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PROPOSED HOLIDAY HOME PARK AT PENSTOWED QUARRY,  
PENSTROWED, CAERSWS, POWYS, SY17 5SG

Transport Statement

November 2023

JPH/230404/D2

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## PROPOSED HOLIDAY HOME PARK AT PENSTOWED QUARRY, PENSTROWED, CAERSWS, POWYS, SY17 5SG

Document Status – 2<sup>nd</sup> Draft

Produced by: - - - - - J P Hurlstone

Date: November 2023

Transportation Planning, Highway Design and Environmental Assessment

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## FIGURES

Proposed Holiday Lodge Development at Penstrowed Quarry (Lambe Planning & Design)  
Overlay of Footpath Location Plan Proposal (MTJ Construction Consulting Ltd)

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## 1 INTRODUCTION

- 1.1 Penstrowed Quarry is located approximately 4.2km west-southwest of Newtown centre, 13.1km northeast of Llanidloes and 3.7 km southeast of Caersws, Powys. The site contains a range of industrial buildings within the quarry floor, which serve as a materials recycling facility and contractors yard for the owner, G.F. Grigg Ltd, and the associated companies.
- 1.2 G.F. Grigg Ltd sought planning permission for the change of use of the Penstrowed Quarry site to a 5\* Holiday Lodge Park under planning application reference 22/1966/FUL. Following concerns raised, the application was withdrawn on 19<sup>th</sup> April 2023. The proposed development comprised 94 holiday lodges and all associated works.
- 1.3 The Hurlstone Partnership Limited was instructed to review the highway comments received and provide advice to assist with a potential resubmission. As part of the assessment undertaken, the previous planning application documents were reviewed, including the Transport Statement (TS) dated November 2022 prepared by Mewis Engineering Consultants (M-EC). The TS proposed improvements to the U2607 and its junction with the A489 Trunk Road based on a design previously approved under planning application P/2009/0440 for widening of the access road, which was granted on 20 July 2009 but not implemented. The M-EC TS also included empirical traffic survey data from three Automatic Traffic Counters (ATCs) on the U2607 to the north and south of the Penstrowed Quarry access and on the site access road itself.
- 1.4 Following a review of the traffic data and proposed development, the necessity for off-site highway improvements was queried, due to the potential betterment the scheme would deliver. Pre-applications with Welsh Government, which is responsible for the A489 Trunk Road, confirmed that it would not seek a right turn lane or other junction improvements, as were raised as potential requirements in its consultation response of 15 March 2023 in response to application 22/1966/FUL.
- 1.5 Welsh Government confirmed it was content with the approach taken to justify retention of the existing road infrastructure, subject to conditions regarding the cessation of the industrial activities prior to the occupation of any Lodges and the submission of a satisfactory Construction Traffic Management Plan
- 1.6 Following the pre-application discussions, GF Grigg has revisited the proposed site layout, which has led to a reduction in the number of Holiday Lodges proposed from 94 to 89.
- 1.7 The remainder of this Transport Statement details the findings of the review undertaken and confirms the proposed development is acceptable in terms of its transport impact.

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## 2 EXISTING ACCESS ARRANGEMENTS

- 2.1 Penstrowed Quarry is served by a private access road extending northwest from the U2607 public highway. The access road climbs from the highway into the site over a distance of approximately 360m to the site office with a variable width to facilitate the two-way movement of HGVs associated with the ongoing activities within the Quarry area.
- 2.2 The access centreline meets the U2607 approximately 113m from its junction with the A489 Trunk Road, which lies to the east-northeast. The junction with the A489 extends approximately 32.6m between its tangent points with the A489 and is controlled by Give Way markings. The relatively straight alignment of the A489 in the vicinity of the junction affords turning and oncoming drivers with good intervisibility of each other.
- 2.3 There are unmarked but scheduled bus stops in the vicinity of the junction which are known as 'Penstrowed Bridge'. The stops are visited by the Celtic Travel X75 Rhayader to Shrewsbury service, which operates in both directions Monday to Saturday.
- 2.4 The initial 13.3m of the U2607 is divided by an intermittent centreline marking to separate inbound and outbound traffic movements at the junction.
- 2.5 Beyond the centreline markings, the U2607 narrows to a minimum width of 4.1m before reaching a layby on the north side which extends from approximately 53.5m from the A489 junction, almost to the access to the Tudor Griffiths Concrete plant, which sits immediately to the east of the Penstrowed Quarry access. The concrete plant has two access points to the U2607. One is immediately to the east of and contiguous with that serving Penstrowed Quarry, and the other is approximately 13m to the east (centreline to centreline).
- 2.6 The photograph overleaf illustrates the U2607 looking westwards from the U2607 towards both the concrete plant and Penstrowed Quarry accesses, which demonstrates the intervisibility along the route between the A489 and Penstrowed Quarry access.

