



Transport Statement

June 2026

Macholws, Peniel

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Revision History

A	13 th April	First Issue
B	17 th June	Final

2515-TS01 Macholws Transport Statement

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1 Introduction

- 1.1 Red Oak Transport has been appointed by AJ Butler Ltd to prepare a Transport Statement to support a planning application for the change of use for part of the existing farm at Macholws, Peniel, Carmarthenshire. The general location of the site is shown in Figure 1.

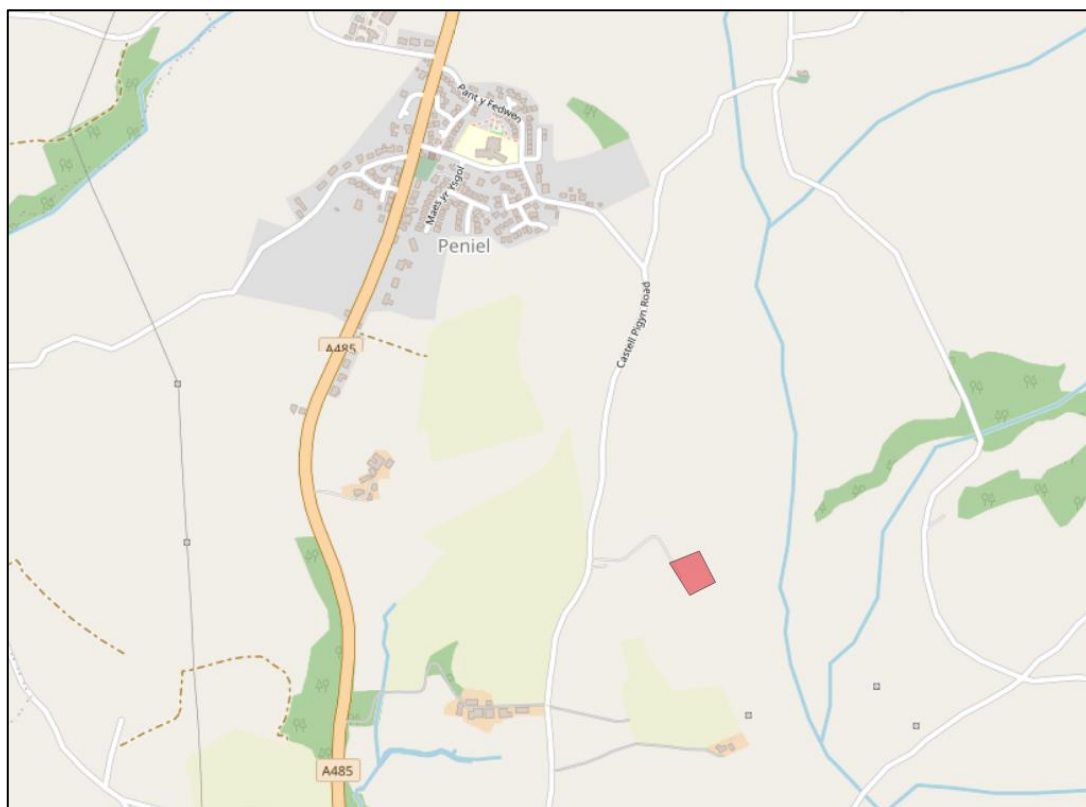


Figure 1-1 Location Plan

- 1.2 The site consists of an area of the existing farm, which will be utilised as part of the diversification of farm operations.
- 1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is accessible to pedestrians, cyclists and public transport users.
- 1.4 It is also demonstrated that safe vehicular access to the site can be provided and appropriate parking and servicing provision is made for the future occupiers and users of the site.
- 1.5 The structure of the Transport Statement is as follows:
- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the site.
 - Section 4 describes the proposed development and its access arrangements.
 - Section 5 provides a summary and conclusion.



2 Policy Context

Future Wales - The National Plan 2040

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (12th Edition)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.



- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.10 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

TAN18 Transportation

- 2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:



- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.15 There are no designated active travel routes in the immediate vicinity of the site, though the local lanes are widely used by walkers, cyclists and equestrians.

