

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

Transport Statement

**Development at
Parc Teifi
Pontrhydfendigaid**

June 2024

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Revision History

A	27 th June 2024	First Issue

1776-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

1.1 Acstro has been appointed to prepare a Transport Statement in support of a planning application for development at Parc Teifi, Pontrhydfendigaid, Ceredigion. The site location is shown in the figure below.

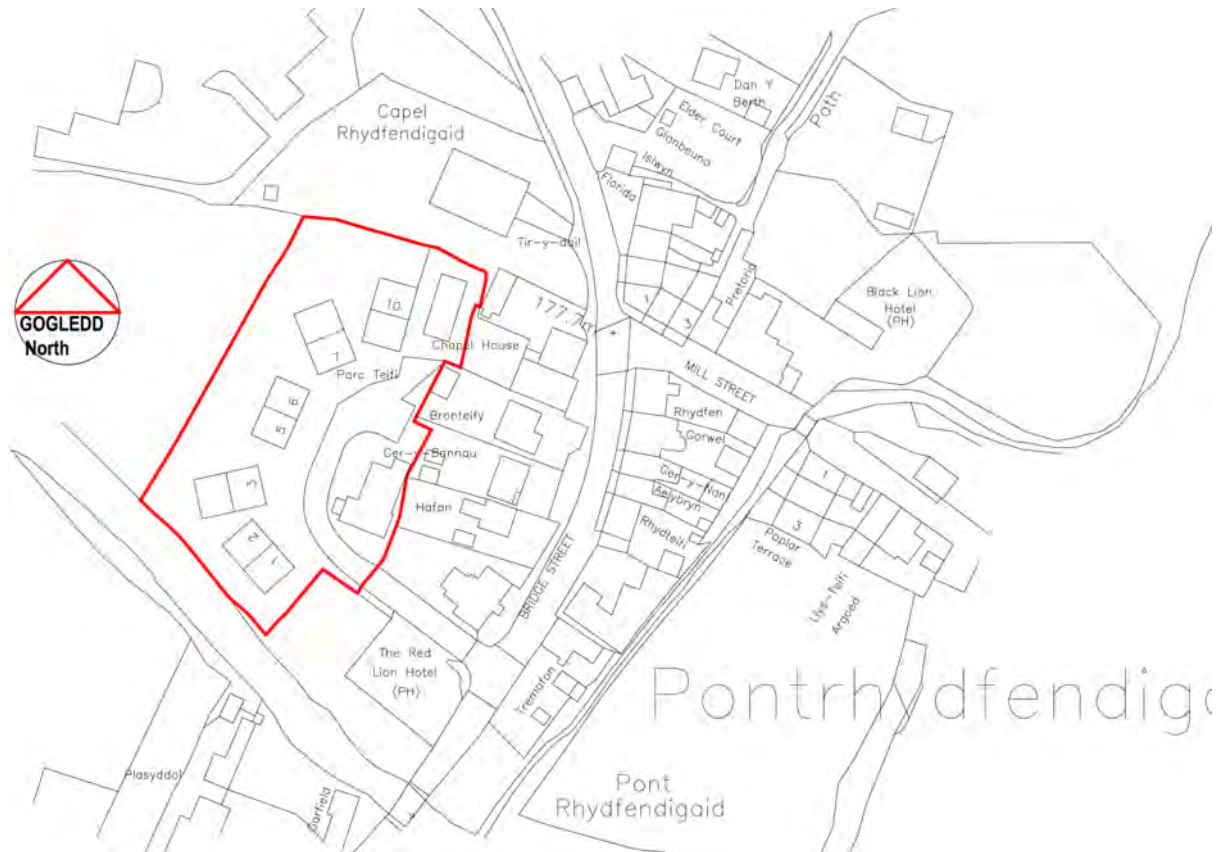


Figure 1 Location Plan

1.2 Planning permission is sought for:

Change of use of Holiday Units to Residential Dwellings and associated works.

- 1.3 Pre-application discussions have been held with the County Highway Authority who has requested that the access road serving the development be improved to an adoptable standard as part of the proposed development.
- 1.4 Improvements to the access road are proposed but it is not possible to fully meet the specifications normally expected of new residential estate roads. The proposed improvements and constraints that limit the improvements that can be made are explained fully in this document.

2 Existing Conditions

- 2.1 Parc Teifi previously accommodated holiday caravans. In 2005 planning permission was granted for the replacement of the caravans with 10 holiday-let chalets, the erection of a shed and conversion of a redundant building to a site administrators office and accommodation (LPA Ref: A040498).
- 2.2 The site currently accommodates:
- 4 x 3-bed holiday let units
 - 6 x 2-bed holiday let units
 - Laundry building with 1-bed split level apartment
 - Bar building with 2-bed apartment above
- 2.3 The site is located to the rear of the Red Lion public house and accessed from Bridge Street. The existing access arrangement is shown in Appendix 1.