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- 2.7 The photograph below illustrates the layby area on the north side of the carriageway relative to the access to the concrete plant in front of the TG sign, with the access to



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- 2.8 Beyond the access to Penstrowed Quarry, the U2607 continues as a single track lane in a general west / southwest direction. Approximately 2.15 km distant, the road meets National Cycle Route 81 (NCN81), which is a 118 mile route of the National Cycle Network linking Aberystwyth and Wolverhampton. "*The National Cycle Network is a UK-wide network of signed paths and routes for walking, wheeling, cycling and exploring outdoors*"<sup>1</sup>
- 2.9 NCN81 continues northwest from that point to Caersws, approximately 3.9 km distant, passing the Holiday Lodge sites at Love2Stay Mid Wales and Maesmawr Farm Resort on route. Local facilities including shops and a railway station etc. are located in Caersws. Beyond Caersws NCN81 continues to the southwest toward Llanidloes and Aberystwyth.
- 2.10 Alternatively, heading approximately 7.1 km east / northeast along NCN81 leads to Newtown, which also provides access to the railway network and a wider range of facilities.
- 2.11 NCN81 follows minor routes towards Caersws and Newtown. A more direct route to both places is available along the A489 from its junction with the U2607. Via the A489 route, Caersws is approximately 5.2 km from the Penstrowed Quarry access (approximately 0.8km shorter), whilst Newtown is approximately 4.8 km distant (approximately 4.5km shorter – or half the distance compared to NCN81), whilst the outskirts of Newtown, at the western end of the Newtown bypass, is just 1.7 km distant via the A489 route.
- 2.12 The proximity of NCN81 and the nature of the local roads is considered to support the Active Travel Wales Act (2013). The Active Travel Act Guidance of 2021 advises, under the heading 'Rurality':
- 4.5.1 *The isolated nature of communities, sparsity of services and the increased length of journeys will often mean that enabling active travel in rural areas requires a different approach to that for larger towns and cities. Such longer journeys may be more achievable by a combination of active travel and public transport, where this is available. In rural locations, local authorities may therefore want to prioritise walking and cycling links to public transport services (bus stops and rail stations).*
- 4.5.2 *E-cycles are becoming increasingly popular and affordable, enabling cycling for longer journeys or over more challenging hilly terrain and for wider population groups. Other than charging facilities, e-cycles require no additional infrastructure compared to other types of cycles. Local authorities may want to emphasise the potential of e-cycles in their promotion of active travel, in particular in rural or hilly areas.*
- 4.5.3 *Adopting a more flexible approach to mapping routes that extend outside the designated localities may also be useful where the settlement is relatively close to a larger urban centre in which many of the services that attract local trips are located. The likely impact of these routes in terms of increased active travel journeys should be considered in the prioritisation process.*

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<sup>1</sup> Sustrans National Cycle Network website

