Apex
TRANSPORT PLANNING

Stockwood View, Langstone

Transport Statement

Client: **Harmoni Homes**

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1. INTRODUCTION

1.1 Background

1.1.1 Apex Transport Planning Ltd ('Apex TP') has been commissioned to produce a Transport Statement (TS) to support a planning application for a proposed residential development on land to the west of Stockwood View, Langstone, Newport (the 'site').

1.1.2 The site is located to the west of Stockwood View and north of Chepstow Road (A48), within Langstone.

1.1.3 The proposals are for a development of nine residential dwellings, comprising detached four-bedroom units. Access to the development will be obtained from Stockwood View using the existing spur which connects to the eastern boundary of the site. The proposed site layout can be found at Appendix A.

1.1.4 The TS considers the impacts of the proposals in relation to transport including the site connectivity, parking provision and access arrangements, road safety and vehicle trip generation. It has been produced to inform Newport City Council (NCC) on the highways and transport implications of the proposals.

1.2 Scope of Report

1.2.1 The scope of work has considered policies and advice set out in Future Wales, Planning Policy Wales 12 (PPW12), Technical Advice Note 18: Transport (TAN18), the Active Travel Act (Wales – 2021), the NCC Local Development Plan (LDP) (2011-2026), Sustainable Travel SPG, Parking Standards SPG, New Dwellings SPG, as well as considering previous experience of other similar sites.

1.2.2 The TS has been structured to include the following:

- A description of the existing conditions including site location, highway network, road safety analysis and existing travel behaviour in the surrounding area
- Consideration of planning context
- Overview of local highway network
- Review of the connectivity of the site by sustainable modes of travel
- Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
- Forecast vehicle trip generation in the peak hours
- Consideration of the impact of the proposals on the local highway network

2. EXISTING CONDITIONS

2.1 Site Location and Access

2.1.1 The site is situated within Langstone on a vacant parcel of private land, to the north of Chepstow Road (A48) and west of Stockwood View. It is located approximately 850m to the east of Coldra Roundabout which forms Junction 24 of the M4.

2.1.2 The site is bound to the north and east by residential housing accessed off Silure Way and Stockwood View. To the south is Chepstow Road (A48) and to the west are further residential areas on Priority Crescent.

2.1.3 The indicative location of the site in its local context, is provided in Figure 2-1.

Figure 2-1: Indicative Site Location

Source: Google Maps

2.2 Site Planning Context

2.2.1 The development site was subject to a now withdrawn planning application in 2019 (App Ref: 19/0626). The application comprised a scheme of nine residential dwellings with a proposed access from Chepstow Road (A48). The application was supported by a Transport Statement and two supporting Supplementary Transport Statements in 2019 and 2020.

2.2.2 The scheme was discussed closely with NCC as part of the application and received consultation responses.

2.2.3 NCC Highways objected to the now withdrawn 2019 application, primarily on the basis of highway safety in relation to the proposed access solution from Chepstow Road (A48).

2.2.4 NCC Highways considered the proposed access arrangement from Chepstow Road as detrimental to highway safety. These views were given following a road safety audit undertaken by the applicant and transport consultant. NCC Highways also had a number of comments on the internal design relating to the design of shared space, pedestrian amenity and visibility.

2.2.5 The proposals which form part of this application now seek a new access arrangement using the existing spur connecting to Stockwood View to the east. No vehicular access is proposed from Chepstow Road (A48) in line with the comments from NCC highways.

2.2.6 Further details are provided within this TS to justify a proposed access arrangement from Stockwood View, and consideration is given to the previous highway authority comments in relation to the internal design.

2.3 Local Highway Network

2.3.1 Stockwood View is a single carriageway road located to the east of the site, which serves the adjacent residential dwellings and connects to the proposed site via an existing access spur. It is a cul-de-sac arrangement which routes south from Silure Way and terminates approximately 160m to the south of the spur. It benefits from a 5.5m carriageway width and is subject to a 20mph speed limit.

2.3.2 Stockwood View has 2 metre wide footways and streetlighting on both sides, which connect the site to the surrounding footway network within Langstone via Silure Way to the north, providing access to the surrounding facilities and services. To the south, there is an informal connection to Chepstow Road via an established unsurfaced grassed route (which does not form part of the adopted highway or public rights of way network).

2.3.3 Silure Way is a single carriageway road which connects Stockwood View to the north of the site and links to Catsash Road to the east via a roundabout junction. It benefits from a 5.5m carriageway width and is subject to a 20mph speed limit. It has 2 metre wide footways and streetlighting on both sides, which connect the site to the surrounding footway network within Langstone.

2.3.4 Catsash Road is a single carriageway road which connects Silure Way to the east of the site, providing a link to Chepstow Road to the south and Old Roman Road to the north via priority junctions. It benefits from a 5.5m carriageway width and is subject to a 20mph speed limit within the Langstone to the east of the site where footways are provided on both sides. It has 2 metre wide footways and streetlighting on both sides to the south of Catsash Road roundabout, which connect the site and adjacent residential roads to Chepstow Road (A48) to the south.

2.3.5 Chepstow Road (A48) is a single carriageway road located to the south of the site and currently provides access to the site via an existing field access. It provides a connection with the A449 and

Junction 24 of the M4 at the Coldra roundabout. Locally to the site it provides access to residential dwellings within Langstone as the major arm of priority junctions, including with Catsash Road which provides a link to the site. It is subject to a 40mph speed limit and has a carriageway width of c. 9.5 metres within the vicinity of the site, with right turn lanes within the centre of the carriageway. It has footways and streetlighting on both sides within the vicinity of the site. Double yellow line parking restrictions are provided along the length of Chepstow Road.

2.4 Road Safety

2.4.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the three-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2023. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.

2.4.2 The study area considered within the analysis covers the local highway network within the vicinity of the site, with the entire study area shown in Figure 2-2.

Figure 2-2: Location of Recorded PIAs within the vicinity of the site

Source: Crashmap.co.uk

2.4.3 Over the seven-year period, two PIAs occurred within the study area. These were both classified as slight in severity. No serious or fatal accidents were recorded.

2.4.4 One PIA involved a pedestrian, which occurred on Priory Drive a significant distance to the west of the site adjacent to Langstone Business Village. There were no PIAs relating to cyclists during this period.

2.4.5 There were no incidents relating to vehicles turning into or out of driveways or accesses connecting to Stockwood View and no incidents occurred adjacent to the site or along Silure Way and Catsash Road.

2.4.6 One slight incident occurred on Chepstow Road adjacent to Catsash Road, although this was an isolated incident involving two vehicles (HGV and a car) with no vulnerable road users.

2.4.7 Although all incidents are regrettable, the incidents that occurred do not indicate a specific pattern or an issue with the geometry of the highway that would be exacerbated by the development proposals.

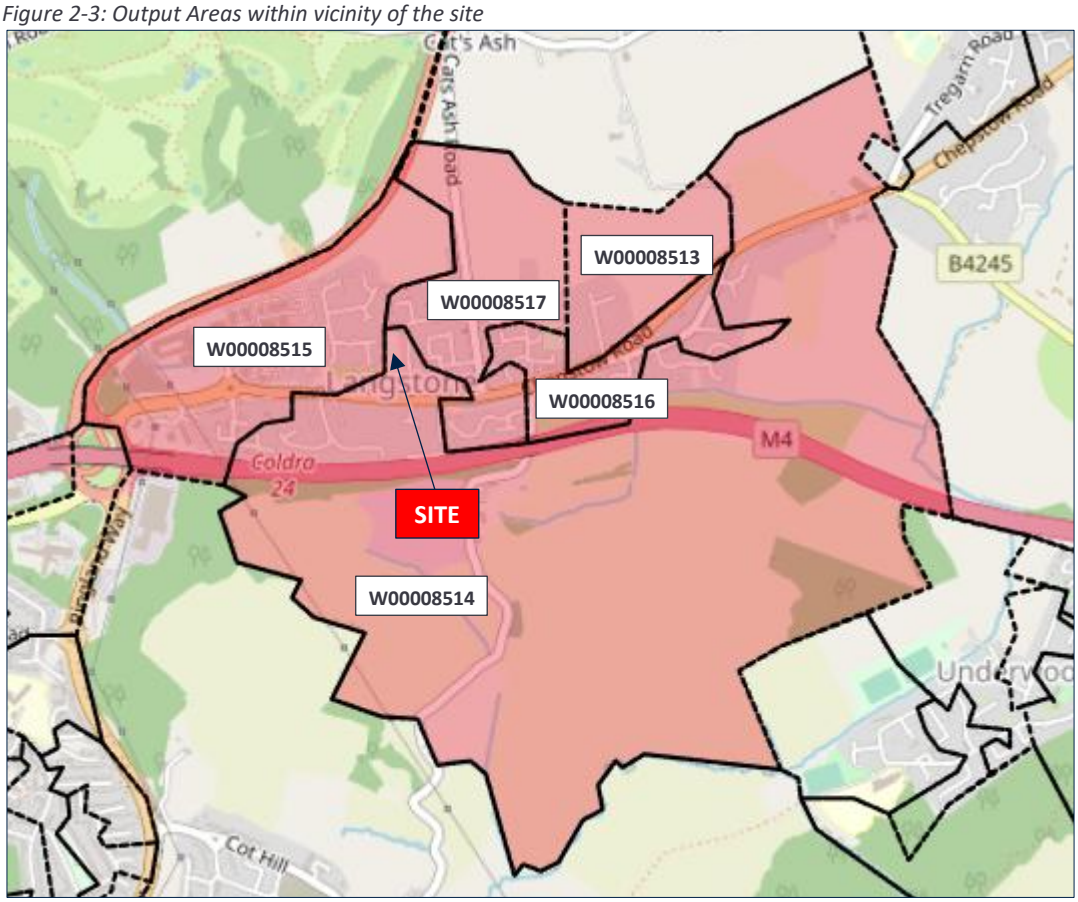
It also does not show any evidence of a safety issue for access from the site to the local facilities and bus stops for pedestrian and cyclist movements.