Appendix 1 Existing Access

- 2.4 The access road that serves Parc Teifi meets Bridge Street adjacent to the Red Lion. Visibility splays of at least 2.4m x 25m are available in both directions and are suitable for the 20mph speed limit that applies to the public highway.



Figure 2 Parc Teifi Access

- 2.5 The initial section of the access road, between Bridge Street and the application site, has a 5.5m wide carriageway with 1.8m wide footways on both sides. This section of the access road is not within the control of the applicant.

- 2.6 On entering the site there is a gateway with prominent gate pillars that narrow the available footway width to approximately 1.2m. The 5.5m wide carriageway continues into the site but the footways on both sides terminate shortly beyond the access gates.

3 Proposed Development

- 3.1 The proposal is to change the use of the 10 holiday-let units and laundry building to residential and convert the bar building to provide four 1-bed apartments. The proposed development will deliver 15 residential units in total.

- 3.2 Appendix 2 shows the proposed improvements to the access road and described below.

Appendix 2 Proposed Access Arrangement

- 3.3 The site's existing gateway and gate posts will be removed.
- 3.4 A new footway will be provided along the entire length of the access road's eastern side. The footway will generally be 1.8m wide, matching the width of the footway that currently extends between Bridge Street and the site. The proposed footway must narrow at one point to 1.6m where it passes the porch of the current bar building. The proposed footway width exceeds the Welsh Government's Active Travel Guidance recommendation that an absolute minimum width of 1.5m be provided to enable a wheelchair user and walking companion to travel side by side (Active Travel Guidance para. 9.6.2).
- 3.5 Consideration has been given to providing a footway on the western side of the access road but this is not possible due to the constraints of the site. There is insufficient depth between the carriageway and the facades of the buildings on the western side to accommodate a footway and car parking space, meaning that cars would park across a footway if one were to be introduced. Given the modest scale of the development and the light pedestrian and vehicular traffic that it will generate it is considered that a footway on one side of the street provides adequate segregation for the safe movement of pedestrians within the development.
- 3.6 Forward visibility past this point has been checked. Some 20m forward visibility is available, which provides adequate stopping sight distance for vehicles travelling at some 16mph. This is considered adequate and appropriate in the context of this small development where traffic speed will be suppressed by the short length of the street in advance of the bend and by the horizontal deflection caused by the bend itself.
- 3.7 The turning area within the development is capable of accommodating a refuse vehicle. This is demonstrated by the swept path analysis provided within Appendix 2.
- 3.8 Because the section of access road between the site and Bridge Street is not within their control, the applicant cannot offer the development's access for adoption by the Highway Authority. As a result it is proposed that the future maintenance of the access will become the responsibility of a management company.
- 3.9 It is considered that the proposed improvements to the access result in a layout that could be adopted as public highway should the situation change in future. As such the proposed improvements safeguard the future interests of the Highway Authority.
- 3.10 Parking provision within the development complies with the Council's adopted residential Parking Standards at one space per bedroom. It is not possible to accommodate designated visitor parking spaces within the development due to the confines of the site. However, it is considered that visitor parking can be adequately accommodated within the development's street.