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- 2.13 In terms of cycling in rural areas, the Active Travel Act Guidance advises:
- 11.33 *Cycling on rural roads*
- 11.33.1 *Most cycling takes place in urban areas, but roads outside built-up areas provide key links for cyclists who live in rural areas making journeys to local destinations or nearby urban areas, as well as leisure cycling.*
- 11.33.2 *Cycling on rural roads can feel hazardous due to higher traffic speeds, restricted visibility and narrow carriageways. Measures to reduce motor traffic speeds and volumes may be implemented to help reduce the risks to cyclists and pedestrians.*
- 11.33.3 *On-carriageway active travel cycle routes in rural areas should generally follow roads with low traffic flows, preferably below 1,000 vehicles AADT and with actual traffic speeds no greater than 30mph (see table 11.1). The design of cycle routes should be sympathetic to the local environment with limited use of intrusive signing and road markings.*
- 2.14 As the following section of this report demonstrates, the traffic volumes and speeds on the U2607 fall well within the acceptable threshold for shared use by cyclists. The distances to the local services and facilities are also within acceptable cycle distances.
- 2.15 The Institution of Highways and Transportation's "*Planning for Cycling*" advises "*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. 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 (DfT, 2014a). Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.*"
- 2.16 The established cycle patterns and distances should not be seen as a barrier, as there are many people who cycle significantly longer distances than 5 miles on a daily basis. The assistance provided by electric bikes and their increasing popularity increase the opportunities for more people to begin cycling and to cycle over significantly longer distances than they may have previously considered to be possible.
- 2.17 As described above, Caersws is approximately 6.05 km (3.76 miles) via NCN81, whilst the centre of Newtown is approximately 5.75 miles via NCN81. Given the proposed development is for Luxury Holiday Lodges, residents of the site are more likely to accept slightly longer cycle distances for leisure travel in a rural area when compared with commuting trips in urban areas; noting that 20% of cycle trips are 5 miles or above, based on the information in the CIHT Guidelines.
- 2.18 There are also public rights of way extending to towards Caersws and Newtown through the countryside, which provide predominantly traffic-free routes for pedestrians; albeit they are mostly unpaved. Such routes historically provide the connections between areas.



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- 2.19 Paragraph 1.1.1 of the Active Travel Act Guidance, states: *“Active travel is a term used to describe walking and cycling for purposeful 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 for the health and well-being of Wales. Achieving modal shift by displacing private car journeys with walking and cycling and public transport is at the heart of Llwybr Newydd, the Wales Transport Strategy.”*
- 2.20 Paragraph 1.3.1 of the Active Travel Act Guidelines: *“Active travel’ is a useful term to differentiate between walking and cycling as a means of transport and walking and cycling solely for leisure.”*
- 2.21 Paragraph 11.17.1 of the Active Travel Act Guidelines advises: *“Pedestrian routes include footways adjacent to carriageways (DE101), footpaths away from roads, such as paths through housing estates, parks and alongside waterways (DE102) and other elements of Public Rights of Way.”*
- 2.22 Having considered the available cycle routes and local bus services within walking distance, combined with the available Public Rights of Way in the area, the proposed leisure development at Penstrowed Quarry, is considered to support the objectives of the Active Travel Wales Act, given its rural location, the flexibility the Act provides in such locations and the clear differentiation between leisure trips and those for other purposes.
- 3 EXISTING TRAFFIC FLOWS
- 3.1 As described in the Introduction, traffic surveys were undertaken as part of the assessment undertaken by M-EC as part of planning application 22/1966/FUL.
- 3.2 M-EC, following consultation with Powys CC, undertook 3 No. Automatic Traffic Counts (ATCs), on the access to Penstrowed Quarry (ATC 1), The U2607 to the northeast before reaching the A489 junction (ATC 2) and to the southwest of the Quarry access (ATC 3). The results of the ATC surveys are provided in Appendix D of the M-EC TS and various data summarised within Tables embedded in the TS text.
- 3.3 Tables 1 – 3 of the ES summarise the weekday average traffic speeds recorded as falling between 9 and 22 mph at the 85<sup>th</sup> percentile level. They also confirm the weekday average HGV flows; of which 268 movements (128 northbound / 140 southbound) were recorded on the Quarry access, 272 (131 westbound / 141 eastbound) near the A489 junction, and 16 (8 each way) to the southwest of the Quarry access.
- 3.4 Paragraph 4.3 of the M-EC TS confirms the traffic activity at Penstrowed Quarry was found to be a weekday average of 268 movements per day, with generic average AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour flows of 21 and 16 movements respectively. Paragraph 4.4 confirms that some 35% of the traffic movements associated with the existing activities within Penstrowed Quarry were HGVs.