2.5 Existing Travel Behaviour and Car Ownership

Modal Share

2.5.1 Based on the 2011 Census data, the site is located within output area W00008514 in Langstone, although it is also bound by adjacent output areas W00008515 to the west and W00008517 to the east. The area in which the site is situated is extensive and covers a much wider area than the two immediately adjoining output areas, which are more likely to be representative of the travel behaviour from the site. Two further adjoining output areas have also been reviewed within the modal share analysis by way of comparison, as these are also likely to be representative of the travel behaviour from the proposed site use. All output areas are shown in Figure 2-3.

Figure 2-3: Output Areas within vicinity of the site



Source: Nomis

2.5.2 Table 2-1 shows how the existing residents of these output areas currently travel to work, together with a comparison against all households in Newport, as obtained from 2011 Census data using the Nomis website (via Nomis dataset QS701EW).

Table 2-1: Journey to Work Modal Split

Mode	OA W00008513	OA W00008514	OA W00008515	OA W00008516	OA W00008517	OA Average %	Newport
Public Transport	5%	4%	3%	4%	3%	**4%**	10%
Car Driver	85%	86%	85%	86%	88%	**86%**	69%
Motorcycle	1%	0%	1%	1%	0%	**1%**	8%
Car Passenger	5%	6%	4%	4%	5%	**5%**	1%
Bicycle	0%	1%	0%	1%	0%	**0%**	2%
On Foot	3%	3%	4%	3%	2%	**3%**	10%
Other	0%	0%	1%	1%	0%	**1%**	1%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Source: 2011 Census

2.5.3 The census data shows that an average of 86% of residents living in the area surrounding the site travel to work as a car driver, with a similar level in all output areas. An average of 3% walk, 4% travel by public transport and 5% travel as a car passenger. An average of less than 1% travel by cycle.

2.5.4 These statistics have been adjusted to exclude working from home. If this was included, c.5%-7% of residents currently in work, do so from home rather than commuting and this is likely to have significantly increased since 2011. This demonstrates that there is further potential for the site to constrain car use and working from home would be in accordance with the Welsh Government aspirations.

2.5.5 Travelling to work is also only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and retail purposes and these are likely to have higher levels of sustainable travel, particularly given the local primary school, retail, employment and leisure opportunities are situated within suitable walking distances via appropriate routes (as shown in Section 3).

2.5.6 The data demonstrates that there is potential for walking and public transport trips to be made to and from the site and that these movements already occur in this area (and without evidence of a safety issue).

Car Ownership

2.5.7 The 2011 and 2021 Census data has been reviewed for the same surrounding output areas as for the modal share data. The 2021 Census is considered appropriate for considering car ownership data, with the pandemic not impacting on car ownership. Indeed, comparing 2011 to 2021 data, car ownership increased slightly across this time period.

2.5.8 Analysis of the 2011 data showed an average of 1.8 cars per household across the five local output areas, with a total of 1,278 cars across 719 households. The data also showed that approximately 85% of households own two cars or less, 37% owning one car or less, and 48% owning two cars. The data shows 6% of households did not own a car.

2.5.9 Analysis of the 2021 data showed an average of 1.9 cars per household across the five local output areas. 2021 census data does not provide a total sum of all cars or vans in the area, so based on analysis of household data in 2011, it has been assumed that households with 3 or more cars have an average of 3.38 cars. The data also showed that approximately 79% of households own two cars or less, with 5% not owning a car at all, 36% owning one car or less, and 44% owning two cars. Only c. 20% of households were shown to own 3 or more cars.

2.5.10 Based on this data, potential future residents are likely to own two cars (or less), and sustainable modes of transport would offer realistic alternatives (as set out in Section 3).

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus, and rail. The site location is demonstrated to be consistent with sustainable transport policies in Future Wales, PPW12, TAN18 and the LDP.

3.2 Walking and Cycling

Infrastructure overview

3.2.1 Walking and cycling (collectively known as active travel) are the most important modes of travel at a local level and offer the greatest potential to replace short car journeys.

3.2.2 The site is well situated to benefit from existing walking and cycling routes which serve the adjacent residential areas. Suitable footways and crossings are provided throughout the local area, as would be expected within an existing and established urban area. The local roads within Langstone are subject to a 20mph speed limit and are relatively flat in nature, which is conducive to promoting walking and cycling movements.

3.2.3 The majority of roads within the vicinity of the site have footways and street lighting on both sides of the carriageway, providing convenient links between the site and the surrounding facilities. These local routes include footways along the adjacent Stockwood View which connects to Silure Way to the north, and Rosecroft Drive and Catsash Road to the east.

3.2.4 The existing footways along Catsash Road connect to the A48 to the south enabling users to connect to the nearest eastbound and westbound bus stops. Crossing facilities are provided along the A48 in this location, providing users with a safe means of accessing both stops.

3.2.5 The A48 benefits from a shared footway/cycleway which runs along its northern side and connects Langstone to Newport City Centre.

3.2.6 Stockwood View also provides an informal connection directly onto the shared footway / cycleway from its southern end via a long established unsurfaced route. This does not form part of the adopted highway or public rights of way network, but given the extent of time this has been in use it is likely to be a prescribed right of way and suitable for ongoing use by potential future residents of the site. As such, the site is excellently located for connecting to a key existing active travel route.

3.2.7 In addition to footways and suitable shared cycle routes, the site location benefits from a connection to the local public rights of way network via Rosecroft Drive to the east which is accessible from Silure Way and Stockwood View. The route joins the Rosecroft Drive footways via its northern link approximately 150m to the east of Catsash Road roundabout. It proceeds south via a series of footpaths and footways to the A48 via Spartan Close and Grenadier Drive. A crossing is provided which enables users to continue south across the A48 via Langstone Court Road, linking to the adjacent residential estate and surrounding PRoW network. This serves as an alternative connection within Langstone and offers users with alternative routes.

Integrated Network Map and Cycle Routes

3.2.8 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including NCC. This shows existing walking and cycling routes and where improvements or