Carmarthenshire Local Development Plan (Adopted 2014)

- 2.16 In terms of transport related policies, Policy TR1 states that proposals that do not restrict traffic movement or compromise safety on the primary road network will be supported.
- 2.17 Policy TR2 requires that development that has the potential for significant trip generation to be accessible to non-car modes of transport, to make provision for these modes of transport and to be supported with Travel Plans.
- 2.18 Policy TR3 relates to the design of highways within developments and requires that these are safe, provide appropriate provision for public transport and make appropriate provision for parking and servicing space.



3 The Site

- 3.1 The site forms part of the existing farm at Macholws, Peniel.
- 3.2 The site is accessed from the unclassified road to the west via a concrete surfaced private access road. The junction of the access road has been designed to accommodate large vehicle movements, with a large bellmouth arrangement, which has been widened into the applicants landholding to facilitate the movement of large vehicles arriving from Peniel.
- 3.3 All large vehicles arrival and departures are strictly managed by the applicant to ensure they arrive via Peniel, with timings controlled to ensure they occur outside of school morning and afternoon peak periods.
- 3.4 The local highway network in the immediate vicinity of the site consists primarily of rural lanes, mostly single-track in nature with passing places.
- 3.5 It is considered that these lanes are routinely used by large vehicles and agricultural vehicles associated with the surrounding farming community, and as such are suitable as means of access to the site.



Figure 3-1 – Junction of site access and unclassified road

Highway Safety

- 3.6 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2019-2023).
- 3.7 As shown in Figure 3-2, within the 5-year period, there have been no collisions which have occurred within the assessed area. As such it is not considered that there is a highway safety problem in the area which will be impacted by the development.



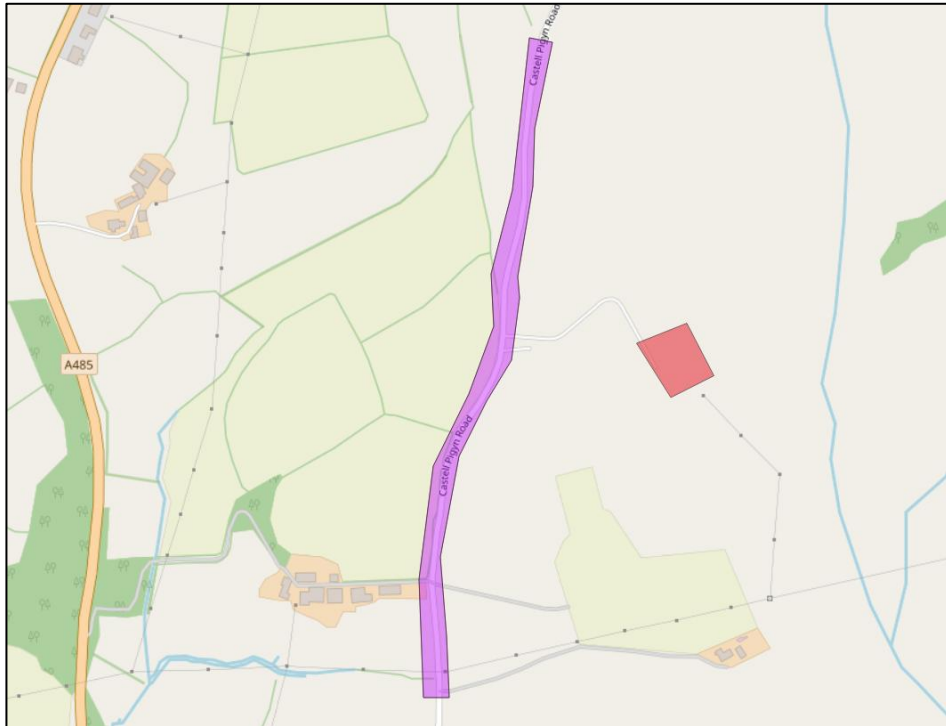


Figure 3-2 PIC Study Area



4 Proposed Development

- 4.1 The application seeks to continue the existing use of the farm along with the complimentary use of two new buildings for the operation of a land management business, while retaining the primary use of the farm.
- 4.2 The purpose of the application is to provide facilities for the storage and maintenance of equipment, plant and vehicles associated with the land management business and the safe processing of waste vegetation arising from those operations. It will also accommodate the office facilities for administrative staff and welfare facilities for site staff.
- 4.3 The land management operations will employ approximately 15 members of staff, with the majority of those being site operatives, with two administrative staff based on the site.
- 4.4 Seasonal and contractual variations may on occasion require the employment of sub-contractors, with a maximum of 10 likely to be employed at any time.
- 4.5 The access arrangements will be as present, with minor modifications to the internal arrangement and layout to facilitate the appropriate access to the new buildings.
- 4.6 The existing hardstanding serving the farm and agricultural buildings will remain largely unchanged, providing sufficient operational space with minimal need for additional groundworks.
- 4.7 The internal layout of the site and wider farm will ensure that all vehicle operations are able to be undertaken safely.