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- 3.5 By referring to Appendix D of the M-EC TS, the summary tables from ATC 1 confirm the average 7 day average on the Quarry access reduced to 206 movements due to the Saturday and Sunday flows reducing to 62 and 42 movements respectively, compared with the weekday (Monday – Friday) flows, which varied between 237 (Thursday) and 302 (Monday).
- 3.6 Beyond the access to Penstrowed Quarry and the concrete plant, the traffic flows on the U2607 reduced significantly to an average of just 16 movements per day, with a peak daily flow of 23 movements.
- 3.7 In terms of traffic flows on the A489, the Department for Transport (DfT) website identifies a Count Point (number 78477) to the north of the junction with the U2607, which provides data between 2000 and 2018. In 2018 the Annual Average Daily Flow (AADF) i.e. that averaged over 365 days per year, was identified to be 7915 vehicles including 709 HGVs. A review of the data revealed that the highest published AADF flow at this Count Point was in 2016 with a total of 8267 vehicles including 643 HGVs. The highest HGV flow was identified in 2004 when 788 HGVs fell within a total flow of 7754 vehicles per day.
- 3.8 Count Point 91056 replaced 78477 and is located slightly further to the northwest from the U2607 junction. In 2019 the published AADF was 7954 vehicles including 708 HGVs. The most recent 2022 AADF is a total of 7367 vehicles including 703 HGVs.

## 4 HIGHWAY SAFETY

- 4.1 A review of collision data on the Crashmap website revealed there have been three recorded personal injury accidents in the vicinity of the A489 / U2607 junction between 1999 and 2021 inclusive, which represents the limits of the database in terms of the period covered.
- 4.2 The first was recorded August 1999 and involved 3 vehicles, all of which were proceeding normally along the carriageway. It is unclear what occurred, but it appears the offside of a light goods vehicle (under 3.5 tonnes) was the first point of impact, as was the front of one car and the nearside of another. The car suffering the frontal impact struck a permanent object off the carriageway. This collision resulted in serious injury.
- 4.3 The second accident occurred in June 2012 and cited involvement of 3 vehicles although one of the vehicles was being overtaken and was not in collision with another. The other two vehicles were in the process of overtaking when they collided. This accident also resulted in serious injury.
- 4.4 The second collision occurred in September 2017 and is recorded to involve a vehicle turning left at a private drive or entrance being struck in the rear, leading to damage to the offside of two other vehicles, resulting in slight injury.

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4.5 There were no recorded personal injury accidents at the access to Penstrowed Quarry or along the U2607.

4.6 In the event there is a feature of the road network that leads to compromised safety, it is normal to find a number of incidents which share similar characteristics. In this case, it is apparent that the accidents were all notably different and spread over a significant time period extending well beyond the standard 5 year assessment period.

4.7 This suggests the incidents were a result of driver error and that there are no inherent characteristics of the local road network that inherently compromise safety to an unacceptable level.

## 5 PROPOSED DEVELOPMENT

5.1 The proposed development comprised a 5\* Luxury Holiday Lodge Park providing 89 bespoke units for private ownership by over 50s. As part of the development, the existing site office will be retained for use as an Office / Reception / Shop / Games Room / Cafe and Managerial Accommodation.

5.2 The proposed site layout is illustrated in the plan provided in the Figures section at the back of this report.

5.3 Each Lodge would have two parking spaces to provide for residents and visitors, together with an Electric Vehicle Charging Point (EVCP). This EVCP provision within the site significantly exceeds the normal 10% EVCP requirement and supports the use of sustainable travel.

5.4 The existing access to the site would be retained to serve the proposed development, which would replace the existing uses of Penstrowed Quarry. However, to improve access to the bus stops on the A489, it is proposed to create a new pedestrian footway to the south of the U2607, as illustrated in MTJ Construction Consulting Ltd plan provided in the Figures section of this report.

## 6 PROPOSED DEVELOPMENT TRAFFIC

6.1 The proposed development is for an owner-occupied Holiday Lodge site, rather than a rental site where Lodges are rented for weeks at a time to different people. As a result, the scenario whereby there is a sudden influx of occupants who then go out again, to the full capacity of the site, will not materialise.

6.2 The Hurlstone Partnership Limited has assisted developers / owners with two planning applications in Powys for Holiday Lodge accommodation by owner-occupiers.