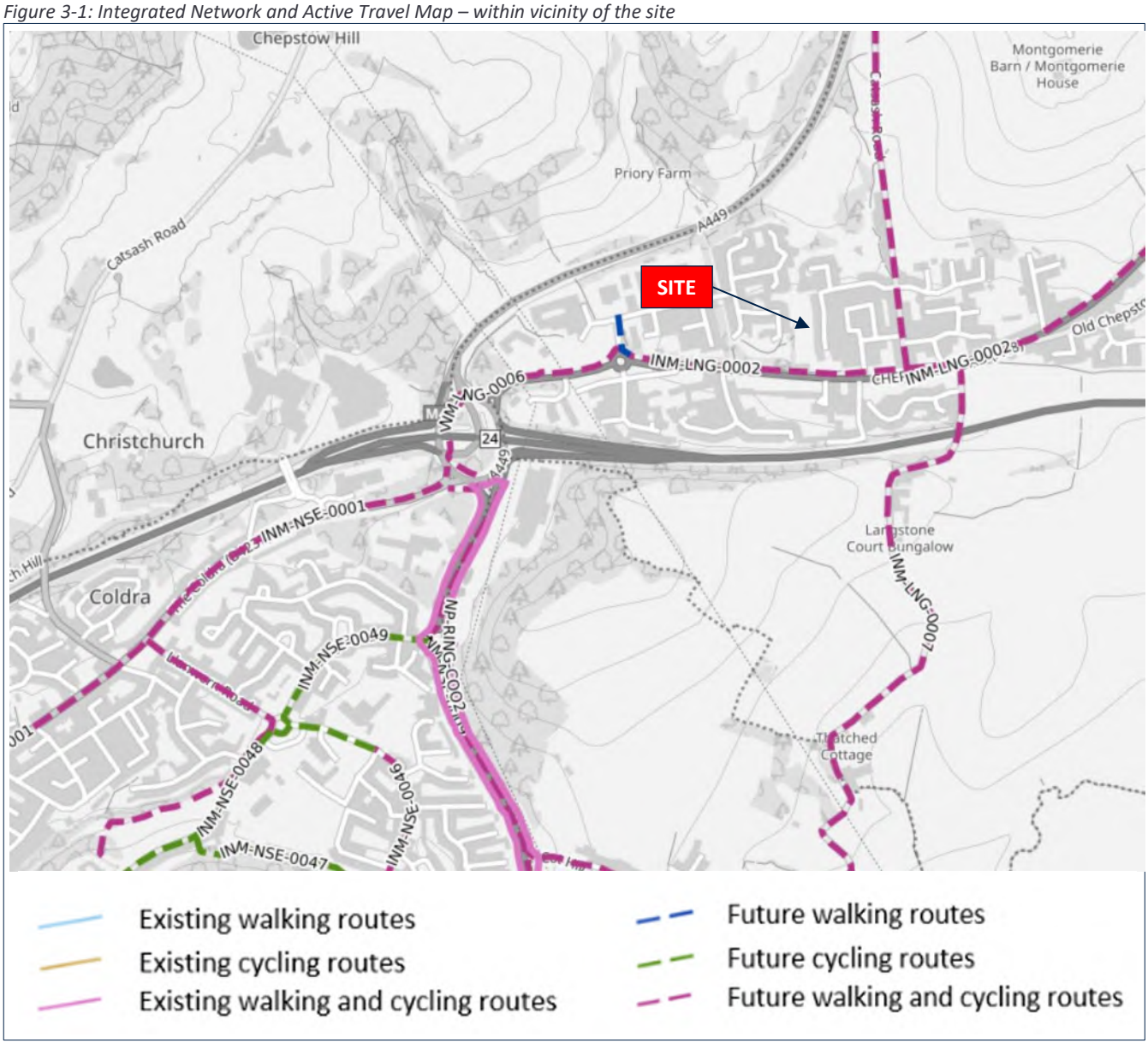
new routes are anticipated to be provided for the next 15 years. The existing and proposed maps are shown within Figure 3-1.

3.2.9 Figure 3-1 shows that the A48 is designated as a future walking and cycling route to the south of the site, which will enhance the existing shared provision and provide links to Newport via the existing INM routes which run alongside the A48 to the south (Route No: NP-RING-COO2-03). Currently, signal controlled crossings are provided across the Junction 24 of the M4, and routes within the junction connect to the surrounding active travel route. Future walking and cycling routes are proposed to connect Llanwern from the existing A48 shared routes.

3.2.10 A future walking and cycling route is also proposed along the B4237 to the centre of Newport, referred to as INM-NSE-0001.

3.2.11 The site is therefore well positioned to benefit from existing high quality walking and cycling links, which connect to further routes, as well as Newport City Centre.

Figure 3-1: Integrated Network and Active Travel Map – within vicinity of the site

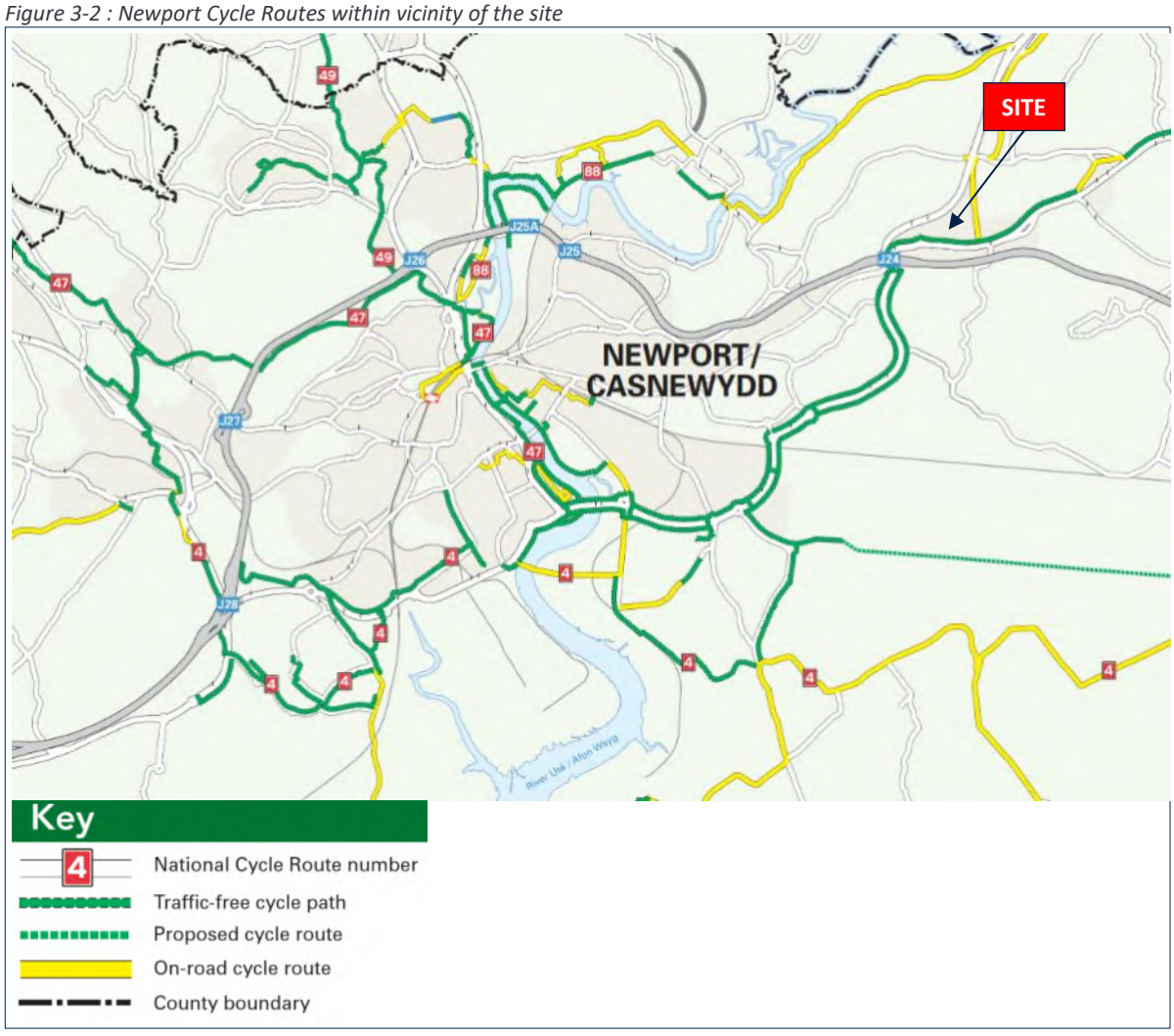


Source: DataMap Wales

3.2.12 The Newport Cycle Map shows there are some existing cycle routes within the vicinity of the site, including dedicated routes and routes shared with pedestrians. This includes the route that runs adjacent to the A48 connecting to Junction 24 of the M4. This then continues to the south via the shared route / active travel route and links to numerous facilities, services and employment areas as well as Newport City Centre. In addition, Catsash Road is shown as an on-road cycle route. As such, the site is connected to the surrounding area by suggested cycle routes and cycling infrastructure.

3.2.13 The routes linking to key local facilities also have a relatively flat gradient, conducive to walking and cycling. On this basis it is considered that there is good potential for travelling to and from the site by cycle, mainly by off-carriageway routes.

Figure 3-2 : Newport Cycle Routes within vicinity of the site



Source: Newport Cycling Map

3.3 Distances to Facilities

3.3.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Welsh Government - Active Travel (Wales) Act Guidance 2021: It is stated within paragraph 9.1.5 that *"Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys".* This equates to distances for walking of up to 3.2km and cycling of up to 8km.

- This also states in paragraph 9.5.3 that *"Walkable neighbourhoods also referred to as 'low-traffic neighbourhoods', or 'active neighbourhoods', (see figure 9.6) are characterised by having a range of facilities within 20 minutes' walking distance which people may access comfortably on foot."* This would equate to c. 1.6km.
- Department for Transport (DfT) – Manual for Streets (2007): MfS states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about *"80% of journeys shorter than 1 mile (1.6km) are made wholly on foot".*
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
- DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that *"Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people*" (c.8km).

3.3.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40-minute walk. Sites with a range of facilities within 1.6km are considered to be within a 'walkable neighbourhood' and would be highly sustainable locations.