Trip Generation

- 4.8 Traffic associated with the proposed use will vary depending on the seasonal demands and nature of any contracted work.
- 4.9 Operational hours will typically be from 06:00-18:00, with staff arrivals and departures occurring around these periods.
- 4.10 Assuming all staff will be required to attend the site on the same day, this would result in 15-25 people arriving at the farm before departing with the necessary work vehicles.
- 4.11 This is considered a worst-case scenario which is not reflective of the normal daily operation whereby staff and vehicle movements would travel directly to their work site rather than the yard.
- 4.12 This level of traffic, occurring outside of peak periods will not have a noticeable impact on the operation of the local highway network.
- 4.13 At present all large vehicle arrivals and departures are required to abide by strict conditions, dictating a route through Peniel on suitable roads and ensuring movements take place outside of school travel times, i.e. no movements between 08:00-09:30 and 15:00-16:30. This arrangement will continue with future operations.

Parking

- 4.14 In terms of parking provision, the 2014 CSS parking Standards for Industrial uses requires sufficient operational and non-operational space be provided such that problems are not encountered arising from insufficient room for parking and manoeuvring of large vehicles.



- 4.15 Parking for staff and visitors will be provided in areas close to the proposed buildings, though will not be formally marked, in order to ensure maximum flexibility for all uses on the site.
- 4.16 As the proposed use forms part of the wider farm operation, there is a significant quantum of available yard area for parking, such that there is no risk of an impact on off-site highways.



5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The site is in a suitable location for the proposed use. It is an appropriate land use as set out in the extant LDP.
- The proposals include appropriate provision for access and parking.
- The level of additional traffic arising from the proposals will be modest and primarily occur outside of the network peak periods and therefore have no discernible effect on the safe operation of the local highway.

5.2 As such it is considered that the development site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 The site has been operating in its existing form for a number of years without any impact on the operation of either the local public highway network, and the proposals will not materially change this.

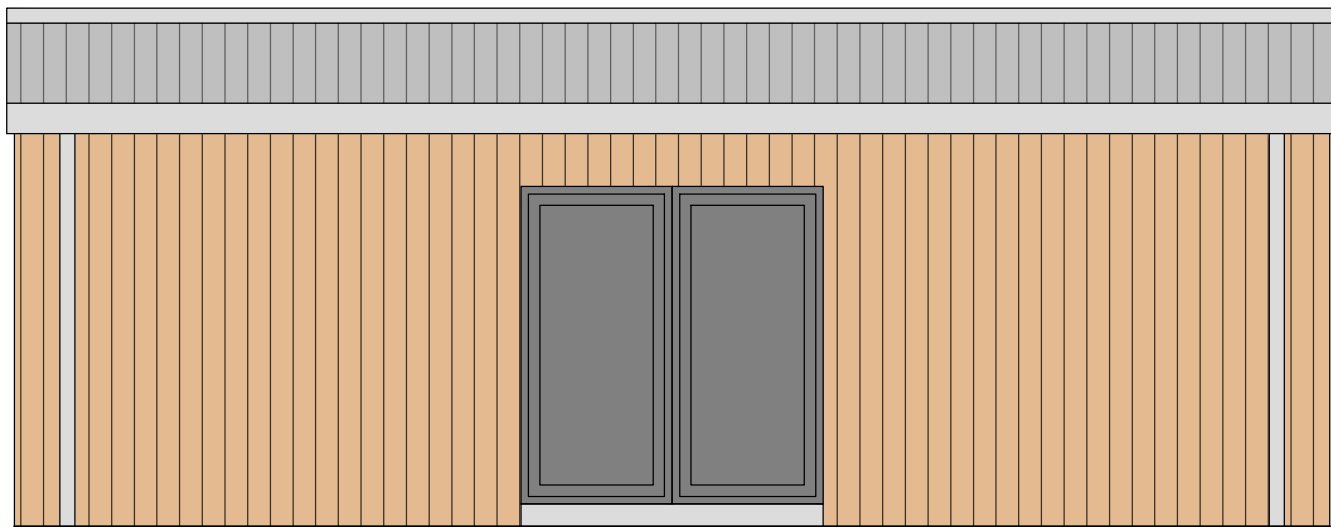
5.4 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.



