
Project: LAND AT QUEEN'S ROAD, LLANDUDNO

Title: - PROPOSED RESIDENTIAL RE-DEVELOPMENT
PRELIMINARY REVIEW OF HIGHWAYS & TRANSPORT MATTERS

Date: - October 2024

1.0 INTRODUCTION, SITE LOCATION AND EXISTING HIGHWAY NETWORK CONDITIONS

1.1 This Transport Technical Note has been prepared on behalf of Mostyn Estates to provide a preliminary review of relevant highways & transport matters with respect to emerging proposals for new residential development at land off Queen's Road, Llandudno, Conwy. The location of the proposal site is illustrated in **Figure HTN1** to this report, with an aerial photo of the site and its immediate surroundings included as **Figure HTN2**. Review of these plans demonstrates that the site is located to the south eastern edge of the town of Llandudno and adjacent to the key local road routes of Queen's Road and the A470 Conway Road / Wormhout Way distributor road.

1.2 The proposal land is currently utilised for agricultural purposes (cropping and livestock grazing) and is split into two distinct areas (henceforth referred to as 'north' and 'south' parcels) by the unadopted rural track route of Fferm Lane. Fferm Lane provides cul-de-sac 'single track' rural lane access to immediate frontage land (including the proposal site) and a small number of farm properties and also forms part of the wider formal public right of way network, as footpath 'Llandudno FP17/84'.

Existing Access Arrangements & Local Highway Connections

1.3 As a reflection of the site's current agricultural status, vehicle and pedestrian access to the proposal site land parcels is currently limited to field gate connections points, viz:

- *Northern parcel* - field gate connection to Fferm Lane.
 - *Southern parcel* - field gate connections to A470 Wormhout Way (south of Queen's Road roundabout and part of wider site) and off Fferm Lane;
- 1.4 As noted above, existing primary access to the application site parcels is via the rural track of Fferm Lane. This route is effectively of narrow, unmade, single track cul-de-sac character, serving a handful of properties & associated land, and ultimately connects to the local road route of Queen's Road at a skewed side road connection. This connection is characterised by restricted visibility in both directions and limited width to Fferm Lane, such that two-way vehicle operation is not possible, except at limited passing places.
- 1.5 Queen's Road effectively forms the western boundary to the majority of the proposal site's southern land parcel and provides local road connections between the A470 roundabout immediately to the south and onward links to Llandudno town centre and other connecting residential / commercial estate roads to the north. In the vicinity of the application site, Queen's Road is typically of minimum 7.3m carriageway width (including narrow median strip hatched markings), with a minimum 2.0m wide segregated footway to the non-site side. The non-site side of the route is characterised by continuous residential frontage, including regular private dropped kerb driveway access points. All of these properties benefit from in-curtilage private parking opportunities, albeit notwithstanding this, some on-carriageway parking has been observed to take place (including footway over-run). The route operates under a 20mph urban speed limit and benefits from street lighting along its length.
- 1.6 To the site side of Queens Road, for the northern section of route up to the Fferm Lane connection, the highway boundary is characterised by a continuous section of mature hedge lying immediately to the carriageway edge. A wider grass verge with banking is present to the southern section of route that approaches the A470 roundabout.
- 1.7 The A470 roundabout is a 50m ICD 5-arm roundabout providing connections to the A470 distributor road corridor, which acts as the main road connection between Llandudno & the A55 trunk road. The roundabout is also accessed by the B5115

Conway Road (providing connections to Llanrhos & Llandudno Junction to the south west) and the local cul-de-sac estate road of Vicarage Road. South of the roundabout the A470 Wormhout Way operates under national speed limit.

- 1.8 To the north of the proposal site frontage Queen's Road acts as a key local distributor road route, providing access to a range of local residential side road connections. All of these connections are of simple side road T-junction arrangement, with no dedicated 'ghost island' right turn facilities. Queen's Road ultimately connects into the Mostyn Avenue commercial area, before terminating with B5115 The Parade (Llandudno seafront). Due to the local distributor road nature of Queen's Road, the range of residential estate road connections available and its links to links towards the A470 roundabout, the route has been observed to experience a regular level of traffic demand throughout the day.

Review of Historical Accident Records

- 1.9 A preliminary appraisal of the operational safety of the immediate local highway network to the proposal site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database - for the most recently available five-year search period, 2018 to 2022 (inclusive). The crashmap.co.uk database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a five-year search period is in line with recommended good practice guidance, with the identified search area including for immediate sections of Queen's Road to the proposal site and the terminal A470 roundabout.
- 1.10 Review of this information (see **Figure HTN3** to this note) identifies that no injury accident events have been recorded for the full length of the proposal site frontage to Queen's Road, as well as adjacent sections of route to the north including the nearby residential side road connections with Albert Gardens, Fferm Bach Road and Roumania Drive.
- 1.11 Four accident events have been recorded at the nearby A470 roundabout over the five year search period, all of which are noted to be of 'slight' injury classification. Review of the details of these incidents identifies that all bar one of the events

were vehicle / vehicle accidents involving side road traffic entering the roundabout and colliding with vehicles on the circulating carriageway. The other incident involved a similar style conflict, but involving a vehicle / pedal cycle.

- 1.12 Based on this preliminary road safety review, it is not considered that there are any clear & substantive prevailing road safety issues that would call the principle of the formation of a new side road access connection to / from Queen's Road to serve new residential development into question.

2.0 PLANNING POLICY CONTEXT

- 2.1 Relevant highways and transport related policy associated with the siting and consideration of new development is set out across a number of national and local documents, with key guidance highlighted below.

National Planning Policy: Future Wales - The National Plan 2040

- 2.2 Future Wales represents the national development plan for Wales to 2040, and was adopted in February 2021. With reference to transport matters, this document seeks to ensure “a Wales where people live in places where travel is sustainable”, identifying that sustainable transport must be “embedded within development to enable easy and convenient access from one place to another”.
- 2.3 This document references the Active Travel (Wales) Act 2013 as the influence to integrating active travel with new development. The Active Travel Wales guidance will ultimately need to be referenced in the design of the site access which will need to incorporate suitable footways and dropped kerbs / tactile paving. The final nature of site access design will be progressed and agreed with the local highway authority as part of planning application scoping discussions.

National Planning Policy: Planning Policy Wales (PPW)

- 2.4 PPW12 (updated February 2024) sets out the land use planning policies of the Welsh Government, and is supported by a series of Technical Advice Notes.
- 2.5 Transport is considered in detail in Chapter 4.1 of PPW. The document sets out the aim of the planning system to “enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport” and that by influencing to location, scale, mix and design of new development “improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution”. PPW12 also highlights the need for new transport infrastructure to be targeted to reflect the sustainable transport hierarchy, through meeting the priority to meet the demand for travel by walking, cycling and public transport, ahead of motor vehicles.

2.6 The document states that the planning system can assist with improving transport choice and achieve the above aims in the following ways:

- *Sustainable Travel Choices* - Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established. The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications
- *Active and Social Streets* - New development should improve quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy, and children can play. The design and layout of streets must give a high priority to their role as public spaces and meeting the needs of pedestrians, cyclists and public transport users, reflecting the principles of the sustainable transport hierarchy.
- *Active Travel* - The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes.
- *Public Transport* - Planning authorities must direct development to locations most accessible by public transport. They should ensure that development sites which are well served by public transport are used for travel intensive uses, such as housing, jobs, shopping, leisure and services, reallocating their use if necessary.
- *Traffic Management* - Planning authorities must seek to reduce the level and speed of traffic in new development, including ensuring streets are designed to have a speed limit of 20 mph or less. This includes creating connected and permeable road networks, with filtered permeability to prioritise walking and cycling, and careful consideration of issues such as street layout and dimensions,
- *Demand Management & Car Parking* - Car parking provision is a major influence on how people choose to travel and the pattern of development. 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

- 2.7 PPW12 also notes that the preparation of Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts that a proposed development, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.