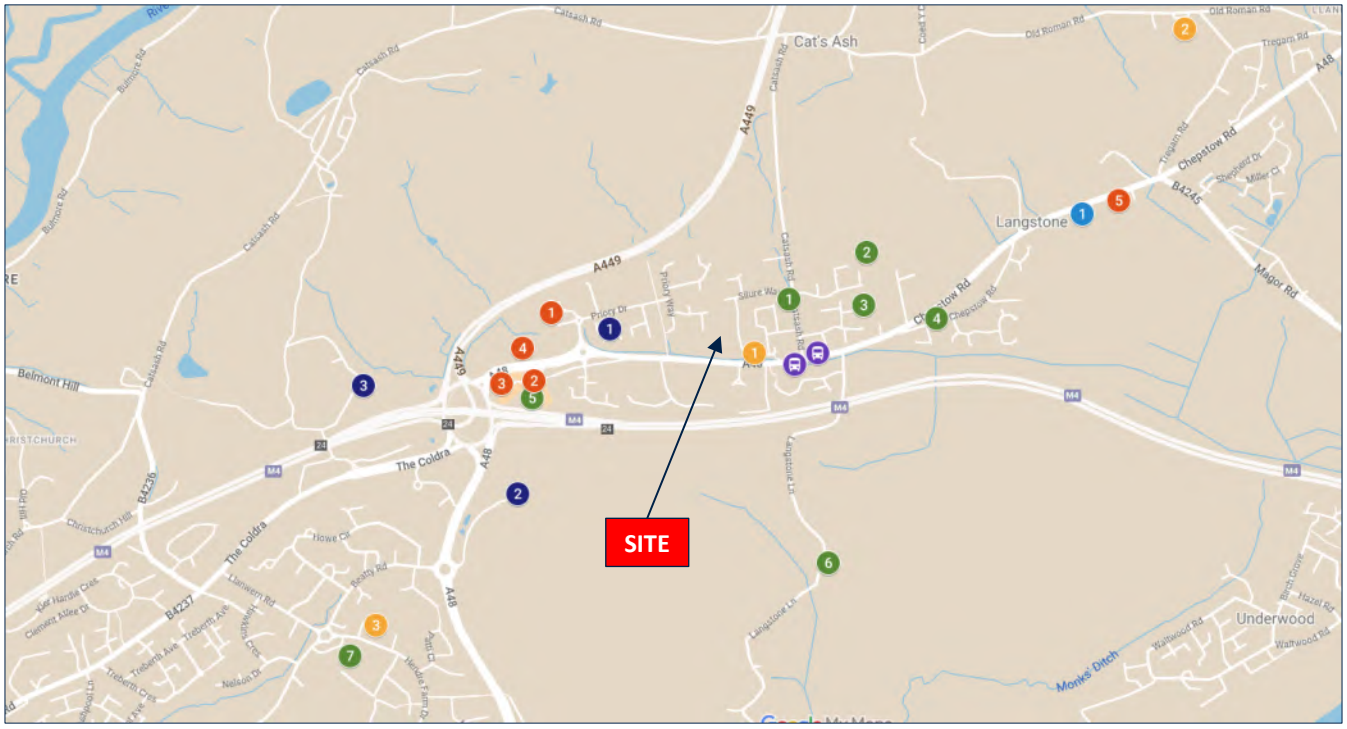
3.3.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.3.4 To demonstrate the site's connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 3-1. The location of the facilities in the context of the site are shown in Figure 3-3. These facilities have been summarised based on approximate travel distances from the site access via appropriate routes, not straight-line distances.

Table 3-1: Proximity of the site to local facilities and services

Facility / Amenity	Distance from site access (metres)	Walking Travel Time (minutes)	Cycling Travel Time (minutes)
Community Facilities			
1 Langstone Methodist Church	300	4	1
2 Langstone Local Nature Reserve	550	7	2
3 Langstone Centenary Playing Fields	650	8	2
4 Langstone Village Hall	950	12	3
5 Cash Machine	1400	18	4
6 Langstone Church	1400	18	4
7 Ringland local centre - Dentists, Doctors, Convenience Store and Post Office	2900	36	9
Public Transport			
Cat`s Ash Road Bus Stops Via Catsash Road	550	7	2
Cat's Ash Road Bus Stops via existing field access	c.300	4	1
Retail			
1 Spar Convenience Store and Petrol Station	1600	20	5
Education			
1 The Learning Tree Day Nursery	700	9	2
2 Langstone Primary School	2400	30	8
3 Milton Primary School	2700	34	8
Leisure			
1 Springs Health Club and The Rib Smokehouse & Grill	1400	18	4
2 The Coldra Beefeater	1400	18	4
3 McDonald's Newport - Coldra	1400	18	4
4 Costa Coffee Drive-Thru	1400	18	4
5 The New Inn	1700	21	5
Employment			
1 Langstone Business Park	1200	15	4
2 SPTS Technologies	2400	30	8
3 Celtic Manor Resort and International Convention Centre	2500	31	8

Figure 3-3: Location of facilities within proximity of the site



Source: Google Maps
Note: Numbers and colours correlate to Table 3-1

3.3.5 Table 3-1 and Figure 3-3 show there are a range of facilities and services situated within walking and cycling distances which can be accessed via suitable active travel routes. All facilities are within Welsh Government guidance walking and cycling distances.

3.3.6 There are a range of key facilities situated within an 800 metre walk, which include a nature reserve, church, playing fields, bus stops and a childcare facility. As such, the site is considered to have good accessibility to some key local facilities for which walking and cycling would be attractive options, and access to facilities further afield using nearby bus stops.

3.3.7 The site lies within a walkable neighbourhood distance (1.6km walk / 20-minute journey) of a number of facilities and services, with restaurants, a local shop, petrol station, health club, and large employment area.

3.3.8 There are other employment areas (including the Celtic Manor and International Convention Centre), convenience stores, two primary schools, a dentist, doctors surgery and post office situated within a 2.9km walk, which is within a distance which Welsh Government consider to be appropriate for walking (3.2km).

3.3.9 These facilities can also be accessed conveniently by cycle, using the adjacent quiet residential streets and dedicated cycle routes which route along the A48 corridor. These distances are well within the 8km distance which Welsh Government consider to be appropriate for cycling, and these routes are considered appropriate by NCC.

3.3.10 The site is therefore considered to be situated in a location which provides access to facilities within appropriate active travel distances via suitable routes. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW12 and TAN18.

3.4 Public Transport

Bus

3.4.1 The closest bus stops to the site are located on Chepstow Road (A48) between approximately 350m to 550m walk from the site (although this distance shortens to 250m to 350m) if using an access from the southern boundary direct onto the A48). The westbound stops can be accessed by crossing the A48 utilising a pedestrian refuge situated on the desire line. These stops are served by bus services 73, 74, and 74A/74C, which are operated by Newport Bus.

3.4.2 A summary of the local bus services is provided in Table 3-2.

Table 3-2: Bus Services Summary

Route No. & Operator	Stop	Route	Frequency				
			Mon-Fri Peaks	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
73 Newport Bus	Cat's Ash Road (EB)	Newport – Chepstow	4 services	Hourly	5 services	Every 1-2 hours	5 services
	Cat's Ash Road (WB)	Chepstow – Newport	4 services	Hourly	5 services	Every 1-2 hours	5 services
74 Newport Bus	Cat's Ash Road (WB)	Chepstow – Newport	No service	No service	2 services	2 services	9 services
74A Newport Bus	Cat's Ash Road (EB only)	Newport – Underwood	2 services	Every 2 hours	1 Service	Every 2 hours	No service
74C Newport Bus	Cat's Ash Road (WB)	Underwood – Newport	2 services	Every 2 hours	1 Service	Every 2 hours	No service

Source: Traveline Cymru

3.4.3 The combined bus services and times of operation provide a feasible option for people working full time in Newport and commuting during 'typical' office hours. They can also be used to access destinations for leisure, retail and health purposes, with services operating in the evenings and weekends.

3.4.4 It is considered that the site has good accessibility by bus, and this offers a realistic travel option for potential future residents of the site. This will assist in minimising the vehicle trip generation and reduce the need for residents to own a car. It will also attract residents that would prefer to travel by bus.

Rail

3.4.5 The nearest station is Newport Rail Station, located approximately 9.7km to the southwest of the site. The station is accessible within a short walk from Newport Bus Station, which is served by the 73 and/or 74A/C bus services from the nearest bus stops to the site.

3.4.6 The station is situated on the Cardiff to Nottingham, Cardiff to Holyhead, Cardiff to London Paddington, Cardiff to Taunton, Cardiff to Brighton and Ebbw Valley Railway lines. As such, it provides numerous services (around 13 per hour) to local and regional destinations.

3.4.7 There is a journey time of c. 15 minutes for journeys to Cardiff, 21 minutes to Chepstow, 45 minutes to Bristol Temple Meads and 22 minutes to Bristol Parkway.

3.4.8 As such, it is feasible to use rail services for commuting purposes, particularly to Cardiff and Bristol, although rail is also likely to be attractive for other journey purposes such as leisure, retail, or business journeys. A combined bus, walk and rail journey has some potential for replacing car journeys and further reducing the requirement for owning or travelling by car.