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- 6.3 Planning application P/2016/0908 for “Change of use of land to form an extension comprising of 9 no. new chalets and replacement of 5 no. static caravans with 5 no. chalets, new woodland and hedge planting and associated works Dolgead Hall Caravan Park Llanfair Caereinion Welshpool”, was granted on 31 May 2017. In response to concerns raised by the Highway Authority regarding the site access, The Hurlstone Partnership Limited was instructed to undertake an Access Review, which was reported in August 2016.
- 6.4 As part of this review, empirical survey data was obtained by installing an ATC on the access road to the site over a two-week period between Saturday 21<sup>st</sup> May and Sunday 3<sup>rd</sup> June 2016 inclusive, which covered the Whitsun Bank Holiday period to obtain both neutral and School / Public Holiday periods. Based on the existing units on the site and the recorded traffic flows, over the two-week period, including the Bank Holiday week it was found that the daily trip rates per lodge per day ranged between 0.330 and 1.170.
- 6.5 Taking the peak rate of 1.170 as a comparator, to represent the worst-case scenario, it is apparent that the 89 lodges proposed at Penstrowed Quarry would attract 104 movements per day on the busiest day, reducing to 30 movements on the quietest day.
- 6.6 The second application was for the redevelopment of the former Mid-Wales Golf Course, Caersws approximately 2.6km to the west of Penstrowed Quarry. This is the Love2Stay Mid Wales development referenced previously in this report when describing the NCN81 route to Caersws.
- 6.7 This site is served by Moat Lane, predominantly a single track lane with passing places, beyond Maesmawr Farm, a Holiday Park providing for caravans, camping etc.
- 6.8 Planning Application 18/1130/FUL for “Change of use of land to accommodate 100 static caravans, 5 chalets, erection of an Amenity building and associated infrastructure at Mid Wales Golf Centre, A470t From Llandinam Hall To Junction With A489t By Caersws, Caersws, SY17 5SB” was granted planning permission on 5<sup>th</sup> June 2020.
- 6.9 The Hurlstone Partnership Limited was instructed to prepare a Transport Statement for that development, which involved interrogation of the TRICS database to establish trip rates in accordance with Powys County Council’s requirements. Trip rates for weekdays, Saturdays and Sundays were provided at Appendix A to the Transport Statement, which revealed rates per lodge of 1.282 on Weekdays, 2.185 on Saturdays and 2.066 on Sundays. Based on these rates and the proposed 94 Holiday Lodges, the proposed development at Penstrowed Quarry would attract 114 movements on Weekdays, 195 movements on Saturdays and 184 movements on Sundays.
- 6.10 The peak hourly trip rate was found to occur on Sundays between 12:00 – 13:00, at 0.245 trips per lodge, resulting in 22 movements for the proposed 89 lodges at Penstrowed Quarry. The trip rates during the weekday generic AM and PM peak hours were 0.077 (08:00 – 09:00) and 0.115 (17:00 – 18:00), resulting in 7 and 11 movements for 89 lodges.

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- 6.11 For further clarification, the foregoing trip comparison is based on individual days or hours. The Welsh Government consultation response to the withdrawn planning application required an accurate indication of the AADT flows under the existing and proposed scenarios, together with details of any percentage increase. The AADT is the Annual Average Daily Traffic (i.e. that averaged over 365 days per year). In most cases, AADT flows are based on shorter duration surveys, unless there is a permanent count site available, but they specifically include weekend flows, as opposed to AAWT, which relates to Weekday (i.e. Monday to Friday) volumes.
- 6.12 Based on the observed flow at ATC 2 over the 7 day survey period, which may be used as a proxy for the AADT the weekday average was established to be 209 movements. Based on the higher TRICS rates identified above for the proposed development, 5 x the daily trip rate for weekdays, plus the Saturday and Sunday gives a total of 949 movements for 89 lodges, which equates to 136 movements when averaged over 7 days. This represents a reduction of 70 movements when compared with the observed average on the Quarry access road reported in the M-EC Transport Statement.
- 6.13 If using the observed data recorded at the Dolgead Hall access Road, the average daily flow over the week preceding the Whitsun Bank Holiday was 92 movements, compared with 163 movements during the Bank Holiday week itself. Over the two week period, the average daily flow was therefore 127.5 movements.
- 6.14 Based on the 165 lodges on site at the time, this gives trip rates of 0.558 during the first week, 0.988 during the second week and 0.773 over the two week period. For an average over the year, the rate established over the two week period is most representative, which equates to a total of 69 movements per average day based on the proposed 89 lodges at Penstrowed Quarry, which represents a reduction of 137 movements per day when compared to the average observed at the existing Quarry access road.