Technical Advice Note 18: Transport (TAN18)

- 2.8 PPW12 is supplemented by Technical Advice Note (TAN) 18 which provides detailed guidance on implementing the transport objectives contained in PPW.
- 2.9 TAN18 sets out thresholds of development at which formal transport assessment is considered as being necessary, identifying a threshold of greater than 100 dwellings for residential development schemes. TAN18 also provides further guidance with respect to the nature and extent of technical analysis to be undertaken to support development and design standards for the new vehicle access points.
- 2.10 It can therefore be expected that any planning application for new residential development at the proposal site would be supported by a detailed TA submission and supplemented by a Travel Plan and Transport Implementation Statement.

Conwy Local Development Plan (2009-2022)

- 2.11 The prevailing Conwy LDP also includes for a number of transport related policies that are relevant to the consideration of new residential development. These policies are set out below:
- ***Policy STR1 - Sustainable Transport, Development and Accessibility:***
Development to be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.

- **Policy STR/2 - *Parking Standards*:** Car parking provision should be provided in accordance with the Council's maximum standards, to reduce dependency on the car and to promote sustainable forms of transport. In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards. Secure cycle storage should be provided in accordance with the Council's standards.

The Council's parking standards go on to identify that in locations where reduced parking supply is proposed, development should be supported by formal Travel Plan arrangements.

- **Policy STR/3 - *Mitigating Travel Impacts*:** New developments will be required to mitigate the undesirable effects of travel such as noise, pollution, impact on amenity & health and other environmental impacts. Where a proposed development is likely to have significant transport, social or environmental implications, the Council will require developers to submit a Transport Assessment and Travel Plan with the planning application. Where the proposed development is demonstrated to have significant transport implications on a wider area, financial contributions will be required towards improvements in transport infrastructure, in particular to support public transport, cycling and walking.
- **Policy STR/4 - *Non-Motorised Travel*:** The Council will support increased levels of non-motorised travel, including cycle use and walking, by ensuring that travel generating developments are located and designed to facilitate and encourage short distance trips between home, work, school and colleges and other suitable destinations.

2.12 It is therefore clear that contemporary Council policy seeks to encourage new residential development to be located at sites that allow for access to a range of local every-day facilities by alternative travel modes to the private car and should be designed to maximise journeys by walking, cycling and public transport.

3.0 REVIEW OF SITE ACCESSIBILITY AUDIT

3.1 As set out above, national and local planning policy clearly identifies that new development should be delivered to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.2 The nature of local sustainable transport connections available within the immediate catchment of the proposal site is summarised in the paragraphs below.

Access to Public Transport: Bus Links

3.3 Nearest bus stops are located on immediate sections of Queen's Road to the proposal site, within 200m of the centre of the site frontage section of the route, therefore lying well within CIHT 'preferred maximum' walk distance to a local public transport stop from new residential development. The northbound stop (service 5) is situated circa 85m to the north of the A470 roundabout (see **Figure HTN4**) and is a simple flagpost style stop with passenger information board. The southbound stop (service 5 & 26) is located circa 125m to the north of the Fferm Lane connection to Queen's Road and provides a passenger waiting shelter, bus boarder kerb, passenger information board and 'bus cage' road markings. This southbound stop is also located adjacent to a traffic signal controlled puffin crossing.

3.4 A plan of the available bus route connections serving these local bus stops is illustrated in **Figure HTN4** to this report, with details of service frequency summarised in **Table HTN3.1** below.

Table HTN3.1: Available Bus Connections from Local Bus Stops

Service	Route	Frequency
5	Llandudno to Caernarfon via Conway, Penmaenmawr, Llanfairfechan and Llandygai	Mon - Sun: 2 buses per hour daytime & 1 bus per hour eve
26	Great Orme - Llandudno (Local Circular)	Mon - Sat: 1 bus per hour daytime. Sun: No service

- 3.5 Review of the above service information demonstrates that the proposal site would be served by regular public transport (up to 3 buses per hour during Mon-Sat day-time periods), providing links to key local destinations such as Llandudno town centre, Llandudno Junction, Llanrhos, Conwy and Bangor.

Access to Public Transport: Rail Connections

- 3.6 Local rail connections are available at Llandudno railway station (circa 1.6km walk to the north-west of the application site or via local bus connection). This terminus station is served by services along the North Wales Coast Line and offers the following weekday service frequency:
- Hourly train service to Manchester Piccadilly via Colwyn Bay, Chester and Warrington, with many trains continuing to Manchester Airport;
 - Other ‘shuttle’ train services to Llandudno Junction, from where onward journeys to Bangor, Holyhead, Birmingham New Street, London Euston and South Wales are available;
 - Five train services per day (each way) on the Conway Valley Line, to Llanrwst, Betws-y-Coed and Blaenau Ffestiniog.

Accessibility to Local Facilities (Walking and Cycling)

- 3.7 In addition to the above identified local public transport connections, the proposal site also provides the opportunity for practical walk / cycle access to a good range of local shops / services / everyday destinations. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an ‘acceptable’ walking distance to community facilities and shops, with 1.2km representing a ‘preferred maximum’. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.
- 3.8 **Figure HTN5(a&b)** to this report illustrate practical local walking catchments from the site and demonstrates that a range of ‘everyday’ type destinations lie within a convenient walking distance of 2km, including:

- Primary & Secondary Schools,
- Local shopping parade at Mostyn Avenue and other convenience stores,
- Food supermarket and retail park shopping
- Medical facilities & hospital;
- Leisure facilities, parks, sports and community centre;
- Local employment areas.

3.9 The majority of the identified key local facilities can be accessed via walking routes using either Queen's Road or A470 Conway Road. These routes are characterised as already benefitting from a good standard of pedestrian provision (minimum 2.0m footways and regular dropped kerb crossing points). Dropped kerb crossings are available at all side road connections along the Queen's Road corridor, with tactile kerbing provided at some locations. A signalised pedestrian crossing facility of Queen's Road is also available approximately 250m north of the centre of the proposal site frontage, near to local bus stops.

3.10 Whilst no dedicated footway facility is currently available to the site-side frontage to Queen's Road, it is proposed that additional pedestrian provision could be delivered in this location as part of any future access strategy to serve residential development at the site (see section 4 to this note). Footway connections are already available on Queen's Road to the north of the Fferm Lane side road connection, providing direct links to the local southbound bus stop, passenger shelter and adjacent traffic signal crossing.

3.11 National Planning Guidance notes that cycling has the potential to substitute for short car trips - particularly those journeys of less than 5km, or those which could form part of a longer journey using public transport. The location of the application site allows for good cycling access to a range of local areas including all of the built-up area of Llandudno, as well as parts of Llanrhos, Llandudno Junction and Penrhyn Bay (see **Figure HTN6** to this report).

3.12 A plan of the existing and future active travel routes to the site as identified by Conwy CBC is illustrated in **Figure HTN7**. This demonstrates that Queen's Road has been identified a key future local walk /cycle corridor and there are clear opportunities for the delivery of residential development at the proposal site to enhance local walk / cycle connections. **Figure HTN8** to this note also

demonstrates that the site could provide additional local wider footpath links via existing PROW 17/84 (following the alignment of Fferm Lane) and onward connections to footpath routes 17/36 and 17/31.