3.5 Summary

3.5.1 The site is situated in a sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services and employment uses within appropriate distances via good quality routes, reducing the need to own a car. In this regard, the site location is consistent with the sustainable transport policies in PPW12 (in particular paras 4.1.10 – 4.1.17).

3.5.2 The site also has good public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This will also benefit and attract residents that would prefer to travel by public transport.

3.5.3 Potential future residents would have a realistic choice of modes of travel for all journey purposes. This will minimise the impact of the development and reduce the parking demand on the site.

3.5.4 The site location will encourage and promote sustainable travel behaviour, be attractive to residents who do not own a car or have low car ownership and is fully in accordance with transport policies in TAN18, PPW12 and Future Wales.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are for a residential development of nine dwellings, with all being detached 4-bedroom units with private driveway parking. Access to the development would be obtained from an existing junction with Stockwood View using the spur which connects to the eastern boundary of the site.

4.1.2 The proposed site layout is provided at Appendix A.

4.2 Access and Layout

Vehicle Access

4.2.1 Vehicular access will be obtained from Stockwood View via an access road extending off an existing spur road located c.100m south of Silure Way. Stockwood View and the connecting spur road form part of the adopted highway, which allows the development to connect directly to the adopted highway. At 5.5m wide, the access road is consistent with Stockwood View and this is considered an appropriate width to serve the proposed residential cul-de-sac development.

4.2.2 The existing spur road provides a continuation of an existing residential access road in a similar way to the surrounding roads in this location. The spur road currently joins Stockwood View via a priority T-junction which serves two private driveways to the rear of two dwellings either side of the spur. The spur road has a 5.5m width carriageway and where it adjoins Stockwood View it has 6m radii on both sides.

4.2.3 Appropriate visibility can be achieved to and from the spur road onto Stockwood View, with splays of at least 2.4m x 43m to the north and 2.4m x 25m to the termination of Stockwood View to the south. These distances are in line with those recommended within MfS and TAN18 for 20mph – 30mph roads. The junction already safely accommodates movements from the private driveways without evidence of a road safety issue, as shown in Section 2.4. As such, the access route is considered a safe and appropriate arrangement to serve an additional nine dwellings, as well as the two existing properties.

4.2.4 As shown on the site layout plan included in Appendix A, the access road will provide frontage access for four of the dwellings in addition to connecting to two shared private driveway type arrangements to the north (serving four dwellings) and south (serving one dwelling). A turning head is also provided within the site, accessible from the main access road.

4.2.5 The swept path analysis drawings, included in Appendix B, demonstrate how two cars can pass each other safely along the access road from Stockwood View. In addition, forward visibility can be achieved for up to 25m at this location, in line with recommended distances within MfS and TAN18 for speeds of up to 20mph, which is considered appropriate for the internal site layout.

Pedestrian access

4.2.6 A 2m wide footway will be provided within the site on the western side of the access road, as there are no properties on the eastern side of the access road. This will link to the existing footway on the southern side of the spur road connecting to Stockwood View, providing access to the surrounding footway network. Pedestrians would be able to use the existing dropped kerb crossing to cross the junction with Stockwood View, providing a suitable and continuous pedestrian route in all directions.

4.2.7 As Stockwood View provides a route from its southern end directly onto the footway / cycleway on the A48, this enables the site to be fully permeable with the surrounding area and encourage walking movements to local facilities and services.

4.3 Parking

Car Parking Provision

4.3.1 The parking standards are set out within NCC's Supplementary Planning Guidance (SPG) – Car Parking Standards (2015), which shows the site location within Parking Zone 4.

4.3.2 The parking standards for residential houses within Parking Zones 2-6 are 1 space per bedroom with a maximum of 3 spaces per dwelling. In addition, there is a requirement for 1 visitor space per 5 units.

4.3.3 Applied to the site proposals, this would equate to a maximum of 3 parking spaces per dwelling, plus two visitor spaces across the site.

4.3.4 The SPG allows garages to be included as a parking space, where these have dimensions of 6m x 3m, which are the internal dimensions of the garages for all plots.

4.3.5 The proposals will provide two driveway spaces and a garage for each unit. All garages measure at least a dimension of 6m x 3m, with some garages being internal within the house. As such, the parking is in accordance with the standards.

4.3.6 The Census data, as shown in Section 2 shows an average car ownership in this area at 1.9 cars per household and as such the proposed provision of parking is considered suitable to accommodate the likely demand without an impact on overspill parking on the surrounding streets.

Car Parking Layout

4.3.7 All driveway spaces within the site have minimum dimensions of 2.4m x 4.8m in accordance with the Parking SPG, with spaces adjacent to garages having at least 5.5m length. Parallel visitor bays have dimensions of 2.5m x 6m to enable vehicles to manoeuvre into and out of the spaces.

Cycle Parking

4.3.8 The Sustainable Travel SPG sets out the cycle parking standards in NCC. It states a requirement for one space per two bedrooms for all residential developments. This would equate to two cycle parking spaces per dwelling, which will be provided in a secure and covered location within the curtilage of each individual dwelling, within a garden shed or similar.

4.3.9 As such, the provision is appropriate and in line with the NCC standards. This will assist in encouraging travel by sustainable modes, assisting in reducing the demand for parking.

4.4 Servicing and Emergency Access

4.4.1 Servicing would mainly relate to refuse collection which would be undertaken on-street from the access road through the site. There is one bin collection point at the northern end of the site and one at the southern end of the site, serving each shared driveway arrangement. Refuse vehicles are able to safely stop at the kerbside and swept paths have been shown in Appendix B demonstrating refuse vehicles turning appropriately and entering and exiting the site in forward gear.

4.4.2 MfS states Building Regulations on refuse collection distances in that waste collection vehicles should be able to get within 25 metres of the storage points. As collection can take place from kerbside, the arrangements are in line with Building Regulations (and MfS) and considered safe and appropriate.

4.4.3 A fire tender will also be able to get within 45 metres of all properties and turn within the site, if needed. As such, the layout is appropriate for access by emergency vehicles.

5. TRIP GENERATION AND IMPACTS

5.1 Introduction

5.1.1 This section sets out the forecast trip generation of the proposed development.

5.1.2 The following trip generation analysis uses the same trip rates that were included in the 2019 TS submitted with the now withdrawn application (19/0626). During discussions as part of this application, NCC Highways did not raise any concerns with these trip rates and as such they are considered acceptable for this assessment. Indeed, these trip rates are considered robust for this sustainable location.

5.2 Proposed Vehicle Trip Generation

5.2.1 The proposed vehicle trip rates and trip generation using the Transport Statement for the 2019 withdrawn application (as outlined in Section 2) for the proposed nine dwellings are shown in Table 5-1.

Table 5-1: Proposed Residential Development Vehicle Trip Rates and Generation

Time Period	Trip Rates (per unit)			Trip Generation (9 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.222	0.531	0.753	2	5	7
PM Peak (17:00-18:00)	0.383	0.198	0.581	3	2	5
Daily	2.877	3.259	6.136	26	29	55

5.2.2 Table 5-1 demonstrates that the proposed development is forecast to generate 7 two-way vehicular movements during the AM peak (08:00 – 09:00) and 5 two-way vehicular movements during the PM peak (17:00 – 18:00) hour. Over a 12 hour period, the proposed development is forecast to generate 55 two-way vehicle movements.

5.2.3 This equates to approximately one vehicle every 9 minutes, on average, in the busiest peak hour. This will have a negligible impact on the capacity of the local highway network and on the operation of local junctions. It is considered that this minimal level of vehicle movements can be safely accommodated on Stockwood View and the surrounding local highway network. As such, no formal capacity analysis is deemed to be required at the surrounding junctions. Indeed, the sustainable location of the site is likely to constrain the vehicle generation from these robust levels.

5.2.4 As shown in Section 2.4, there is no evidence of an existing safety issue on Stockwood View and/or the connecting roads of Silure Way or Catsash Road. As such, the minimal increase in vehicle movements associated with the site would not have an unacceptable impact on road safety. There would also be a low level of vehicle movements on the shared driveway arrangement within the site and as such these arrangements would also operate safely.

5.2.5 The proposed development would not result in a material impact on highway capacity or an unacceptable impact on road safety. As such, there should be no transport reasons for opposing the proposals on this basis.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 This Transport Statement (TS) has been provided in support of planning application for a proposed residential development on land off Stockwood View, Langstone, Newport.

6.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the proposals in terms of location, connectivity, highway safety, parking, access and the impact on the local highway network.

6.1.3 The proposals are for a residential development of nine dwellings all of which would be detached 4-bedroom units. Access to the development would be obtained from Stockwood View using the existing spur which connects to the eastern site boundary.

