

# Technical Note

## Highway Statement for the Proposed Holiday Lodge at Upper Penarran, Kerry (SA41798\_TN1)

24.01.2022 – Issue 1.0

### 1. Introduction

- 1.1 This Technical Note has been prepared to discuss and assess the access arrangements for the proposed holiday lodge at Upper Penarran, Kerry, Newtown, SY16 4PN. The site location is indicated in Figure 1 below:

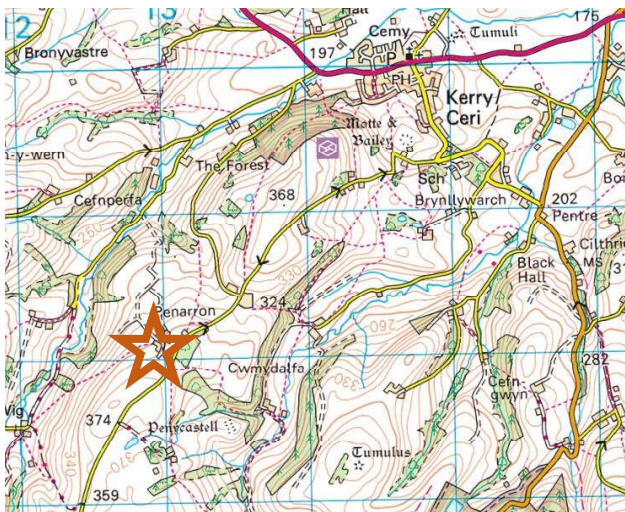


Figure 1: location of the proposed change of use at Upper Penarran, Kerry, Newtown, SY16 4PN (Map image credit: Ordnance Survey 2022).

- 1.2 The proposed development consists of constructing a one-bedroom holiday lodge at Upper Penarran as part of a farm diversification scheme. This is intended to provide further employment and income for the incoming generation of the family at the farm. The applicant proposes to construct a log-cabin style lodge which would provide accommodation for two adults or a small family. Pre-application advice was sought for the proposals under the reference number 20/0148/PRE.

- 1.3 The proposed lodge is to be located approximately 120m to the west of the farmstead to provide a peaceful and tranquil location for guests. The site is located within a picturesque setting on The Welsh Marches hills and is well connected to a network of local public rights of way (PROW). Vehicular access to the development will be taken from the existing farm access track leading from the unclassified road numbered U2847.
- 1.4 Access to the site is to be made along the route using the U2847, the U2849, and Gilfach Lane which connects with the A489 to the west of Kerry. The access route uses single track roads with existing passing places, as will be discussed later in this note. The travel distance from the site to the A489 is approximately 2.8km.
- 1.5 This Highway Statement aims to demonstrate to the Local Planning Authority (LPA) that the proposed development is appropriately located from a transportation perspective and will provide safe and sustainable access for its future occupants/users, without impacting upon the safety of the public highway or creating wider traffic issues. This report should be read in conjunction with the other supporting planning documents and drawings submitted as part of the planning application. This Highway Statement has been produced in accordance with Planning Policy Wales Technical Advice Note 18: Transport.
- 1.6 This Highway Statement has been prepared by Richard Harman, an Incorporated Engineer, and a Fellow of the Institute of Highway Engineers with over 19 years' industry experience of working in both the public and private sector.
- 1.7 This Technical Note (including any attachments) has been prepared with care and due diligence in relation to the proposed holiday accommodation at Upper Penarran, and solely for the purpose for which it is provided. Unless we provide express prior written consent, no part of this report should be reproduced, distributed or communicated to any third party. We do not accept any liability if this report is used for an alternative purpose from which it is intended, nor to any third party in respect of this report.

## 2. Site Access and Sustainability

---

- 2.1 The site is located approximately 2.5km to the south west of the village of Kerry, and around 4km south east of Newtown. The actual location for the proposed holiday lodge is to the west of the existing farmstead, as shown in Figure 2 below. The applicant proposes to construct a stone track to serve the development measuring approximately 3m wide, which will connect with the existing farm access private road to the east. Parking is to be provided at the lodge on a stone surface.