Accessibility Summary

- 3.13 Overall, it is concluded that the proposal land at Queen's Road represents an appropriate location for new residential development when considered in transport sustainability terms, being located to the edge of an existing mature residential area and within a practical walking distance of regular public transport services and a range of everyday local shops / services & facilities.
- 3.14 Such locational characteristics will allow the site to meet the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing overall traffic impact associated with new development.

4.0 EMERGING DEVELOPMENT PRINCIPLE AND OPTIONS TO DELIVER APPROPRIATE SITE ACCESS ARRANGEMENTS

4.1 Mostyn Estates are seeking to promote the proposal site land for new residential development. Depending on the extent of land ultimately considered suitable for future allocation, the site could accommodate between 70 - 90 new homes.

4.2 Given the nature of the existing surrounding highway network it is proposed that primary vehicle access to the site would be taken directly from Queen's Road. Whilst the site benefits from a frontage to A470 Wormhout Way, it is considered that the busy nature of this route, combined its national speed limit character in this location and proximity to the roundabout with B5115 / Queen's Road / Vicarage Road means that future development vehicle access from this route would be undesirable.

4.3 Based on the nature of Queen's Road and the character of other existing side road connections to the route, it is anticipated that vehicle access to serve new residential development at the proposal site could be achieved via a simple T-junction access layout, designed to meet modern residential access standards. The undeveloped nature of the site frontage to Queen's Road potentially offers good flexibility in terms of the location of any such future development access point, with there being no obvious material constraints to delivering key road safety metrics, such as visibility or suitable pedestrian access.

4.4 **Drawing J000483-SK102a** to this report illustrates a preferred preliminary access option to serve future residential access at the site. This includes for the following key design features and is of a layout suitable to accommodate a development quantum of 90 dwellings:

- 5.5m estate road carriageway;
- 6.0m left turn entry / exit radii;
- 2m segregated footways to both sides of estate road;
- New section of 2m segregated footway along the northern section of site frontage, connecting to existing footway to Queen's Road, providing access to nearby bus stops & traffic signal crossing point;

- Short section of 2m segregated footway to the southern section of site frontage, to connect to new crossing point of Queen's Road.

4.5 The proposed location of the access point has been chosen to minimise any potential conflicts with private drive access points to existing properties to the non-site side of Queens Road. The access location also provides the opportunity to deliver appropriate lateral and forward sightlines for prevailing operating conditions, via appropriate management of existing site frontage vegetation (lowering of existing boundary hedge to circa 600mm). **Drawing J000483-VISI102a** illustrates 2.4m by 43m visibility splays, which would be suitable for 30mph approach speeds on Queen's Road - well in excess of the prevailing 20mph speed limit.

It is considered that a single T-junction access point has the potential to deliver the required level of operational performance to cater for a future development of up to 200 dwellings at the proposal site. Ultimately this position would need to be confirmed by detailed capacity testing using industry standard software and appropriate traffic forecasting, but given that the Queen's Road corridor is currently characterised by simple T-junction layout side road access connections and operates with no known capacity or highway safety concerns, there is no reason to expect that the illustrated access arrangements could not operate efficiently.

4.6 Delivery of new residential development over the proposal site land holdings would need to ensure that any internal development estate road layout was capable of accommodating and maintaining access rights associated with Fferm Lane and the PROW status of this route. It is considered that this could be achieved without compromising highway safety, with any final scheme layout including for safe vehicle crossing points of the Fferm Lane / PROW.

5.0 PREDICTED DEVELOPMENT TRAFFIC DEMAND

5.1 Estimated future traffic demand levels associated with the proposed residential scheme has been calculated based on robust trip rates (per dwelling) extracted from the TRICS database, a nationally regarded source of historical trip demand data containing observed traffic data for a large number of development-type sites. Data has been calculated based on sites selected with locational factors similar to the Queen's Road site, viz:

- Suburban area / edge of town private apartment sites;
- Small development sites; and
- Not including sites in SE England, Greater London or the Republic of Ireland.

5.2 Robust 85th percentile trip rates (per dwelling) for traditional weekday AM & PM 'rush hour' time periods and core 12hour (07:00-19:00) daytime period, as agreed with Conwy CBC highways and used recently for the assessment of the nearby Nant-Y-Gamar Road development, are illustrated in **Table HTN5.1** below.

Table HTN5.1: Calculated Residential 85th Percentile Trip Rates from TRICS

Time Period	TRICS 85 th Percentile (per dwelling)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.171	0.399	0.570
PM Peak (17:00-18:00)	0.388	0.232	0.619
12h hour (07:00-19:00)	2.560	2.598	5.158

Trip Rate (per dwelling)

5.3 These trip rates have been utilised to generate trip estimates for future potential development size options of 70 & 90 dwellings at the proposal site (see **Table HTN5.2** below).

Table HTN5.2 - Predicted Residential Development Traffic Demand (85th Percentile Trip Rates)

	Trip Demand (70 Dwellings)			Trip Demand (90 Dwellings)		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	12	28	40	15	36	51
PM Peak (17:00-18:00)	27	16	43	35	21	56
12h (07:00-19:00)	180	182	362	230	234	464

- 5.4 The above exercise demonstrates that the proposals are not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) traffic levels anticipated to be of the order of 40 - 56 vehicles per hour or under 1 additional vehicle trip every minute over the wider highway network.
- 5.5 It is not expected that such levels of traffic would result in a material change in existing baseline highway network operational conditions and that the demand could be accommodated by the illustrated site access arrangements. It is also not anticipated that the above traffic levels would require any substantive operational related improvements over the wider off-site highway network.

6.0 SUMAMRY AND CONCLUSIONS

- 6.1 This Technical Note has been prepared to provide a preliminary review of relevant highways & transport matters with respect to emerging proposals for new residential development at land off Queen's Road, Llandudno, Conwy.
- 6.2 The site is located to the south eastern edge of the town of Llandudno, adjacent to the key local road routes of Queen's Road and the A470 Conway Road / Wormhout Way distributor road. It is considered that this represents an appropriate location for new residential development when considered in transport sustainability terms, being adjacent to an existing mature residential area and within a practical walking distance of regular public transport services and a range of everyday local shops / services & facilities, including education, retail, leisure and health facilities. Such locational characteristics will allow the site to meet the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing overall traffic impact associated with new development.
- 6.3 It is proposed that primary vehicle access to the site would be taken directly from Queen's Road, a local distributor road route providing access to local residential and commercial side road routes and connecting Llandudno centre & seafront with the A470. Queen's Road is characterised by a minimum 7.3m carriageway (including median markings), with segregated footways to most sections, tactile paving at key local crossing points and a traffic signal crossing point within 250m of the centre of the site. Review of the recent accident history for Queen's Road demonstrates an excellent road safety record, with no accident incidents recorded within the past five years, including at other nearby side road access points serving residential development.
- 6.4 Vehicle access to new residential development at the proposal site could be achieved via a simple T-junction layout, designed to meet modern residential access criteria. The undeveloped nature of the site frontage to Queen's Road potentially offers good flexibility in terms of the location of any future development access point, with there being no obvious constraints to delivering key road safety metrics, such as visibility or suitable pedestrian access.