## 7 DEVELOPMENT TRAFFIC IMPACT

- 7.1 By comparing the traffic activity associated with the proposed 89 lodges at Penstrowed Quarry with that recorded during the survey on the site access road, it is apparent that the daily, weekly and peak hour movements associated with current activities are higher than the proposed development would attract.
- 7.2 It is therefore apparent that the proposed development would have a beneficial impact based purely on frequency of movement when compared with the existing situation.
- 7.3 However, the proposed development would deliver further benefits by removing the HGV activity which equates to some 35% of the existing Penstrowed Quarry site traffic.
- 7.4 Beyond construction, which is predicted to attract fewer HGV movements per day than the existing activity in any event, such movements would be limited to the occasional replacement of the lodges, which typically remain on site between 15 – 25 years each.

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- 7.5 Welsh Government also sought clarification regarding the requirement for upgrading the U2607 junction to provide a right-turning lane on the A489. Given under all scenarios the AADT flows on the U2607 remain below 300, we can confirm that the flows on the U2607 would not trigger the requirement for the upgrading of the existing A489 junction to incorporate a right turning facility, such as a ghost island, in the centre of the carriageway.
- 7.6 Based on the 2022 AADT flow obtained from the DfT Database, the 7367 vehicles including 703 HGVs on the A489 also remains significantly below the 13,000 AADT threshold, which triggers the requirement for upgrading from a simple junction on the Trunk Road network to including a ghost-island.
- 7.7 Based on this information, it is not considered necessary to improve the existing access arrangement via the U2607 and A489. The existing junction bellmouth is of sufficient standard to accommodate two-way movement, and whilst the U2607 reduces to a single lane width over a short distance, there is excellent forward visibility through the narrower section, with ample space for vehicles to wait at either end, should opposing flows meet, or they may use the layby area to pass if preferred.
- 7.8 The collision records confirm the existing situation has satisfactorily accommodated the higher quantum of two-way traffic associated with existing activities at Penstrowed Quarry, including a higher proportion of larger HGVs than would occur should the site be redeveloped.
- 7.9 Given the existing road network can clearly safely accommodate a higher number of movements overall and also a higher number of the larger HGV movements than the proposed development would attract, it is clearly capable of accommodating the proposed development traffic.
- 7.10 In summary, the review undertaken demonstrates that the existing road network already satisfactorily accommodates a higher volume of traffic under the existing uses of the site than are anticipated following its proposed redevelopment to provide 89 Holiday Lodges for owner-occupation. The proposed development would therefore reduce traffic flows along the U2607, resulting in an associated reduction in the potential for conflict when compared with the existing situation.
- 7.11 Given there would be a reduction in traffic on a road which demonstrably safely accommodates a higher traffic volume and larger number of HGV movements than would exist under the proposed development scenario, it can only be reasonably be concluded it is not necessary to implement geometric revisions to the existing road layout, as the proposals would already deliver betterment to the network.
- 7.12 Notwithstanding this, as previously described, a new footway is proposed between the site access and the A489 to facilitate pedestrian access to / from the Penstrowed Bridge bus stops, which provide access to the neighbouring towns via service X75. There is also the option of cycling to neighbouring areas via either the main roads or quieter routes comprising predominantly NCN81.

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7.13 Having considered the foregoing, it is concluded that the proposed development of 89 Luxury Holiday Lodges would be acceptable in terms of highway and transport matters.

## 8 SUMMARY AND CONCLUSION

8.1 Penstrowed Quarry is located approximately 4.2km west-southwest of Newtown centre, 13.1km northeast of Llanidloes and 3.7 km southeast of Caersws, Powys. The site contains a range of industrial buildings within the quarry floor, which serves as a materials recycling facility and contractors yard for the owner, G.F. Grigg Ltd, and the associated companies.

8.2 A previous application for 94 Holiday Lodges was withdrawn on 19<sup>th</sup> April 2023 to allow concerns raised to be considered and addressed.