6.1.4 The site is providing three car parking spaces per dwelling (inclusive of an appropriately sized garage) as well as two visitor car parking spaces. This is in accordance with the NCC standards. Movements to and from all spaces can be accommodated appropriately. Two secure and covered cycle parking spaces per dwelling will also be provided.

6.1.5 The site is situated in a sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services and employment within appropriate distances via good quality routes, reducing the need to own a car.

6.1.6 The site also has good public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This will assist in constraining vehicle generation and reduce the need for residents to own a car. It will also benefit and attract residents that would prefer to travel by public transport.

6.1.7 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals, and no evidence of an existing issue in relation to active travel for movements to and from the key local facilities.

6.1.8 Trip generation analysis shows that the proposals are forecast to generate a maximum of one vehicle on the local highway network every 9 minutes, on average, during the network peak hours. This level of generation for the proposals would not result in a material impact on highway capacity or an unacceptable impact on road safety.

6.2 Conclusions

6.2.1 The site location will encourage and promote sustainable travel behaviour, attract residents who choose not to own a car or have low car ownership and is fully in accordance with transport policies in Future Wales, PPW12, and TAN18.

6.2.2 Data does not indicate a road safety issue which would be exacerbated by the proposals. The development would not have an unacceptable impact on road safety and the access arrangements and pedestrian / cycle routes will provide safe and suitable access for the proposed development.

6.2.3 The proposals will not have a material impact on the operation of the highway network. No mitigation is required in relation to highway capacity.

6.2.4 The analysis presented within this TS should enable the highway authority to provide a positive recommendation on the planning application.

Appendix A Proposed Site Layout Plan

SITE KEY

- Site Boundary
- Indicates potential locations for mature tree planting
- Indicates existing trees & hedgerows
- Indicates opportunities for soft landscaping
- SW — 1.8m High brick screen wall with brick piers
- 1.8m High timber hit & miss fence
- 1.8m High lockable timber gate
- Timber lockable bicycle storage sheds

Accommodation Schedule

Ref	Description	m²	No.
1684	4 Bedroom Detached	156.5	2
1890	4 Bedroom Detached	175.6	3
2040	4 Bedroom Detached	198.5	4
	Total		**9**

Status: PLANNING

rev	date	description	by
A	20.05.19	Access Amended	CC
B	26.06.19	Amended Accommodation Schedule	MN
C	16.08.19	Plot 8 & 9 substituted	CC
D	08.07.20	Access amended	CC
E	22.09.20	Footpath & SUDS added	CC
F	08.10.20	Footpath amended	CC
G	24.01.21	Footpath omitted,Bin collection points & visitor spaces added	CC
H	18.06.25	Parking strategy	CC

Drawn: MN
Checked: CTW
Date: 06.02.2019
Scale: 1:500 @ A1 & 1:1000 @ A3

Client: Harmoni Homes
Project: Langstone, Chepstow
Title: Site Layout
Ref: 2342 - 101
Rev: H

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Unit 2 Chapel Barns | Merthyr Mawr
Bridgend | CF32 0LS | 01656 656267
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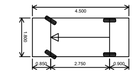
Appendix B Swept Path Analysis

N



Vehicle name	Estate Car
Description	Design Bulletin 32
Overall length (m)	4.500
Overall width (m)	1.800
Maximum track width (m)	1.750
Kerb to kerb radius (m)	5.780