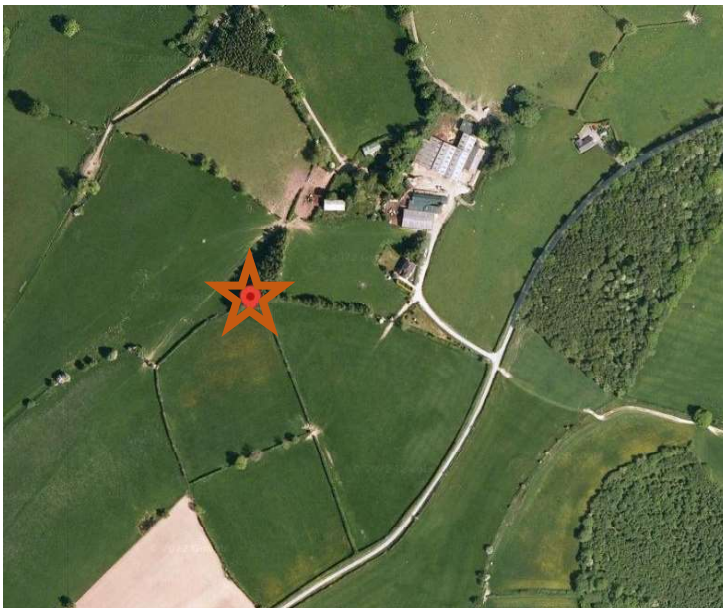


Figure 2: aerial image of Upper Penarran showing the proposed location of the holiday lodge. (Map image credit: Google 2022).

- 2.2 The existing farm private access track measures approximately 4m wide and connects with the U2847 single-track unclassified road. A public footpath runs along the route of the private access track and wide grass verges are provided to allow walkers and vehicles to safely pass each other. An image of the existing site access with the public highway is shown in Figure 3. At its junction with the U2847 the private access track increases in width to accommodate two way traffic movements. Visibility splays onto the U2847 measure at least 2.4m x 43m, which is considered to be appropriate for the very low approaching traffic speeds. The U2847 is a no through road to the south west of the site and this serves only a small number of other properties and predominantly pasture farmland. Consequently, this road carries only a very low number of daily traffic movements, estimated to be less than 100 movements in a 24 hour period.



Figure 3: site image showing a view along the farm private road from its junction with the U2847.

- 2.3 Access to the proposed holiday lodge for guests will be via the U2847 to the north of the site access, then along the U2849 at Lower Penarron towards Gilfach Lane, which connects with the A489 to the west of Kerry. We consider this to be the most appropriate route of access to the site and therefore we propose that this will be communicated to all guests upon booking the accommodation.
- 2.4 The route to the principal road network consists of single-lane rural roads with regular passing places, some of which appear to have been constructed and/or improved in recent years. Traffic speeds and flows along this route have been observed to be very low. We have surveyed this route and a total of 14 existing passing places are available, most of which are constructed in tarmac. Refer to Appendix A for a location plan and site images of the existing passing places along the route. We consider that the existing passing opportunities are adequate to accommodate the very minor level of development proposed, particularly considering the very low existing traffic flows on the local road network. However, should the local highway authority take issue with the traffic increase, there is an opportunity to provide an additional passing place within the existing wide grass verge fronting the applicants land near the farm.

- 2.5 Along the access route to the site it was noted that the junction between the U2847 and the U2849 has restricted visibility to the south from the U2849. However, this junction is located within a series of 's' bends with restricted forward visibility and therefore the approach speed of traffic is estimated to be at 20mph or less. Considering also the very low traffic flows along the U2847, which is also a no-through road, the risks presented by the restricted visibility are considered to be negligible and the scenarios can be reasonably expected to be encountered by drivers when travelling along the rural road network. Furthermore, if visibility here were to be improved, this would open up forward visibility through the s-bends and the junction. This may therefore result in an overall negative impact to road safety here, by locally increasing traffic speeds. Also, the applicant does not control land at this location.
- 2.6 Visibility at the other two junctions along the access route is good and it appears that some recent improvements have been made to the visibility splay to the west at the junction between the U2849 and Gilfach Lane. The junction between Gilfach Lane and the A489 is of a good standard, permitting 2-way traffic movements and visibility splays in excess of the local 40mph speed limit are apparent.

