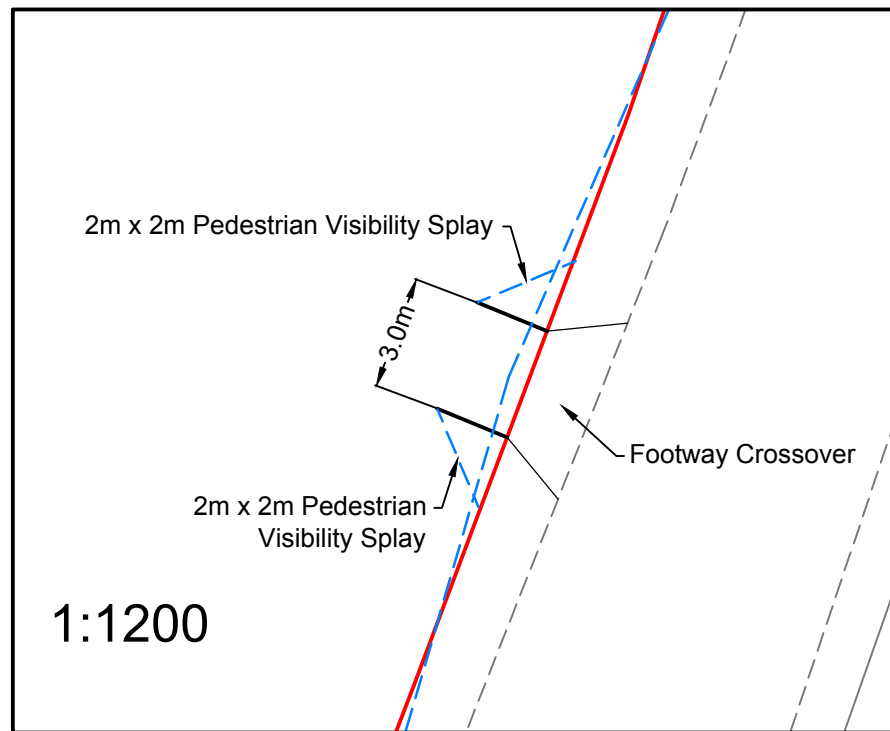
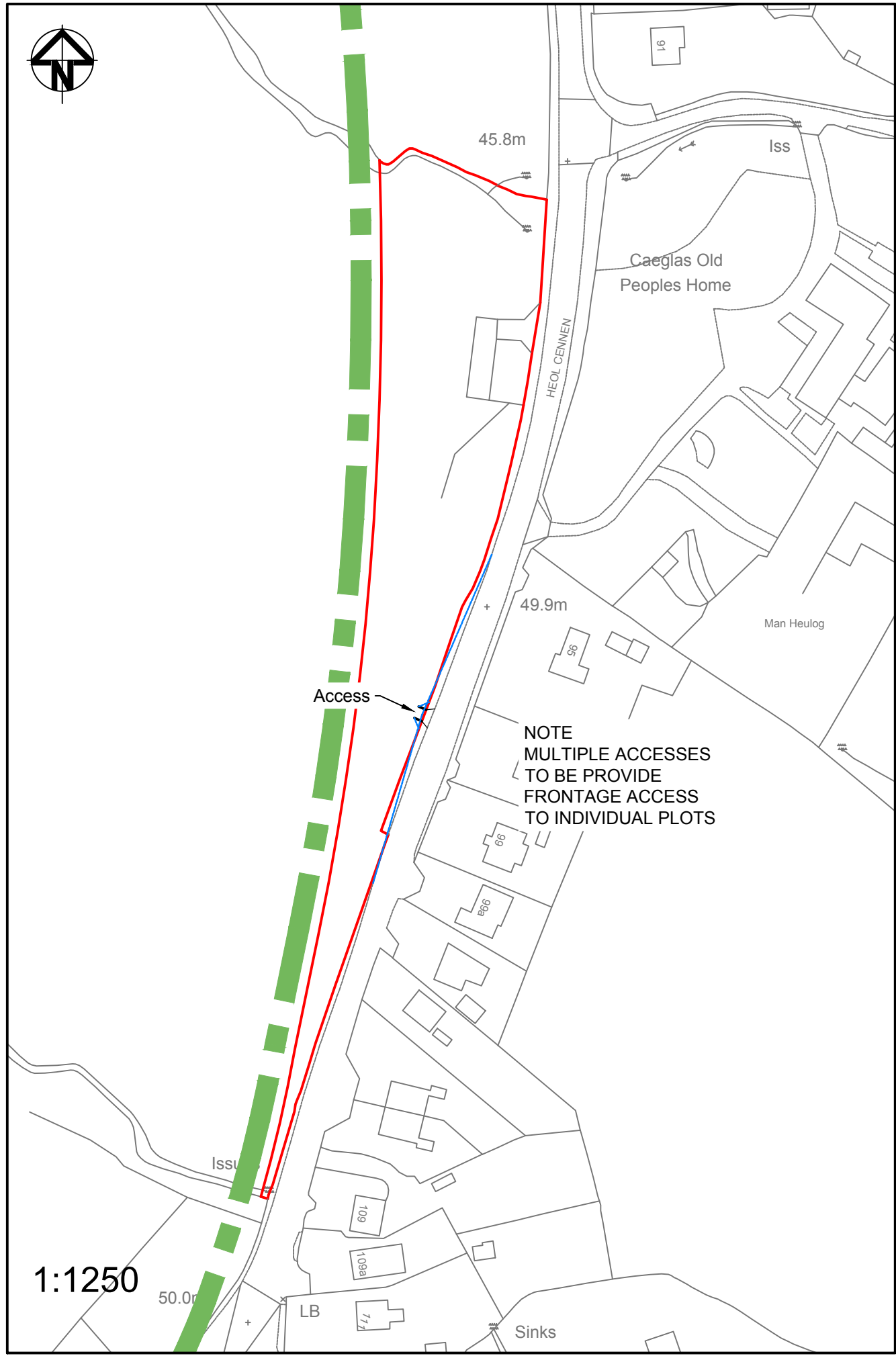
5.1 The salient issues are:

- The candidate site's location is closely related to Ffairfach's existing settlement limits and the facilities provided in Ffairfach and Llandeilo;
- There are a good range of services and facilities near to the site offering education, shopping, employment, leisure and social opportunities. These can be accessed from the site by walking, cycling or by public transport.
- The site is accessible to pedestrians and is well connected to the existing footway network.
- Safe and appropriate access, that meets current design standards, can be provided to the site from Heol Cennen (A483).

5.2 As such it is considered that the candidate 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 the inclusion of this candidate site in Carmarthenshire County Council's Revised Local Development Plan 2018 – 2033.

Appendix 1 Indicative Access Arrangement



A	First Issue	04/07/18
 Priffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandeilo, SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
LAND AT HEOL CENNEN FFAIRFACH		
INDICATIVE ACCESS ARRANGEMENT -TYPICAL DETAIL		
1163	100	A
1:1250, 1:500 & 1:200		@ A3



Acstro Limited
Ty Penbryn
Salem
Llandeilo
Carmarthenshire
SA19 7LT
W. www.acstro.com
E. mail@acstro.com
T. 01558 824021