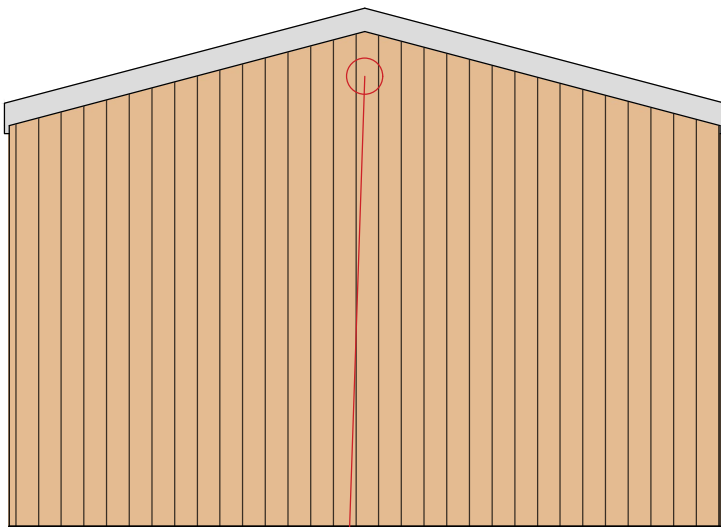
Appendix A – Indicative Site Layout

DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.

Provide Solar PV Panels to roof covering.

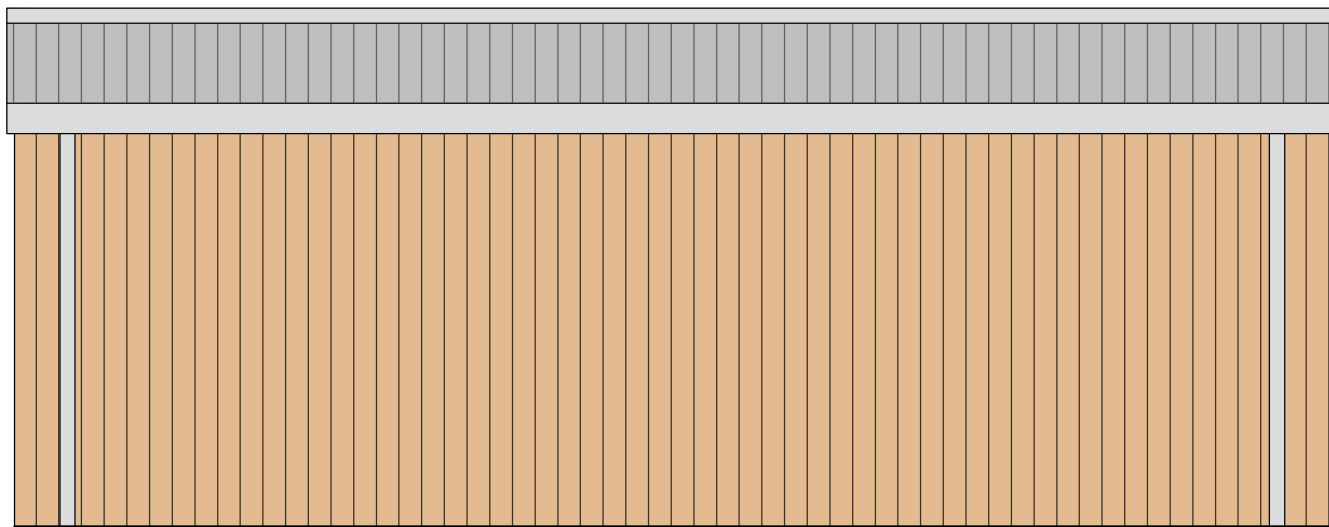


Proposed Elevations (NE).