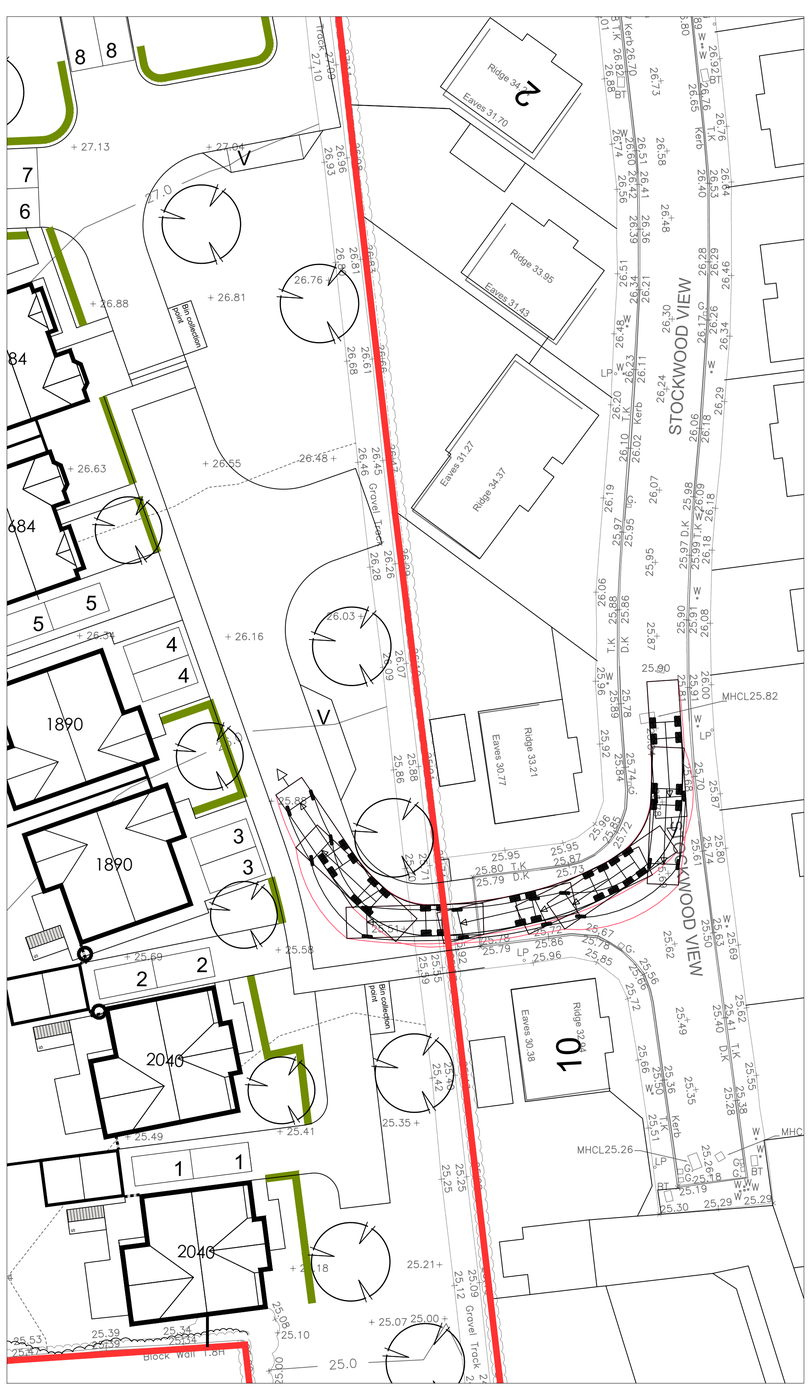
rev	date	description	by

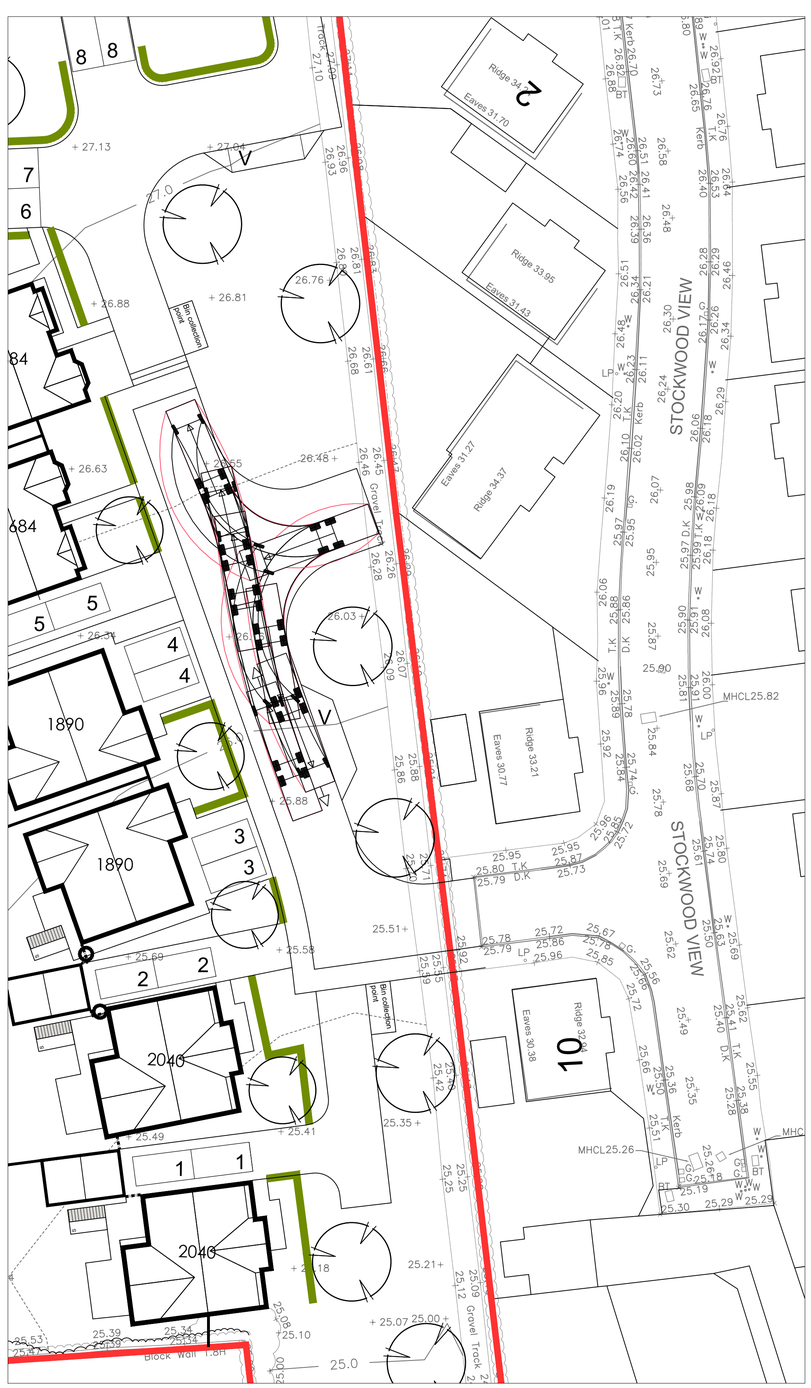
Status:
PLANNING

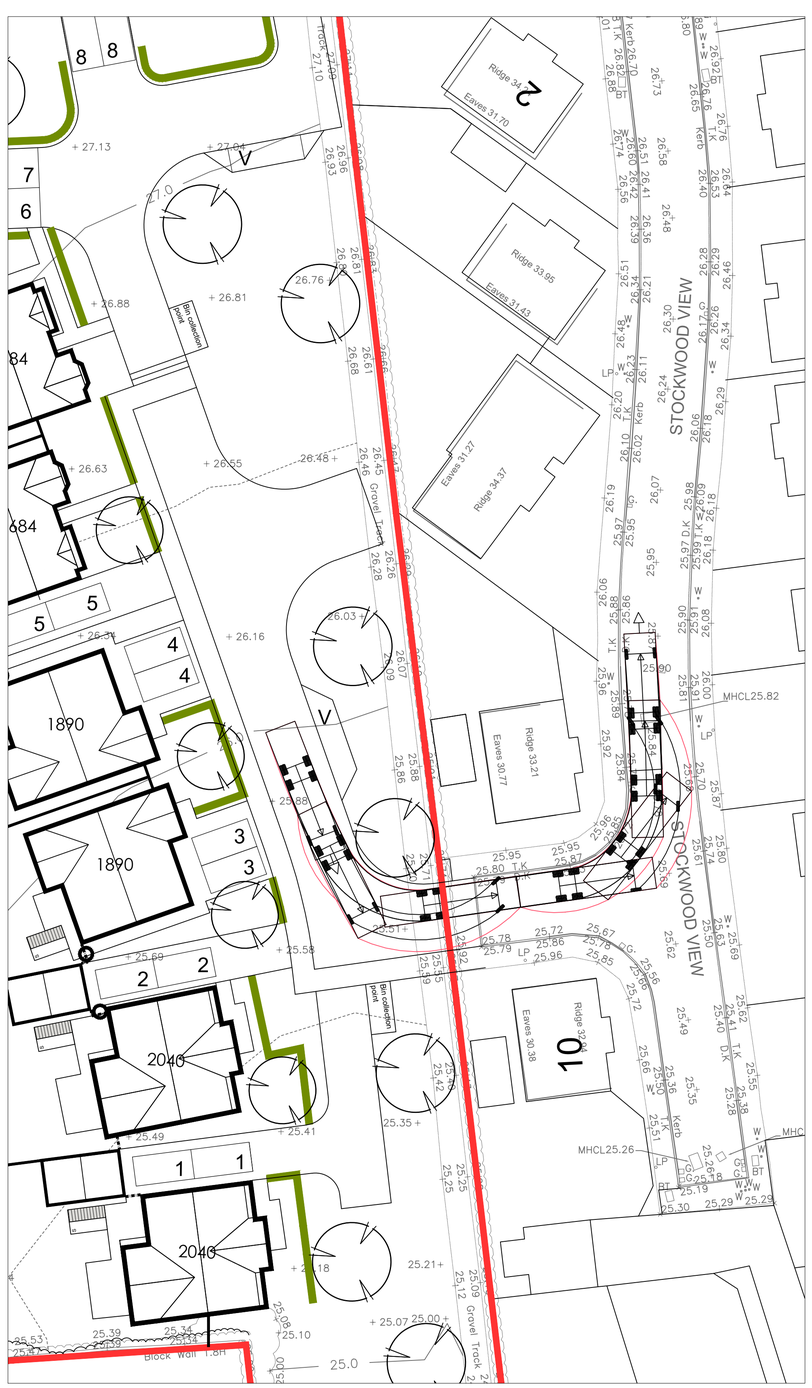
Drawn:	MCC
Checked:	MCC
Date:	June 2025
Scale:	1:250 (A1)

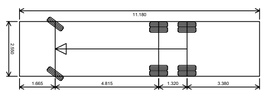
Client:	Harmoni Homes
Project:	Chepstow Road, Langstone
Title:	Swept Path Assessment - Estate Car
Ref:	2342/652
Rev:	/

spring design
Unit 2 Chapel Barns | Merthyr Mawr
Bridgend | CF32 0LS | 01656 656267
mail@spring-consultancy.co.uk









Vehicle name	Phoenix 2 Duo
Description	Design Bulletin 32
Overall length (m)	11.180
Overall width (m)	2.550
Maximum track width (m)	2.550
Kerb to kerb radius (m)	10.150

rev	date	description	by

Status:
PLANNING

Drawn:	MCC
Checked:	MCC
Date:	June 2025
Scale:	1:250 (A1)

Client:	Harmoni Homes
Project:	Chepstow Road, Langstone
Title:	Swept Path Assessment - Refuse Vehicle
Ref:	2342/650
Rev:	/

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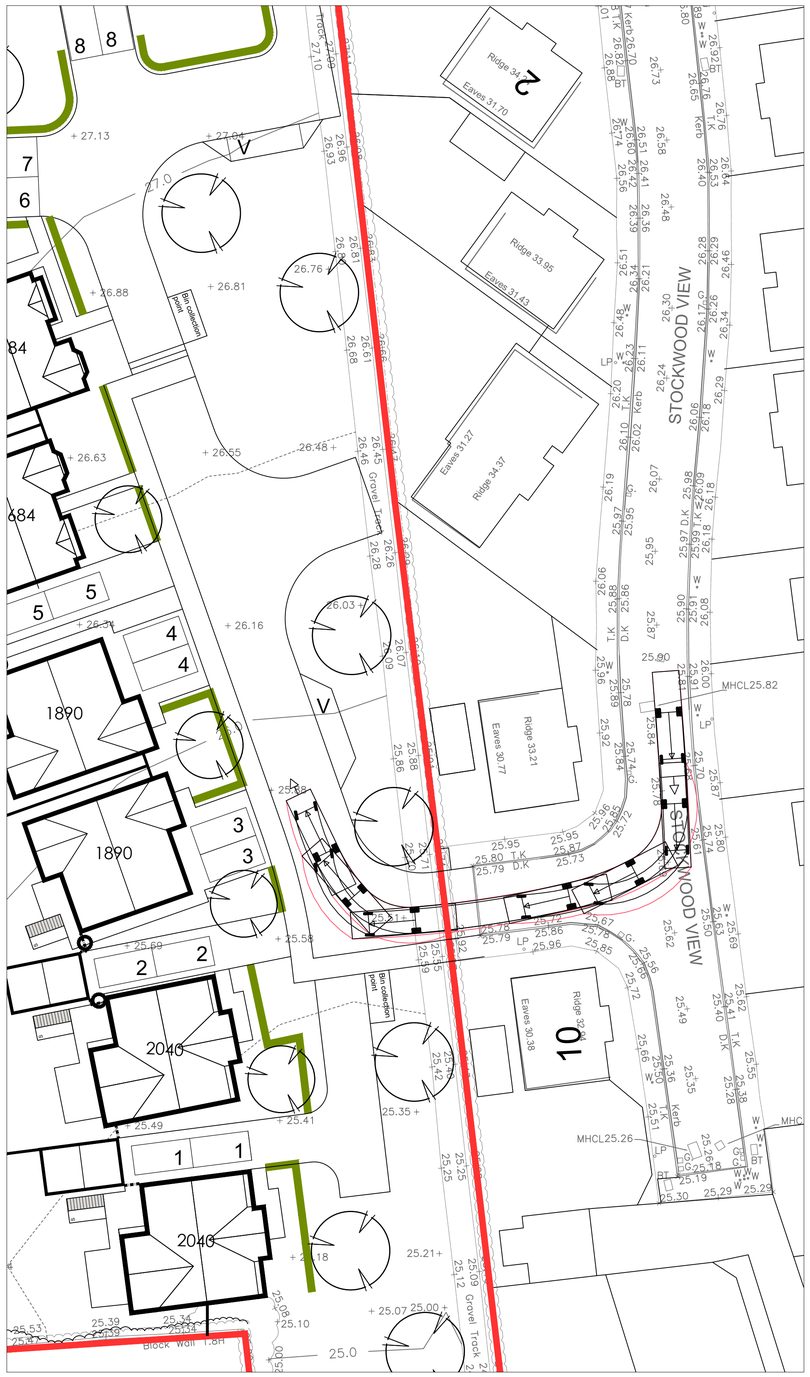