- 6.5 It is considered that a single T-junction access strategy for the site has the potential to deliver the required level of operational performance to cater for a development of up to 90 dwellings. Ultimately this position would need to be confirmed by detailed capacity testing, using industry standard software and appropriate traffic forecasting, but given that the Queen's Road corridor is currently characterised by regular side road access connections, serving significant development and operates with no known capacity or highway safety concerns, it is considered that there is no reason to expect that the illustrated access arrangements would not offer sufficient operational capacity.
- 6.6 Indeed, estimates of likely future development traffic levels suggest that the proposal scheme would not generate a substantive level of additional travel demand at peak times, with predicted maximum rush hour two-way (in + out) vehicle demand anticipated to be of the order of 40 - 56 vehicles per hour (70 dwelling / 90 dwelling scheme), or under 1 additional vehicle trip every minute. It is not expected that such levels of traffic would result in a material change in existing baseline highway network operational conditions and could easily be accommodated by the proposed site access arrangements. It is also not expected that the above traffic levels would require any substantive operational related improvements over the wider off-site highway network.
- 6.7 Delivery of new residential development at the proposal site would need to ensure that any internal development estate road layout was capable of accommodating existing access rights associated with Fferm Lane and the PROW status of this route, which run through the site. It is considered that this could be achieved without compromising highway safety, with any final scheme layout including for safe vehicle crossing points of the lane/ PROW.
- 6.8 Ultimately it is concluded that the proposal site at Queen's Road represents a suitable site for potential future residential development, being sustainably located to help minimise private car trip demand and capable of being accessed by highway arrangements that would meet modern design standards appropriate for anticipated future traffic levels and to deliver enhanced pedestrian access.