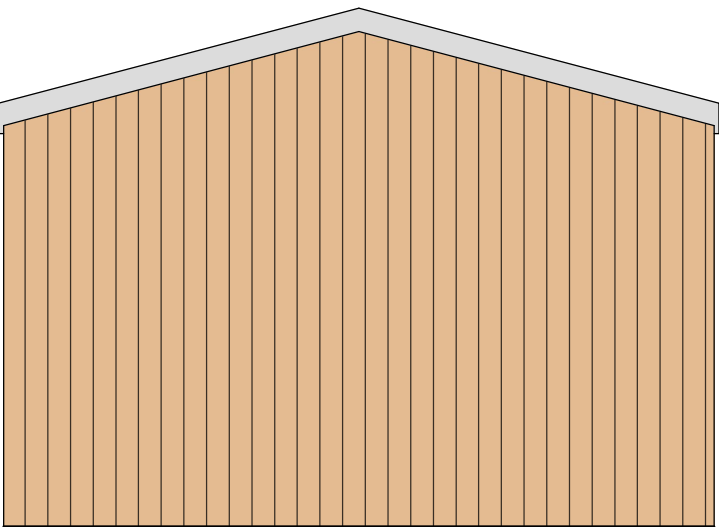


(SE).

Provide Solar PV Panels to roof covering.



(SW).



(NW).

ALL PLANS TO BE READ IN CONJUNCTION WITH ALL THE INFORMATION
ACCOMPANYING THE RELEASE OF DOCUMENTATION SCHEDULE.

IT IS THE RESPONSIBILITY OF THE CLIENT/CONTRACTOR TO ENSURE
THE NECESSARY SAB APPLICATION PROCESS & PROCEDURES HAVE
BEEN FOLLOWED WHERE APPLICABLE TO DEVELOPMENT AREAS (OVER
100M²). THESE PLANS HAVE NOT RECEIVED SAB APPROVAL.

IT IS THE RESPONSIBILITY OF THE CLIENT/CONTRACTOR TO LOCATE ALL
SERVICES ON SITE PRIOR TO COMMENCEMENT OF WORKS. WE HAVE
NOT CHECKED LOCATION OR AVAILABILITY OF EXISTING SERVICES FOR
THE PROPOSED WORKS.

IT IS THE RESPONSIBILITY OF THE CLIENT/CONTRACTOR TO ENSURE
THE NECESSARY PARTY WALL ACT PROCEDURES HAVE BEEN
FOLLOWED WHERE APPLICABLE.

CONSTRUCTION CLIENTS HAVE LEGAL DUTIES UNDER THE CDM
REGULATIONS 2015. PLEASE CHECK YOUR DUTIES ON THE HSE WEBSITE
OR CONSULT A COMPETENT HEALTH & SAFETY PROFESSIONAL.

TIMBER FRAMES POSE AN ADDITIONAL FIRE RISK UNTIL THE PANELS
ARE COMPLETE & PROTECTED BY INTERNAL FIRE RESISTANT
PLASTERBOARD & EXTERNAL CLADDING. CONTRACTORS / PRINCIPAL
CONTRACTORS SHOULD ENSURE THEIR CONSTRUCTION PHASE PLAN
INCLUDES MEASURES TO CONTROL THE ADDITIONAL FIRE RISKS TO
THEIR WORKERS & TO OTHERS, INCLUDING NEIGHBOURING
PROPERTIES, DURING THE CONSTRUCTION PHASE.

EXACT BOUNDARY POSITIONS & DETAILS TO BE DETERMINED ON SITE
FROM DEED PLANS/LAND REGISTRY DATA & NOT SCALED FROM THESE
PLANS. THIS IS NOT A CONVEYANCING DRAWING.

Regulation 14, Section 42 of the Flood & Water Management Act 2010 - Transfer
of private sewer and lateral drainage to Welsh Water - Scheme proposals may be
subject to Welsh Water agreements / legislation. It is the responsibility of the
client/contractor to ensure Welsh Water are consulted prior to commencement of
works.
Further information is available at www.dwr.cymru.com or
mbsta@dwr.cymru.com

D		
C		
B		
A		
REV	DESCRIPTION	DATE

DR Design

Architectural Services
Davies Richards Design Ltd.
Phone - 07903 924073

E-MAIL - info@daviesrichardsdesign.com
WEB - www.daviesrichardsdesign.com

CLIENT :
Mr. & Mrs. Butler.