4 Summary & Conclusion

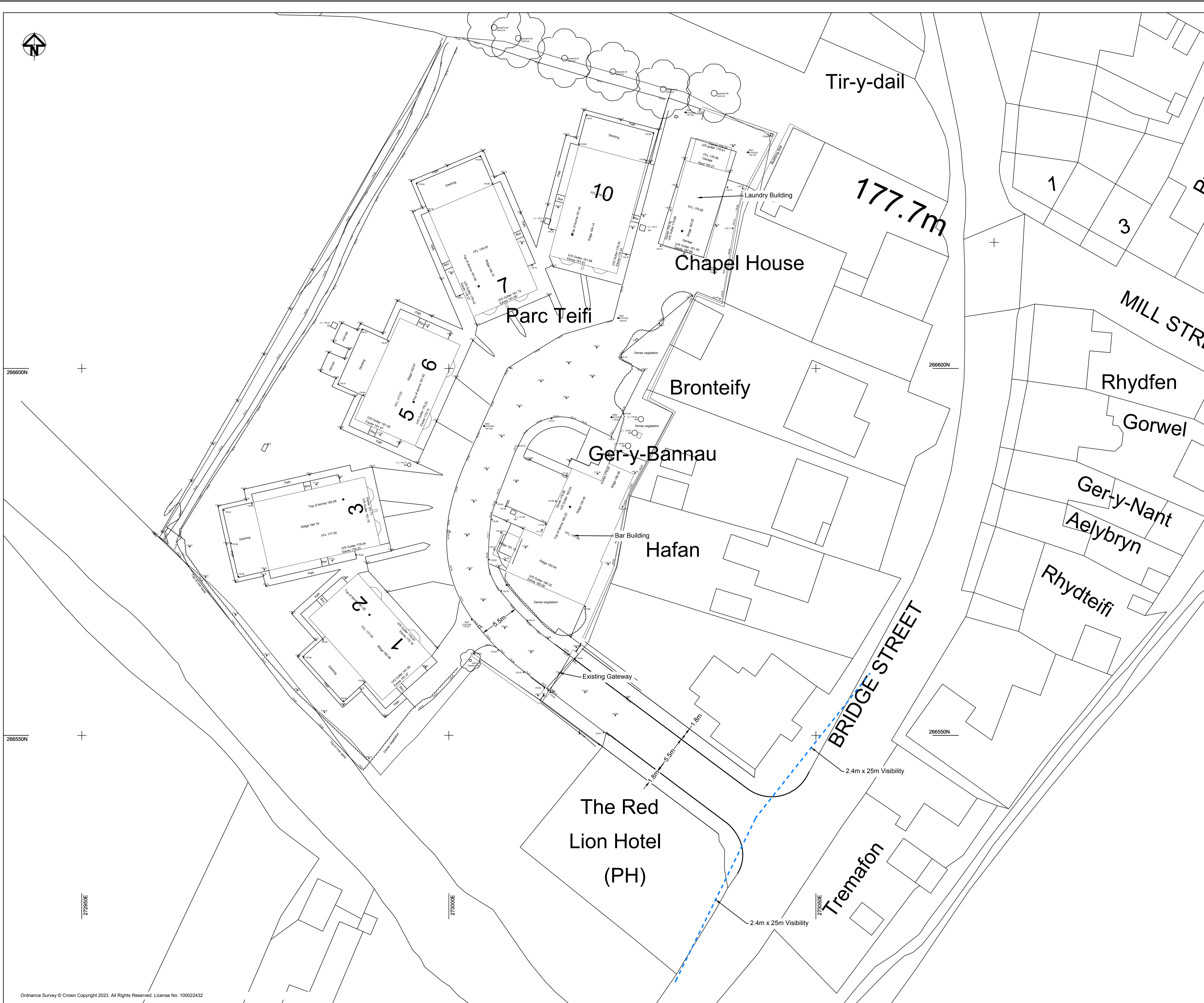
4.1 The salient issues are:

- Planning permission is sought for the change of use of holiday units to residential dwellings and associated works.
- The site is served by a safe and suitable access from Bridge Street.
- Improvements are proposed to the site's access road that will result in it being to a standard that can be adopted in future, should the need arise. The improvement include the removal of a gateway and introduction of a footway. Adequate forward visibility is available within the site and sufficient room provided to accommodate the turning movement of a refuse vehicle.
- The access cannot be offered for adoption at present as it is separated from the public highway by third party land. As a result the future maintenance of the access road will become the responsibility of a management company.
- Parking provision complies with the Council's adopted Parking Standards.

4.2 The proposal therefore delivers improvements to the access that make it suitable for future adoption should the need arise. The improvements provide a safe means of access to the proposed development and appropriate parking provision is made.