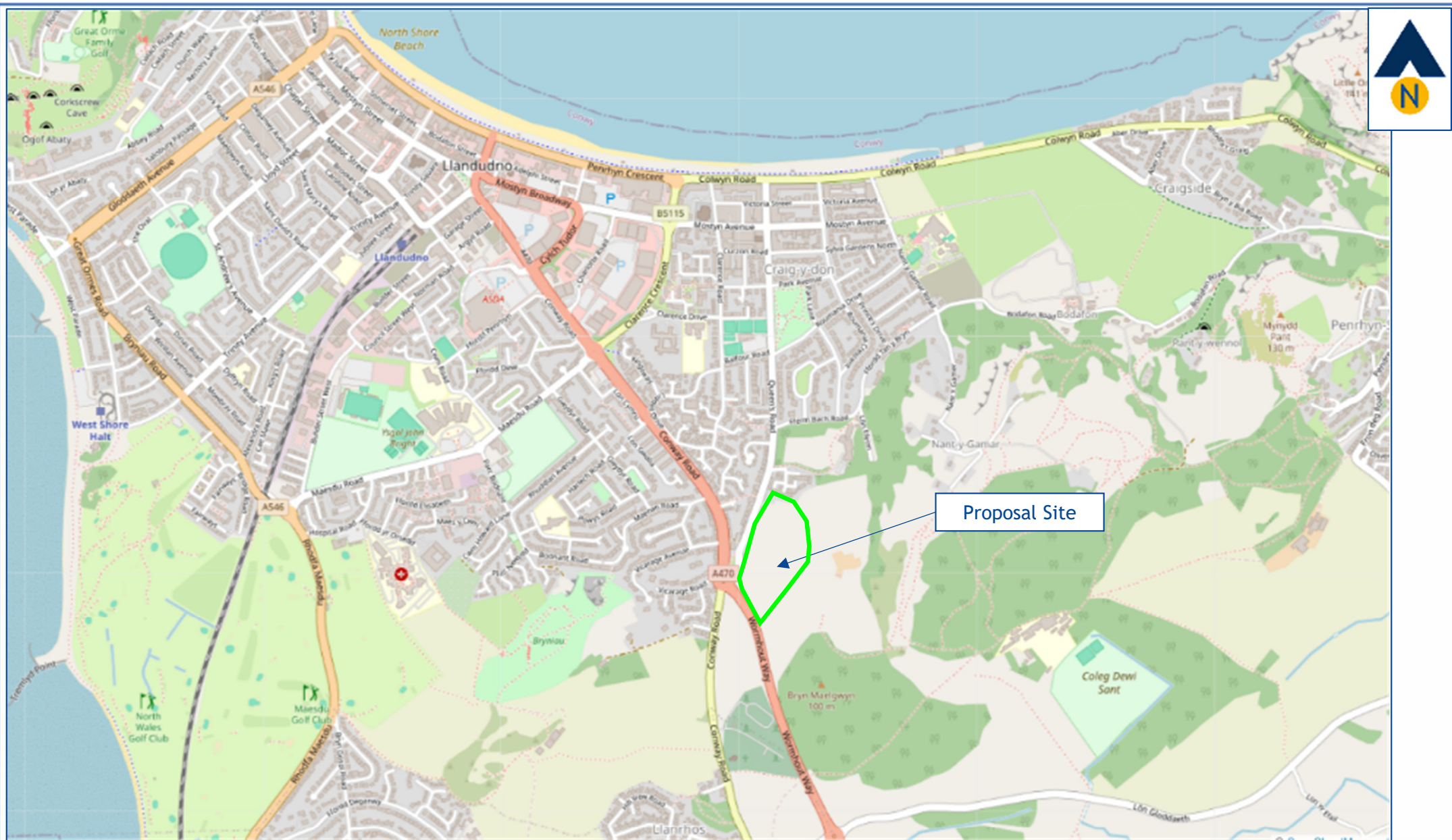


Figure HTN1

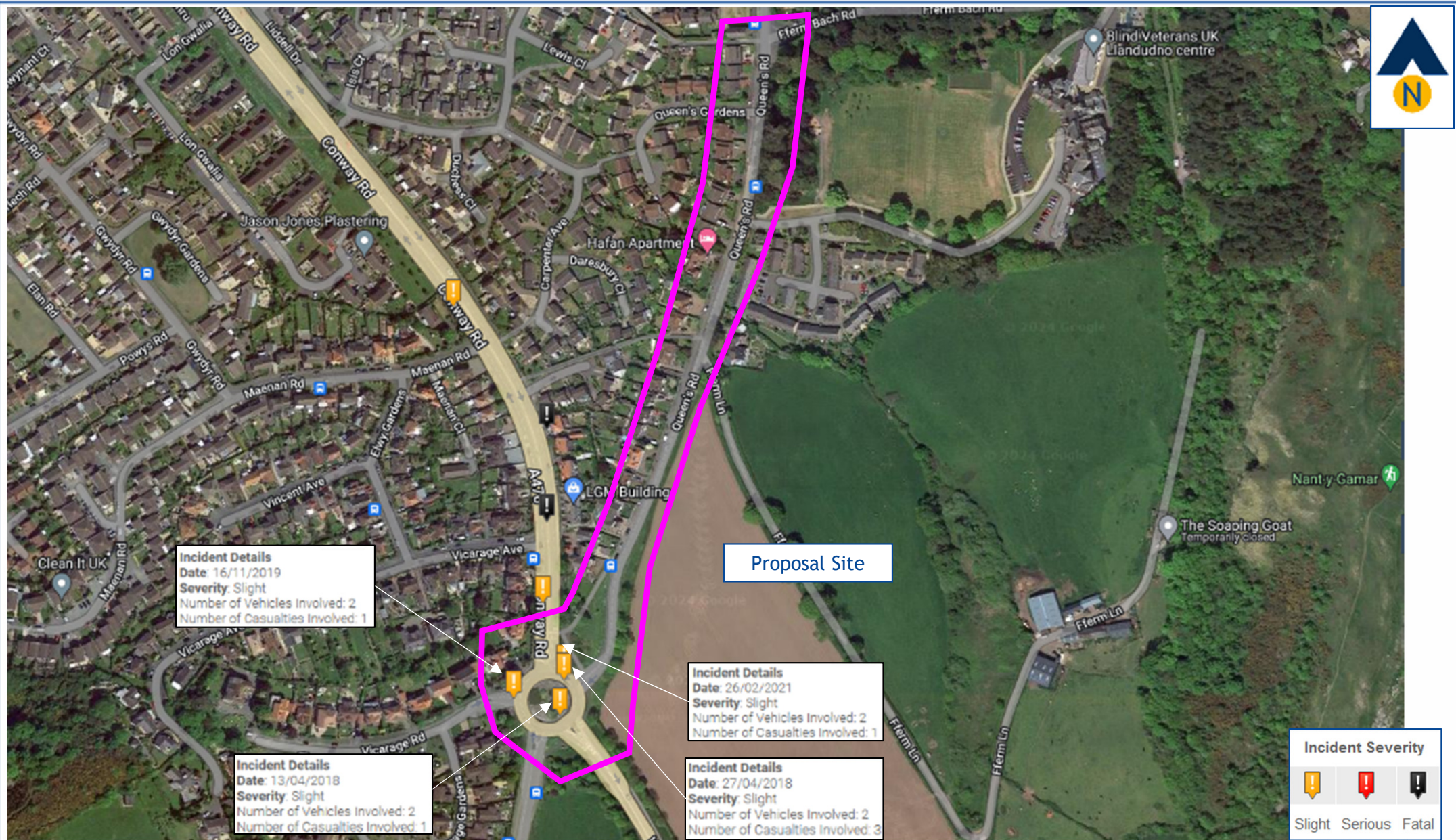
Site Location: Wider Context

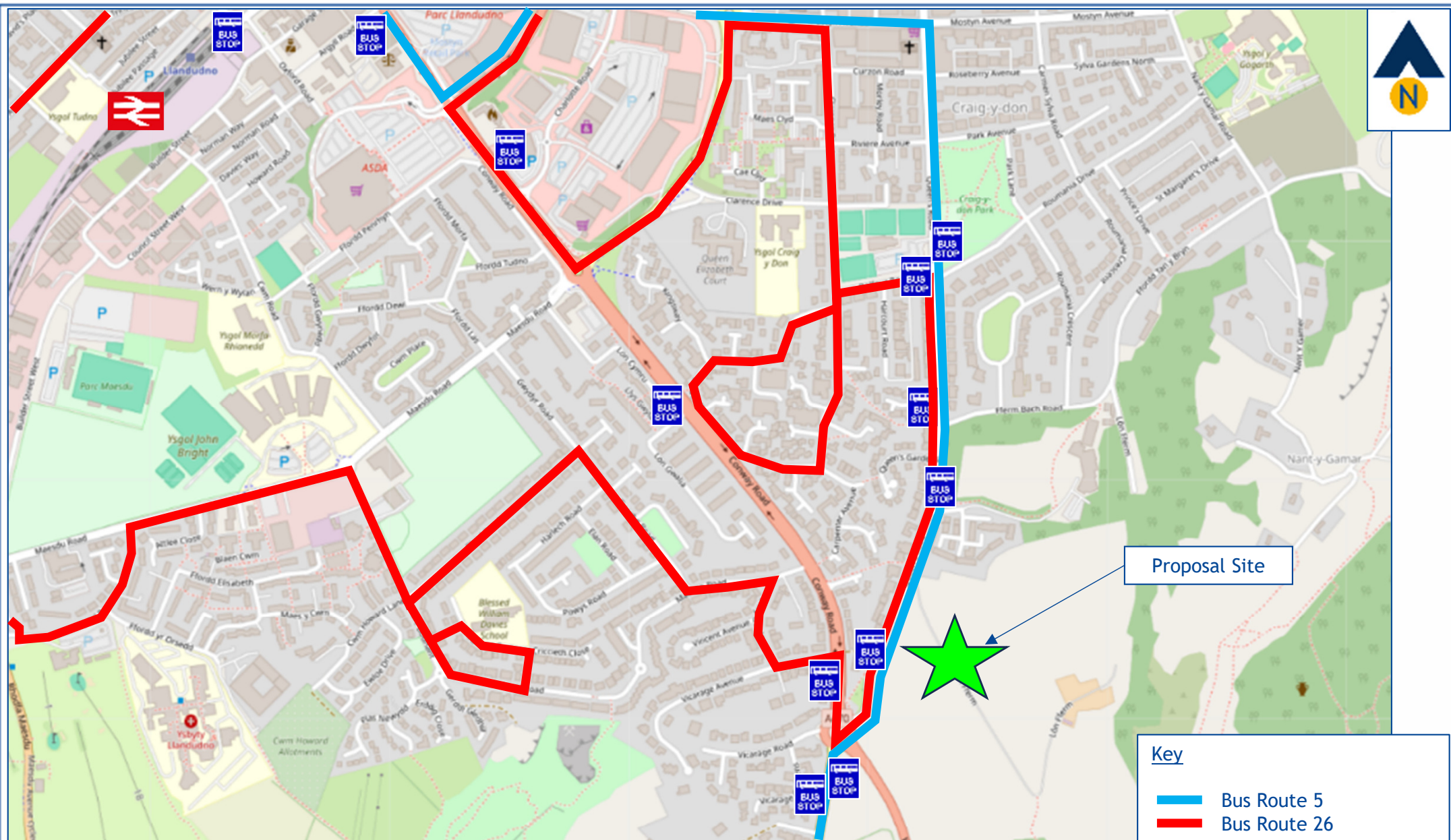
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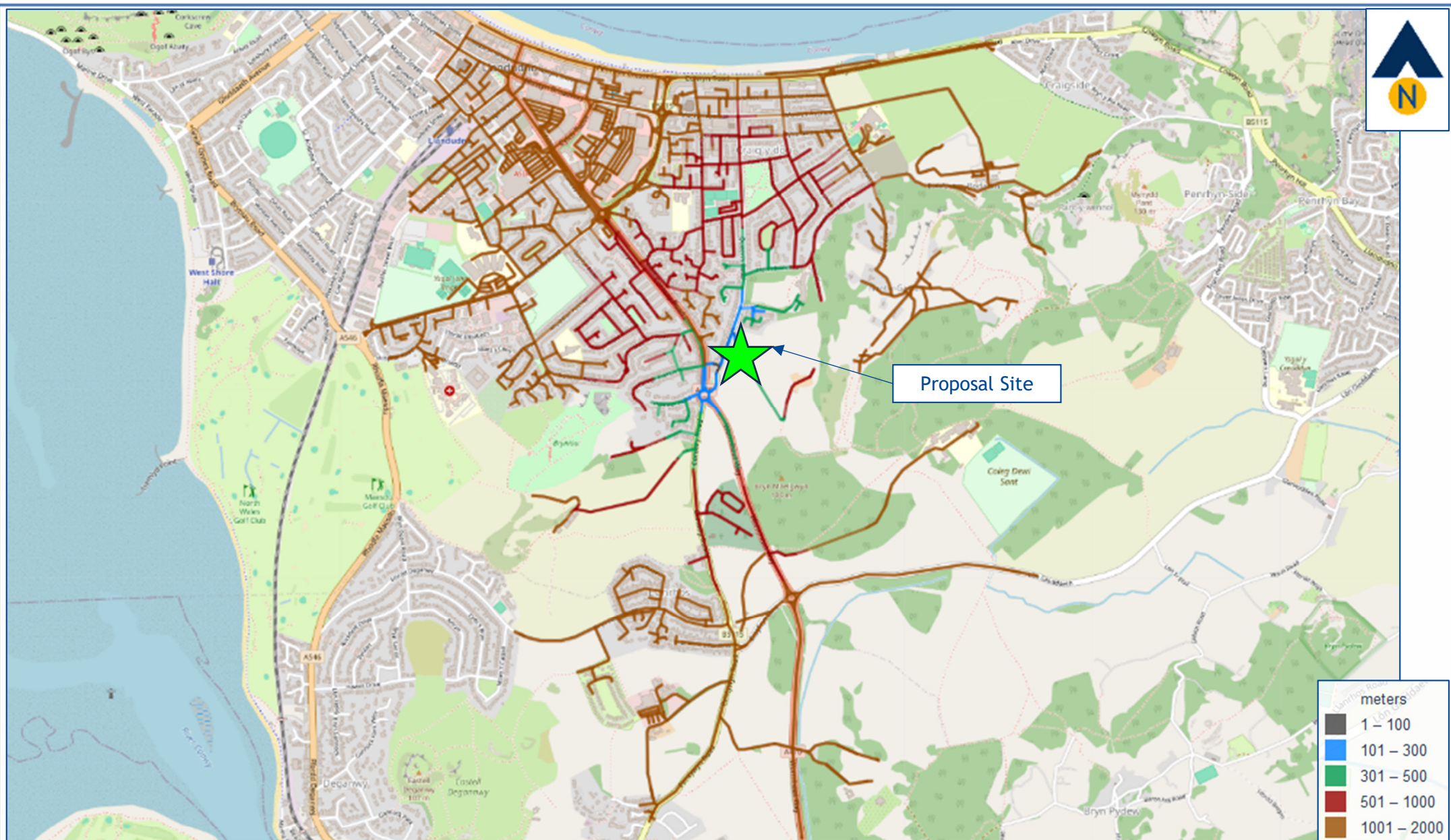
Land at Queen's Road, Llandudno