JOB TITLE :
*Proposed units/works at:
A.J. Butler Ltd.,
Marcholws,
Peniel,
Carmarthenshire,
SA32 7AA.*

DRAWING TITLE :
*Unit C & Block Plan -
Proposed Plans & Elevations.*

DRAWING STATUS :
Planning.

Original paper size - A1
SCALE :
1:50 & 1:500.

DRAWN BY : *G.R.R.* DATE : *Jan. '26.*

PLAN No	REVISION
<i>2073-04</i>	

DO NOT USE FOR CONVEYANCING PURPOSES

Ecological enhancement suggestion:

Below to be implemented within 1 month
of beneficial use of the building.

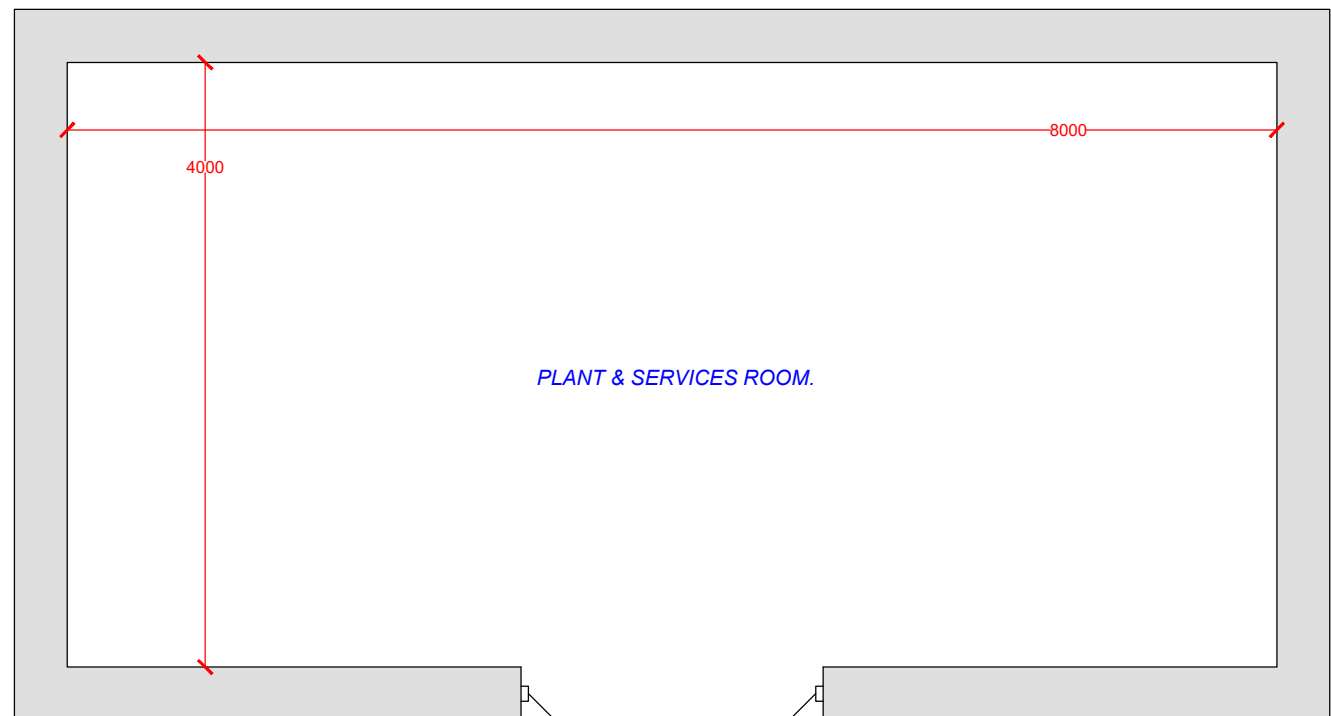
1 no. Schwegler 1MR Bird Box to be
installed at high level below eaves to the
SE elevation of the building.



Plans have not received Building
Regulations consent & should not
be used for construction purposes.