8.3 The Hurlstone Partnership Limited was instructed to review the highway concerns and provide advice to assist with a potential resubmission.

8.4 Following a review of the traffic data and proposed development, the necessity for off-site highway improvements was queried, due to the potential betterment the scheme would deliver, by reducing both overall traffic volumes and HGV movements.

8.5 Pre-applications with Welsh Government, which is responsible for the A489 Trunk Road, confirmed it was content with the approach taken to justify retention of the existing road infrastructure, subject to conditions regarding the cessation of the industrial activities prior to the occupation of any Lodges and the submission of a satisfactory Construction Traffic Management Plan.

8.6 Following the pre-application discussions, the proposed development has been reduced from the previous 94 Holiday Lodges to 89.

8.7 The reduction in traffic the proposed development would realise betterment when compared with the baseline, which is compounded when considering the removal of the HGV movements associated with the industrial operations within the site.

8.8 The existing road network has a good safety record and is capable of satisfactorily and safely accommodating the activities at Penstrowed Quarry. As a result, it is also capable of accommodating the reduced traffic associated with the proposed development of 89 Holiday Lodges.

8.9 The site is considered to be in an acceptable location in terms of its accessibility by a choice of travel modes and would provide a footway link to the existing bus stops on the A489 to encourage bus travel.

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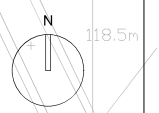
- 8.10 The site is also close to National Cycle Route 81, which provided connections to local services in Caersws and Newtown within a reasonable distance.
- 8.11 Pedestrian trips are facilitated by the existing Public Rights of Way network. Whilst the walking distances are beyond what would be desirable for commuting etc. it is recognised that people may walk and cycle longer distances for leisure trips, such as those associated with the proposed Holiday Lodges.
- 8.12 Given the rural location of the site and the flexibility policy provides, together with the differentiation between leisure and other trips, Penstrowed Quarry is considered to be acceptable in terms of its accessibility and supports the objectives of Active Travel.
- 8.13 An Electric Vehicle Charge Point would be provided at each Lodge to facilitate the use of sustainable transport to / from the site by residents and visitors.
- 8.14 Having considered the foregoing, it is concluded that the proposed development is acceptable in terms of highway and transport matters.





**Proposed Holiday Lodge Park Development at Penstrowed Quarry, SY17 5SG**  
 Client: Mr Graham Grigg, GF Grigg Ltd, Penstrowed Quarry, Penstrowed, Caersws, Powys, SY17 5SG

Please note - all dimensions must be checked on site.  
 1:500 @ A1



existing mature woodland / tree cover supplemented with buffer planting - please see detailed Landscape Design Scheme

77 Single Lodges  
 12 Twin unit Lodges  
 Total - 89 Lodges

Twin Car Space per pitch @ 2.5m x 5.00m

access drive - 2 way @ 4.5m wide

access drive - 2 way @ 4.5m wide

Footpath 6

existing office to be retained as Reception / Games Room / Cafe and Managers Accomodation

existing access drive

Recreation Area

Recreation Area

access drive - 1 way @ 3.00m wide

Recreation area

existing mature woodland / tree cover supplemented with buffer planting - please see detailed Landscape Design Scheme

- Footpath 6**
- To be Removed
  - - - - - To be Retained
  - . - . - To be Created

**Lambe Planning & Design**  
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 DATE: 13/05/2021 © Copyright  
 DRG No: GG/MP/11.4G SCALE: 1:500 @ A0





Notes:

A	MJ	MJ			25/09/23	Route of footpath shown for comments	
Rev	Drawn	Check	Revised	Approved	Date	Description	
	Drawn by:	MTJ			Date:	25/09/2023	

Client:  
 G F Grigg  
 Pentrowed Quarry  
 Newtown  
 Powys  
 SY17 5SG



Client Drawing No:  
 N/A

Revision:  
 N/A

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Project:  
 G F Grigg  
 Pentrowed

Drawing title:  
 Overlay of footpath location plan  
 Proposal

Drawing scale: N/A Sheet size: A0  
 Drawing no: 2021155 - 10001 Revision: A

New tarmac footpath laid on 200mm type 1 aggregate

Typical section of path