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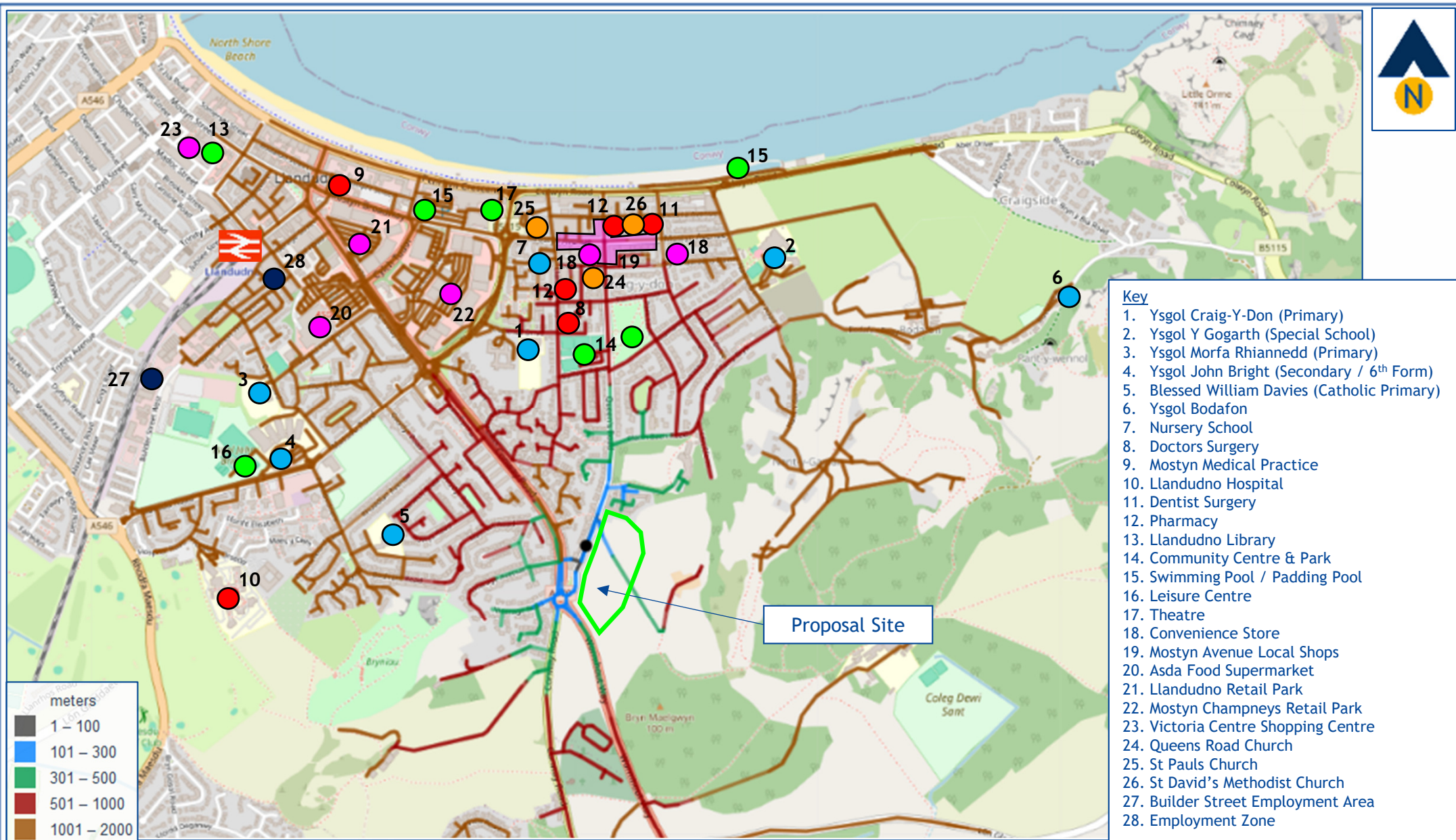


Figure HTN5b

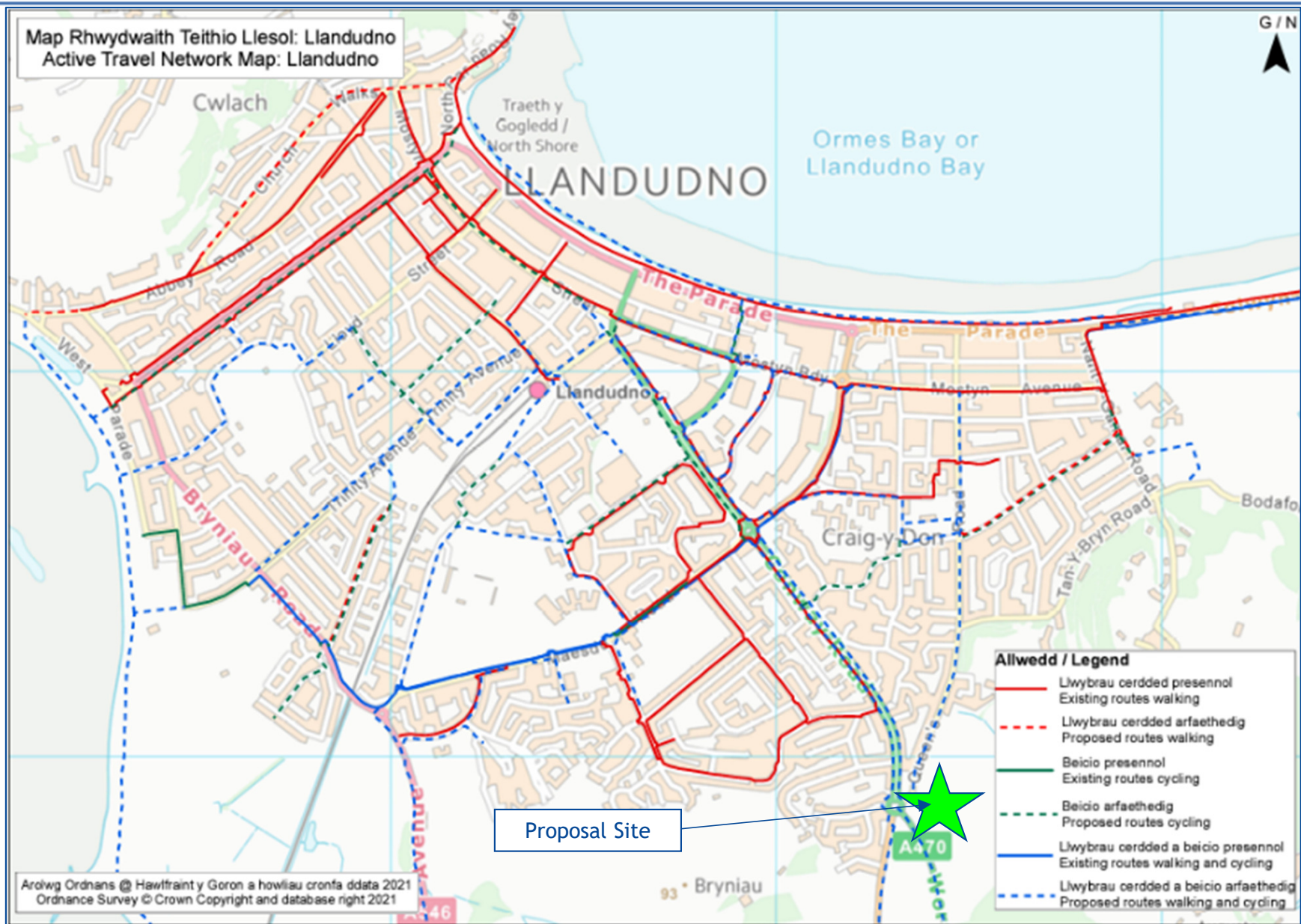
Location of Everyday Facilities Within a 2km Walking Catchment of the Application Site