Schedule of finishes:

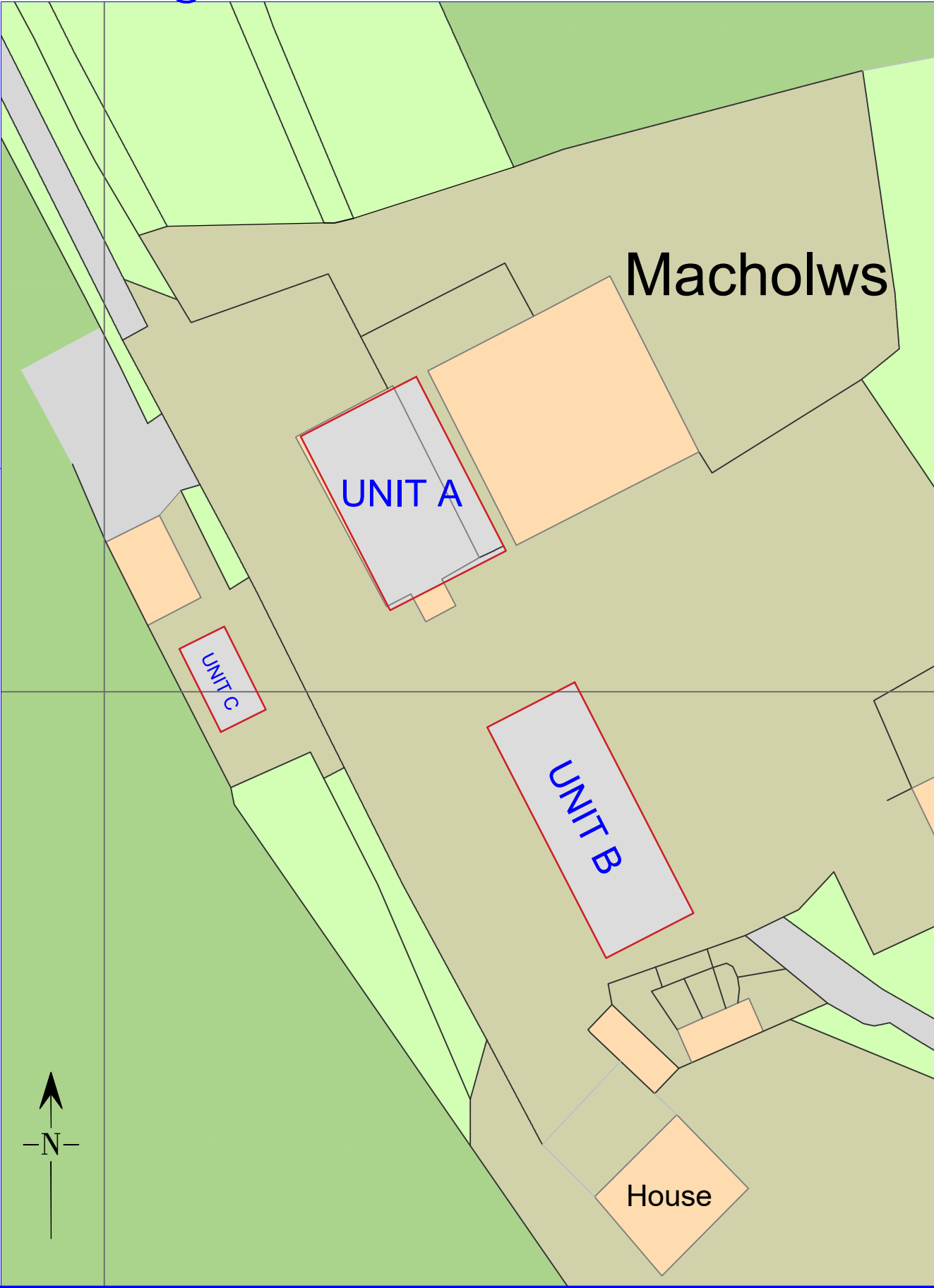
- Grey corrugated fibre cement roofing sheets.
- Timber cladding to walls.
- Grey/black rainwater goods
- Grey/black metal door finishes.