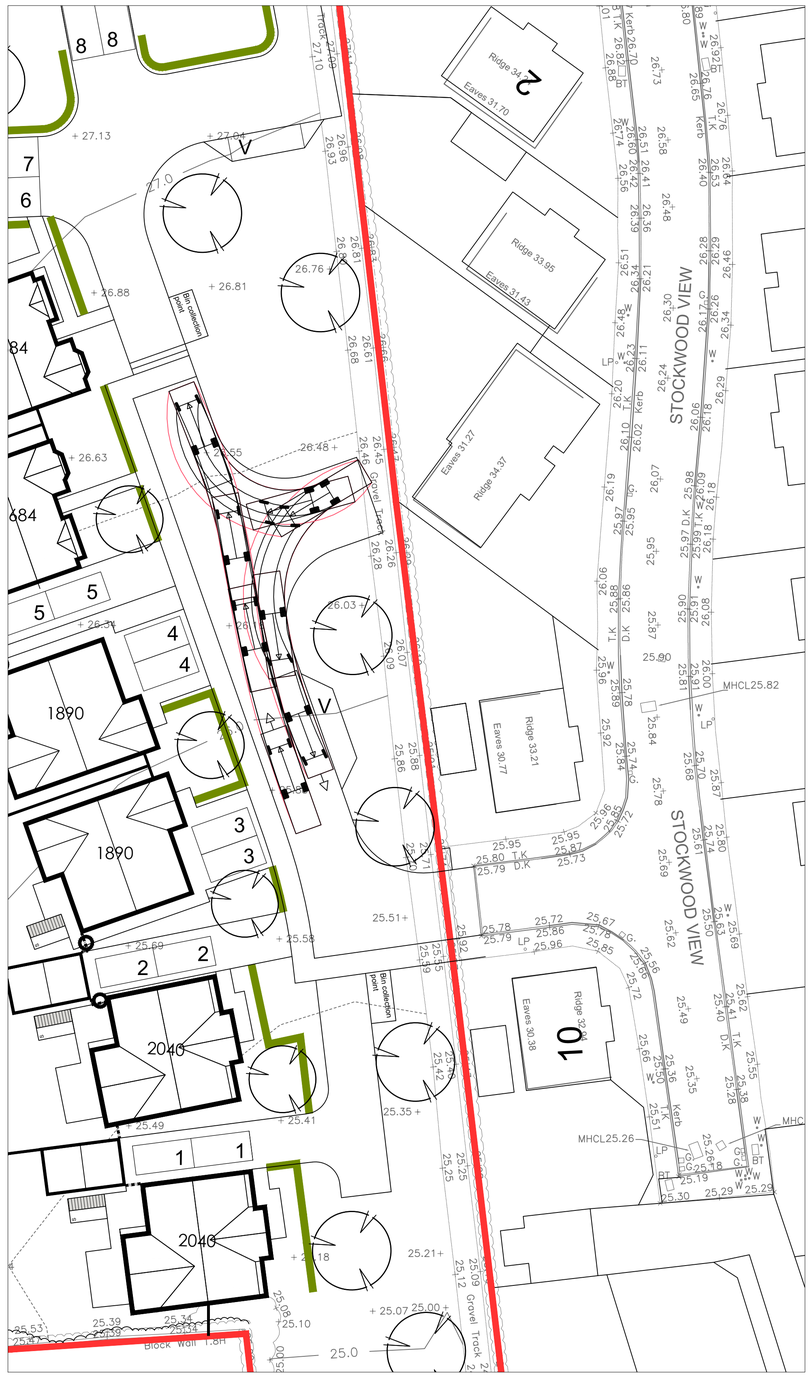

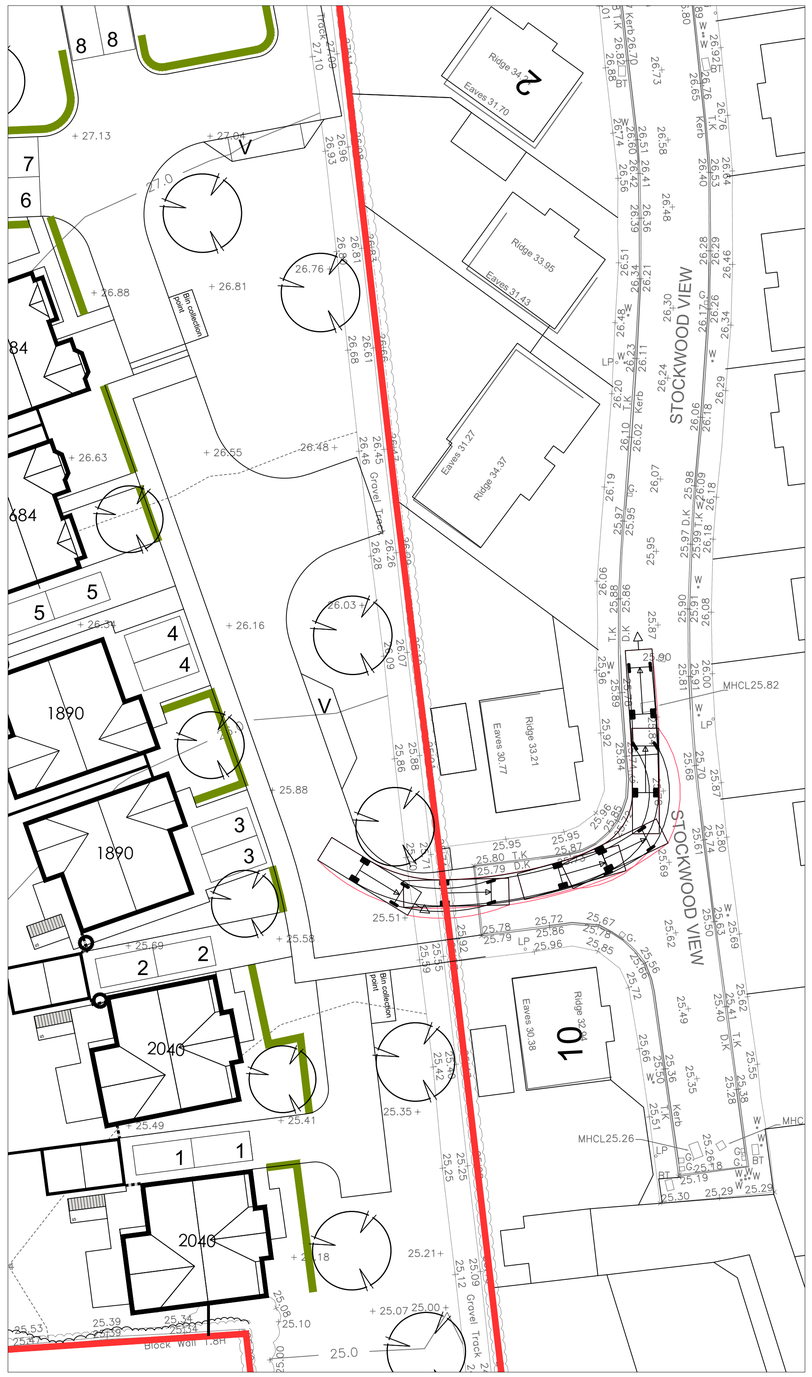

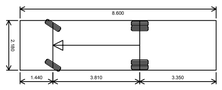

Vehicle name	Fire Appliance
Description	Design Bulletin 32
Overall length (m)	8.600
Overall width (m)	2.180
Maximum track width (m)	2.121
Kerb to kerb radius (m)	7.910

rev	date	description	by

Status:
PLANNING

Drawn:	MCC
Checked:	MCC
Date:	June 2025
Scale:	1:250 (A1)

Client:	Harmoni Homes
Project:	Chepstow Road, Langstone
Title:	Swept Path Assessment - Fire Appliance
Ref:	2342/651
Rev:	/

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