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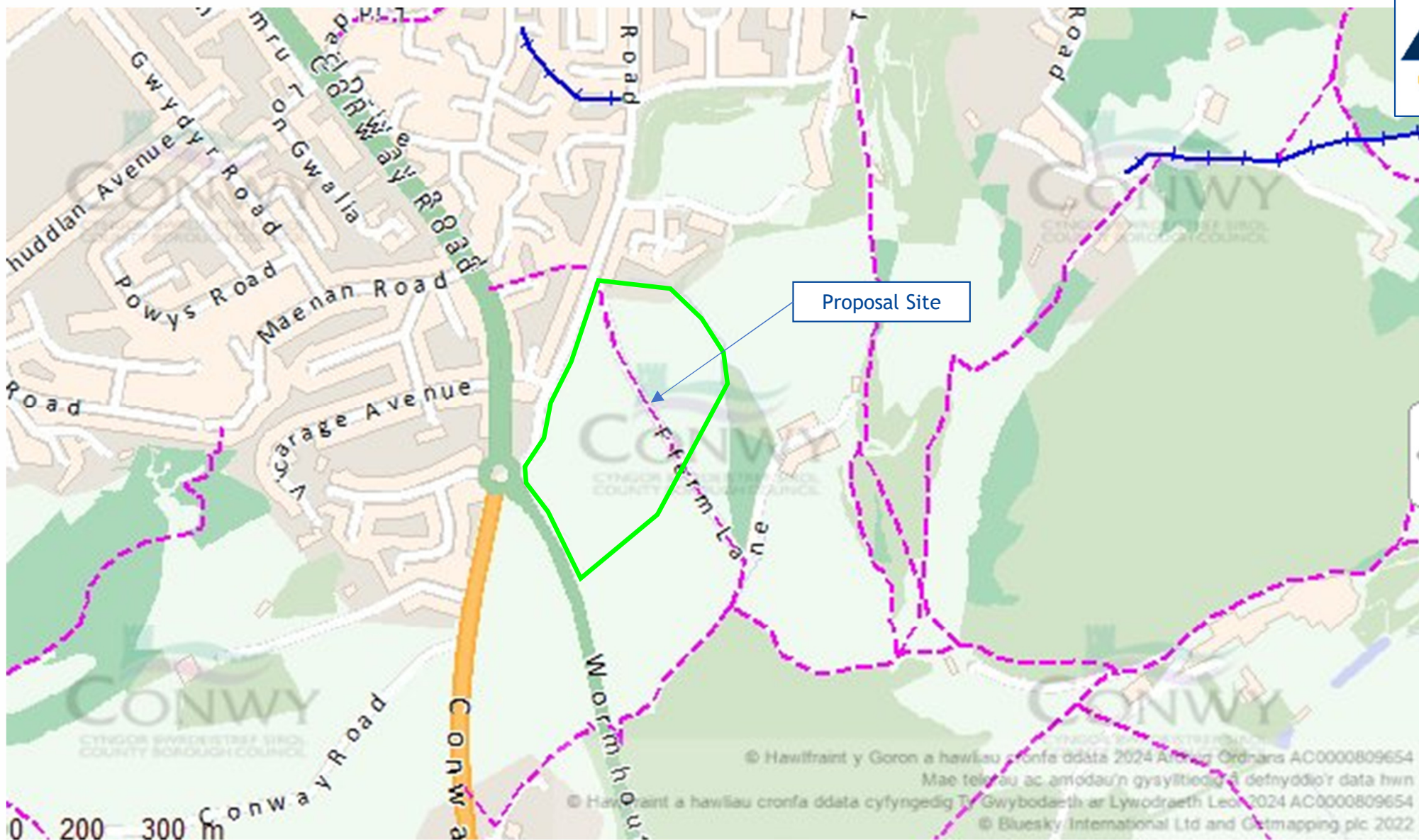