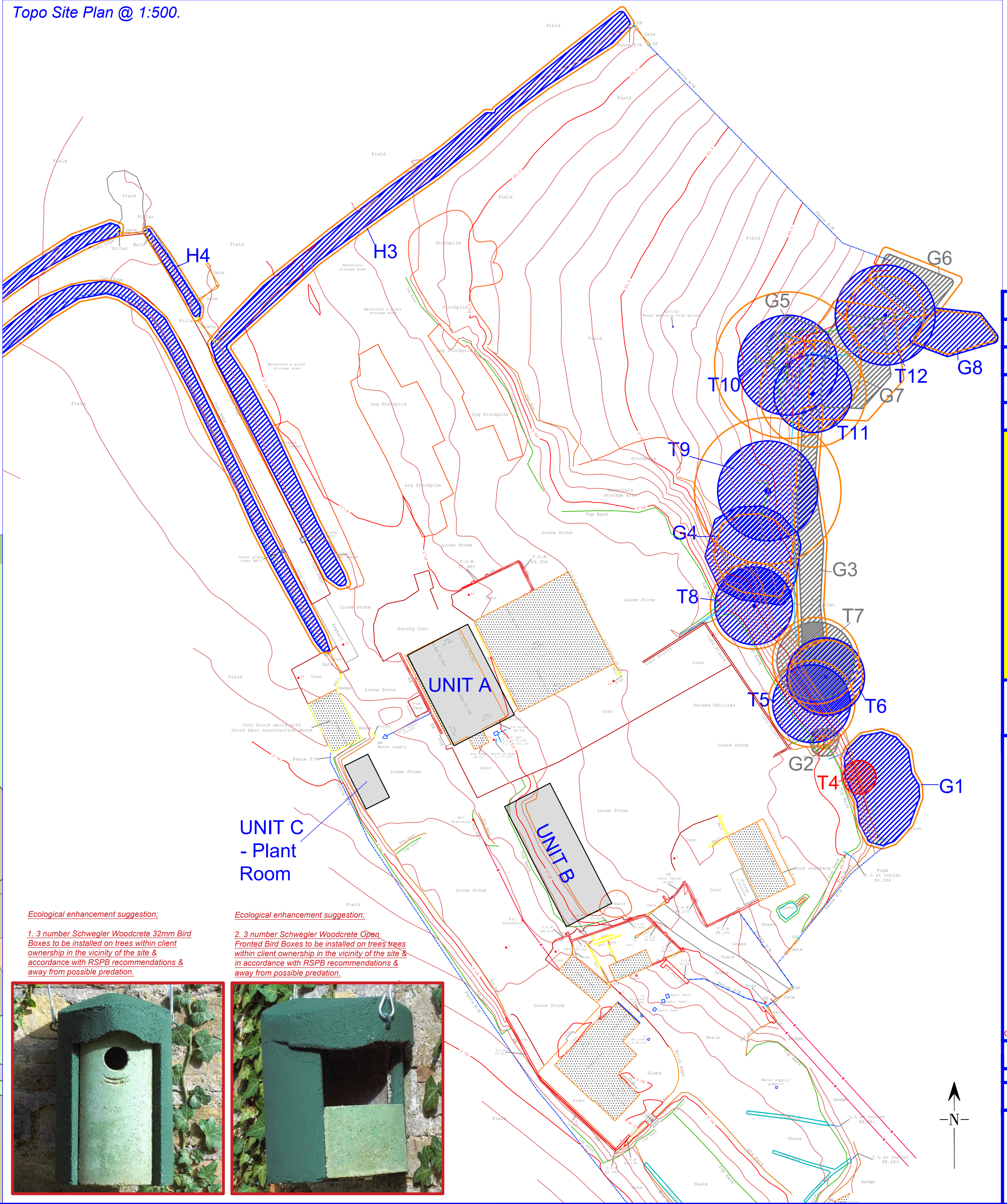
Proposed Ground
Floor Plan - Unit C.



Block Plan @ 1:500.



Topo Site Plan @ 1:500.



Ecological enhancement suggestion:

1. 3 number Schwegler Woodcrete 32mm Bird
Boxes to be installed on trees within client
ownership in the vicinity of the site &
in accordance with RSPB recommendations &
away from possible predation.



Ecological enhancement suggestion:

2. 3 number Schwegler Woodcrete Open
Fronted Bird Boxes to be installed on trees
within client ownership in the vicinity of the site &
in accordance with RSPB recommendations &
away from possible predation.



Location Plan @ 1:2500.