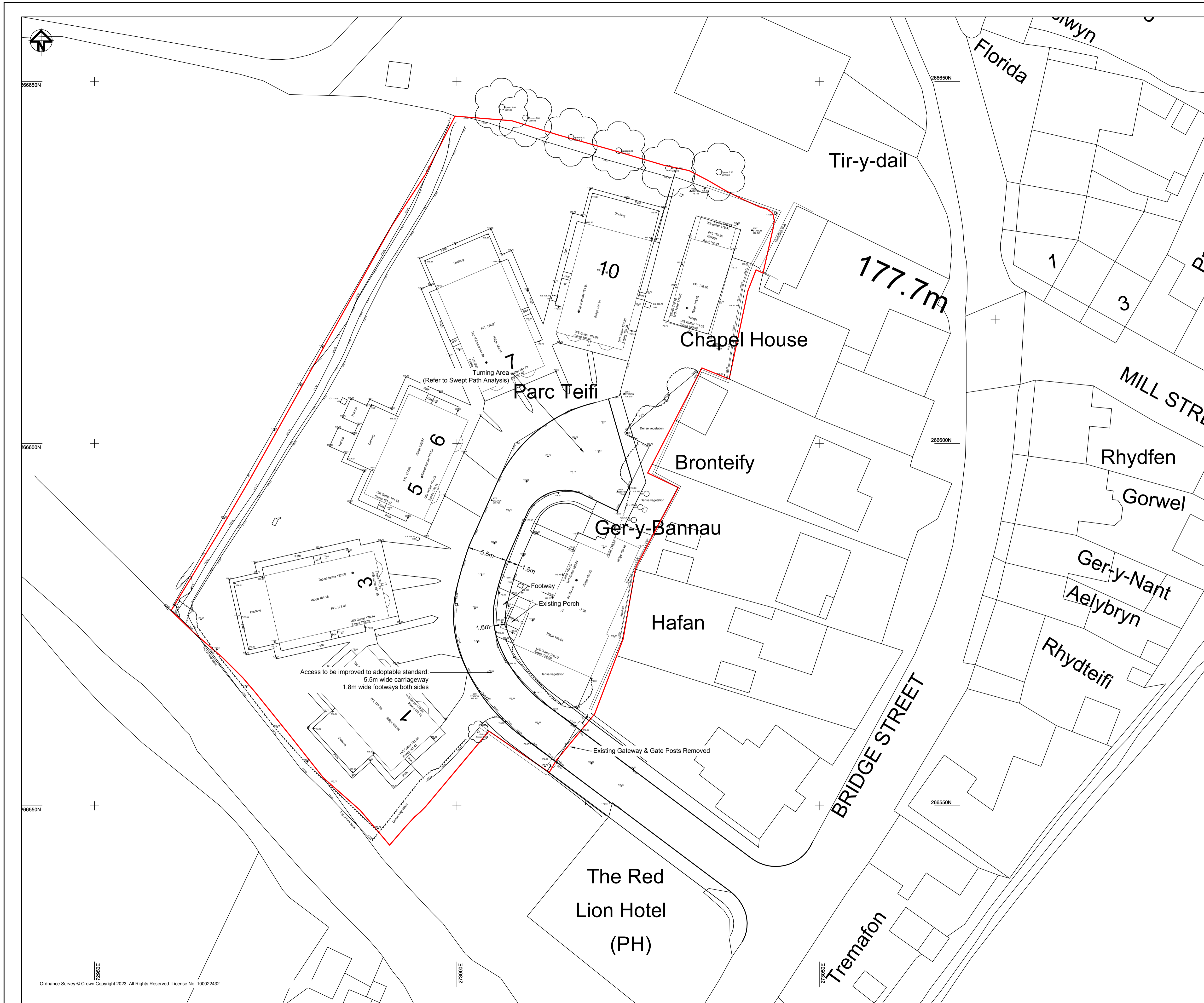
4.3 As such it is considered that there are no highway related reasons to prevent the proposed development.