## **Road Safety**

- 2.7 We have consulted Crashmap to check for reported road traffic collisions on the local access route to the A489. This has shown that just a single 'slight' personal injury collision has been recorded in the latest five-year period. This occurred at the junction between the A489 and Gilfach Lane and upon reviewing the collision report it would appear that a car turned right out of the junction into the path of a car approaching from the east. The incident occurred in fine and dry conditions in the spring, so it's likely that the collision resulted from a lack of attention and or judgement by the driver of the vehicle turning right. This would therefore appear to be a random incident resulting from driver error and not from a deficiency with the local road network. A copy of the collision report can be found in Appendix B.

## **Traffic Data**

- 2.8 A Department for Transport traffic survey count point referenced 91058 is located on the A489 at Kerry, so data from this has been obtained. The most relevant data reference point available is 2019 and this gives an overall 2-way annual average traffic flow of 2523 vehicles. This is therefore considered to be a low flow for a single carriageway principal road. A copy of the traffic count site data can be found in Appendix C.

## **Transport and Sustainability**

- 2.9 The remote rural site location will provide a desirable holiday venue for guests who want to experience a peaceful and tranquil location. The site location is surrounded by many miles of attractive PROW network, including the nearby Offa's Dyke National Trail and trails at Kerry Hill. It's therefore likely that many guests of the site will chose to use the site as a base for walking and activity holidays and their reliance on private car use will be somewhat lower when compared against holiday accommodation located closer to more abundant tourist attractions. Guests seeking such attractions are likely to choose accommodation which is sited closer to the places they want to visit, so the remote location will somewhat be 'self-regulating' in appealing to guests who will travel less by car.
- 2.10 Local services and amenities are available at Kerry and Newtown, so these are a reasonably short distance from the site.
- 2.11 A local bus service is available from Kerry, which runs between Newtown, Montgomery and Welshpool, with serval buses operating each day. This service may therefore be beneficial to guests at the site. Rail services are also available from Newtown.

## **Parking**

- 2.12 Parking and turning spaces will be provided at the lodge in stone surfacing materials. At least two spaces will be provided to accommodate a service vehicle and guest parking.

## **Development Traffic**

- 2.13 The baseline situation for the site is agricultural land, and as the site area is small this can be assumed not to generate any off site traffic movements. Therefore, the development traffic will create new trips on the network. Servicing of the proposed accommodation will be by the family who are already living and/or working at the site.
- 2.14 A small one-bedroom holiday lodge of the style proposed will potentially generate a maximum of two two-way traffic movements per day. Considering the very low number of existing traffic movements on the local network, we consider that the additional traffic generated will not lead to any road safety or capacity issues.

## 3. Conclusions

---

- 3.1 This Highway Statement has considered the access arrangements for a proposed one bedroom holiday lodge at the farm known as Penarran, Kerry.
- 3.2 The site is accessed via a network of local single-lane rural roads over a distance of approximately 2.8km before reaching the A489 principal road network. A total of 14 existing passing opportunities have been observed along the local road access route. We consider that the existing network carries only a low number of existing daily traffic movements.
- 3.3 The site location is fairly typical of a rural diversification scheme offering accommodation for walking and leisure type holidays. Nevertheless, services and amenities are available at the nearby settlements of Kerry and Newtown. Public transport options are also available nearby.
- 3.4 No significant road safety issues have been noted as part out this assessment. The development traffic is not anticipated to lead to any road safety or capacity issues on the nearby network. The development will generate only a low number of additional vehicle movements on the road network.

## Appendix A – Existing Passing Places

---