Appendix 1 Existing Access

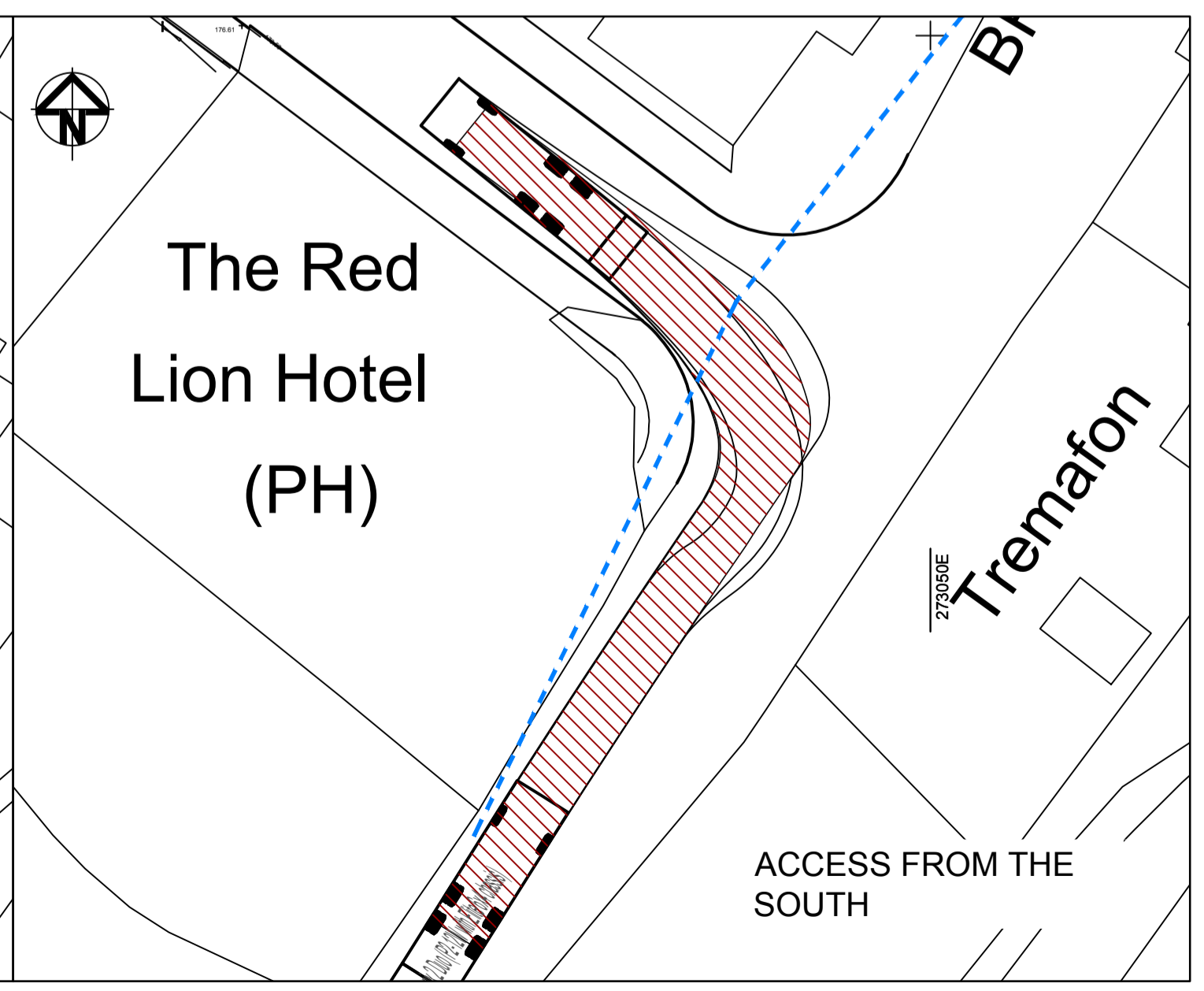
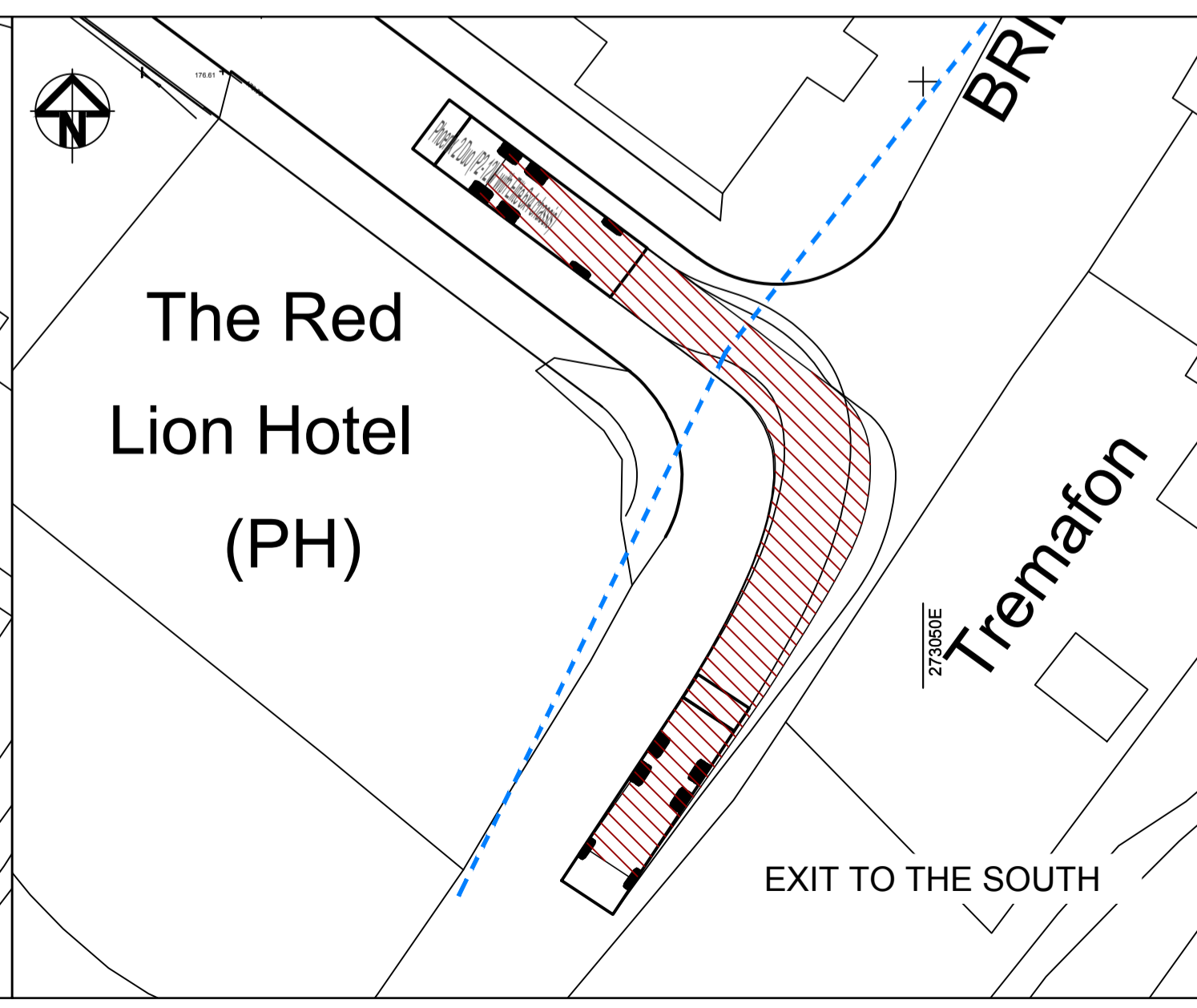
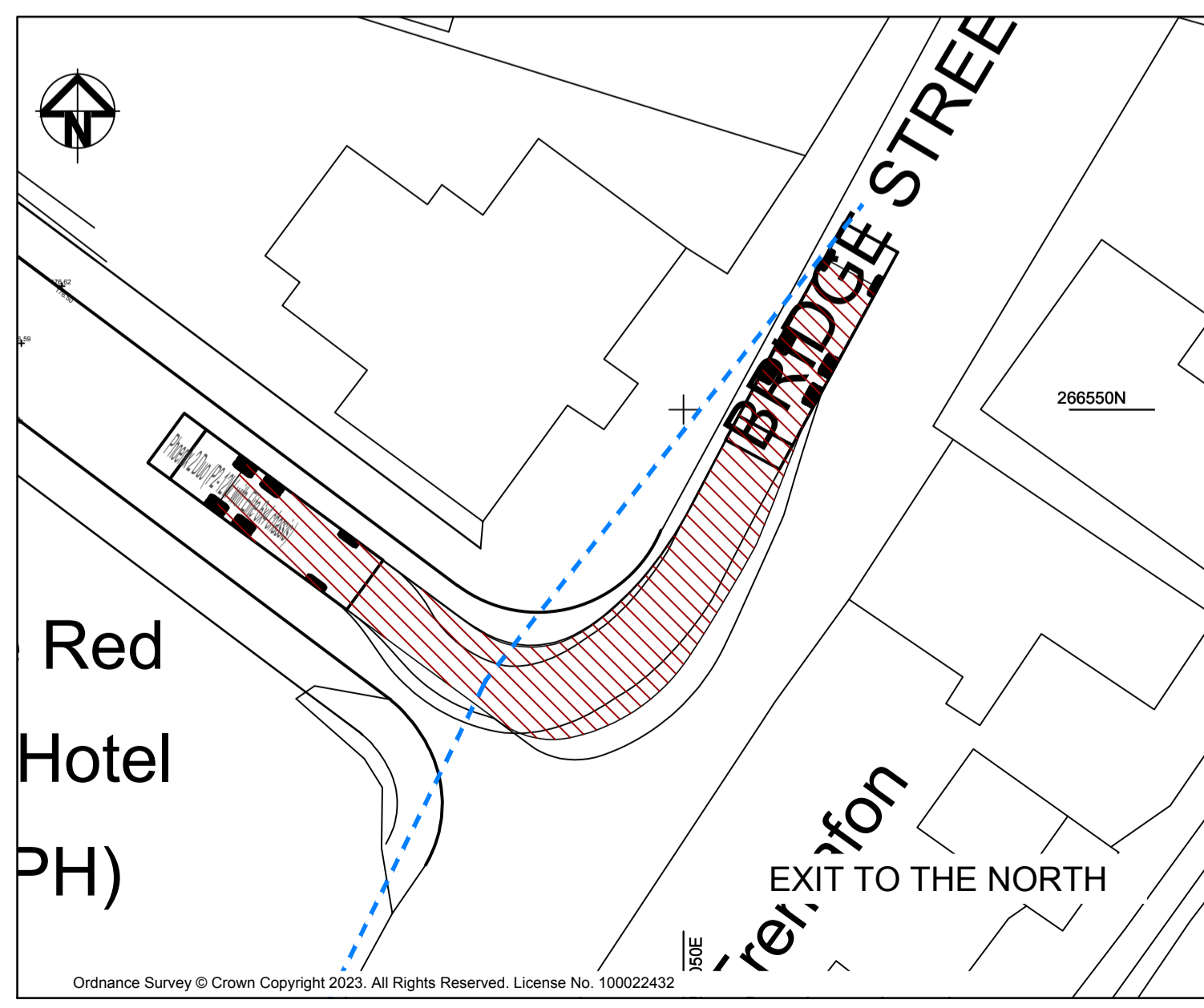
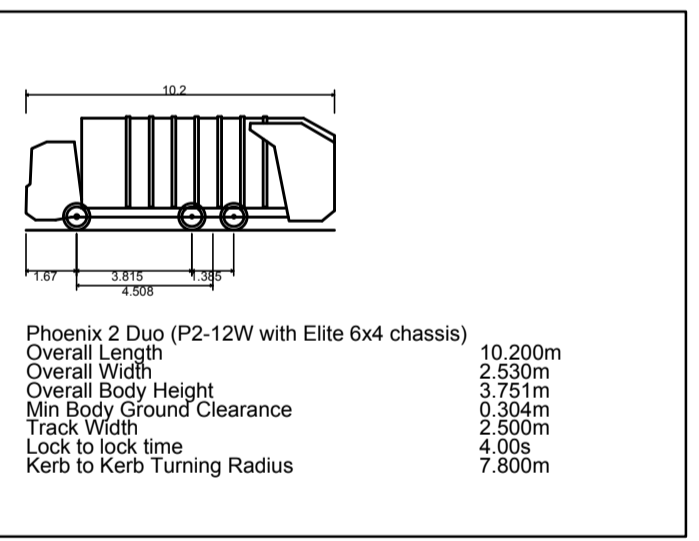
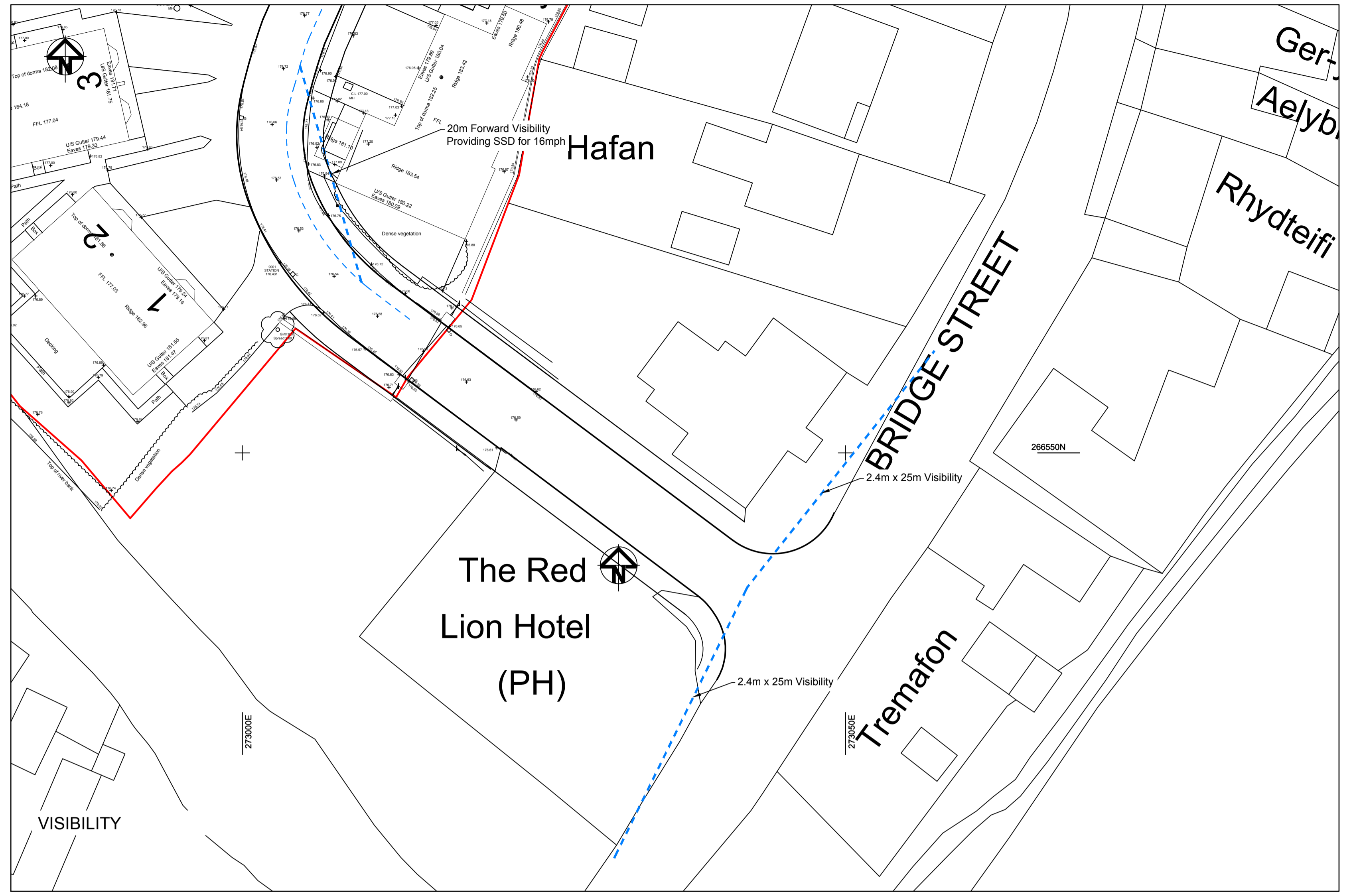
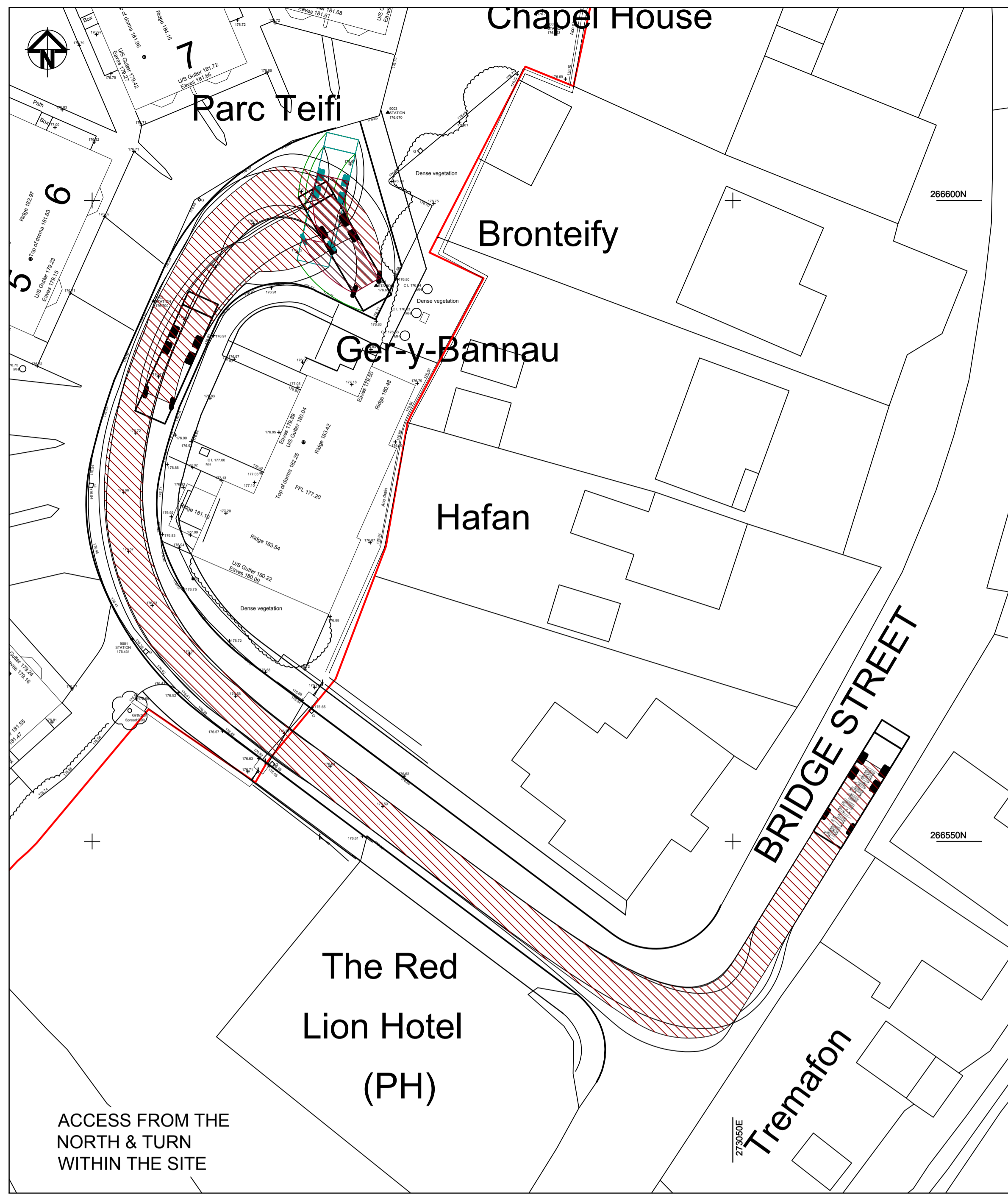


A	First Issue	11-06-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandoello SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project		
PARC TEIFI		
Drawing		
EXISTING LAYOUT		
Drawing No.		
1776-ACS-XX-ZZ-DR-T-001-A		
Scale		
1:250 @ A1		

Appendix 2 Proposed Access Arrangement



B	Second Issue	14-06-24
A	First Issue	11-06-24
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Project	PARC TEIFI	
Drawing	PROPOSED LAYOUT	
Drawing No.	1776-ACS-XX-ZZ-DR-T-002-B	
Scale	1:250 @ A1	



B	Second Issue	14-06-24
A	First Issue	11-06-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project PARC TEIFI		
Drawing PROPOSED LAYOUT SWEEP PATHS & FORWARD VISIBILITY		
Drawing No. 1776-ACS-XX-ZZ-DR-T-004-B		
Scale 1:250 @ A1		

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