Figure HTN8

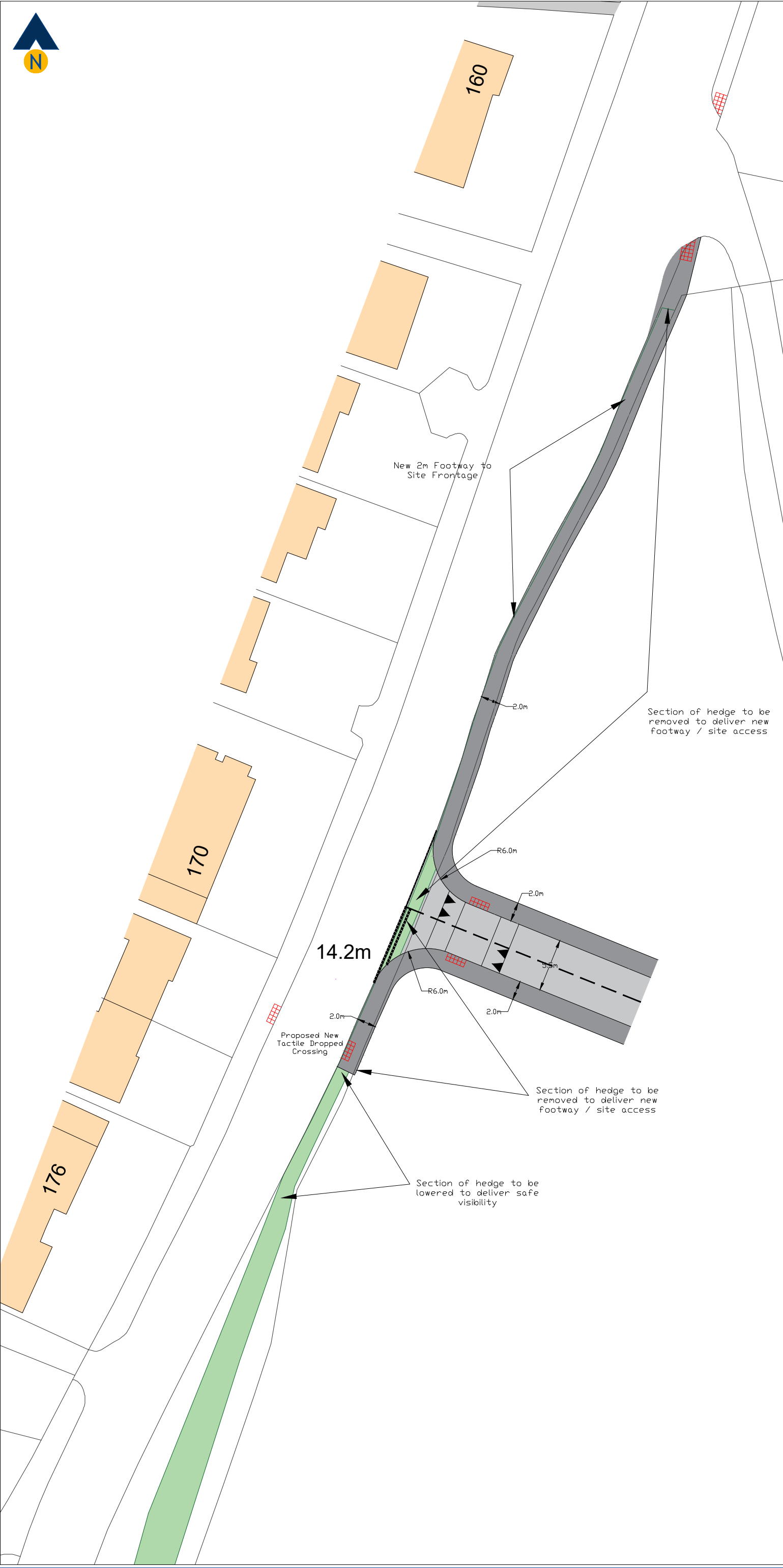
Local Public Rights of Way Connections

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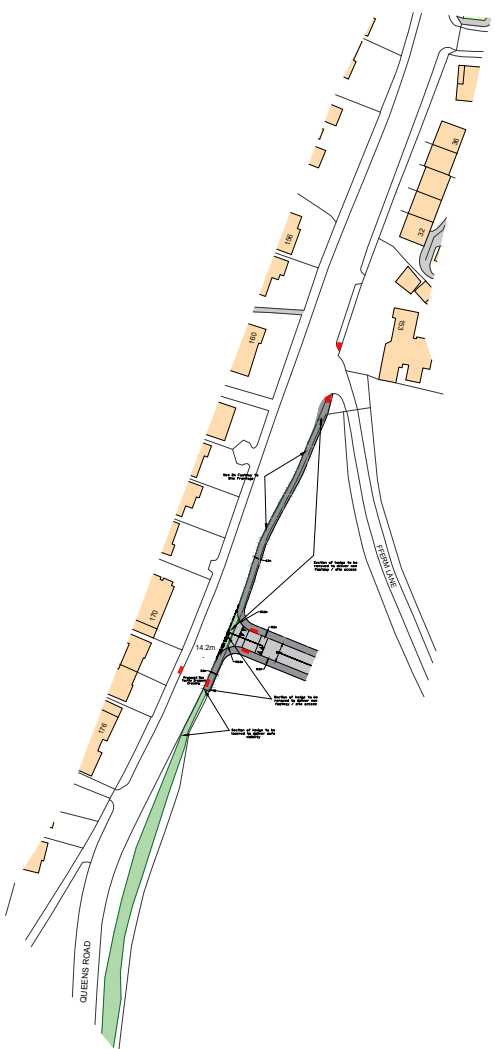
Land at Queen's Road, Llandudno

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Revision:
A Additional Road Markings & Labels 02/08/24



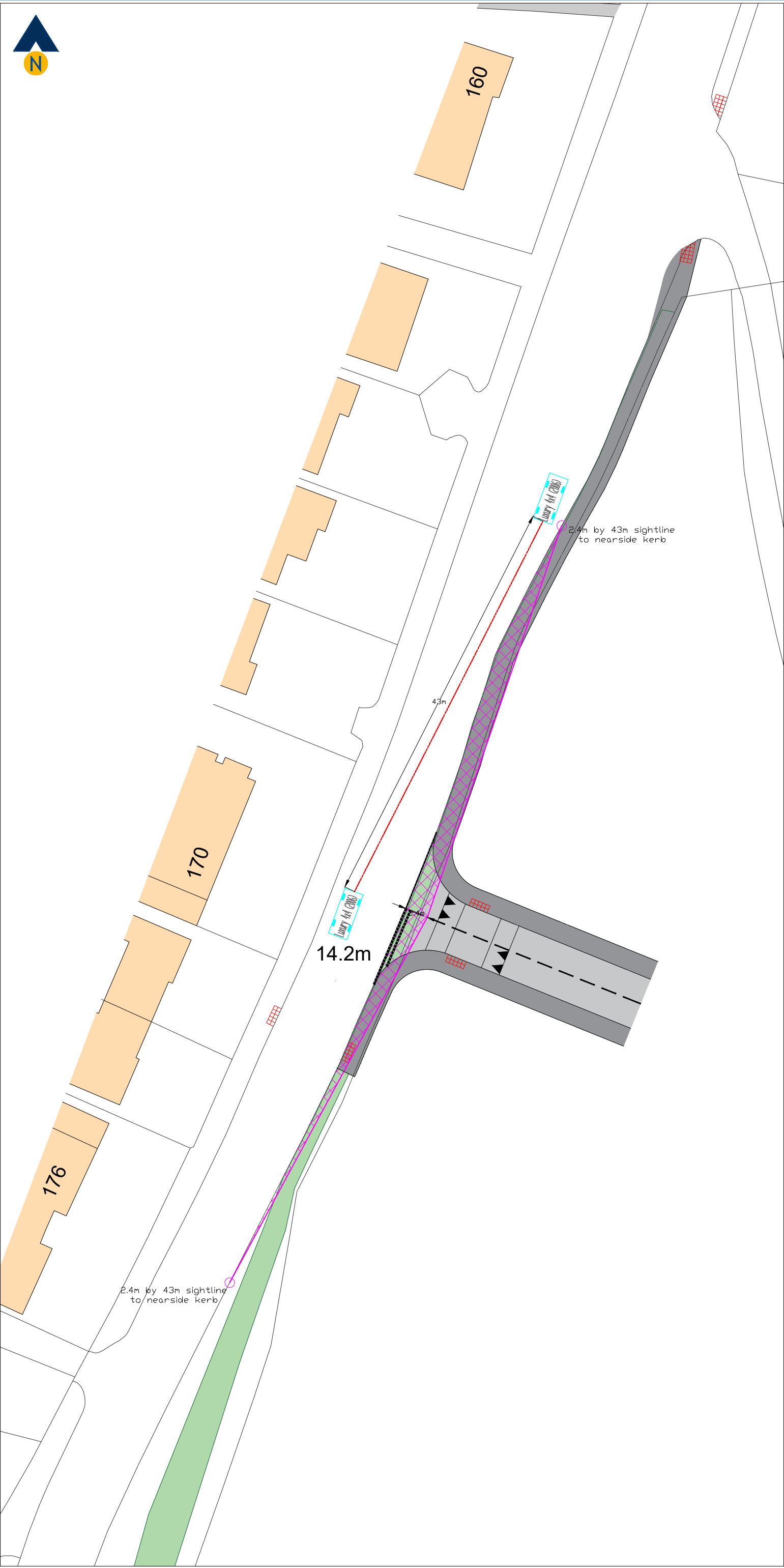
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Drawing Number:	J000384-SK102	Revision:	A
Date:	07/09/22	Scale:	1:400@A3
Drawn By:	APB	Checked By:	-

Status: Information

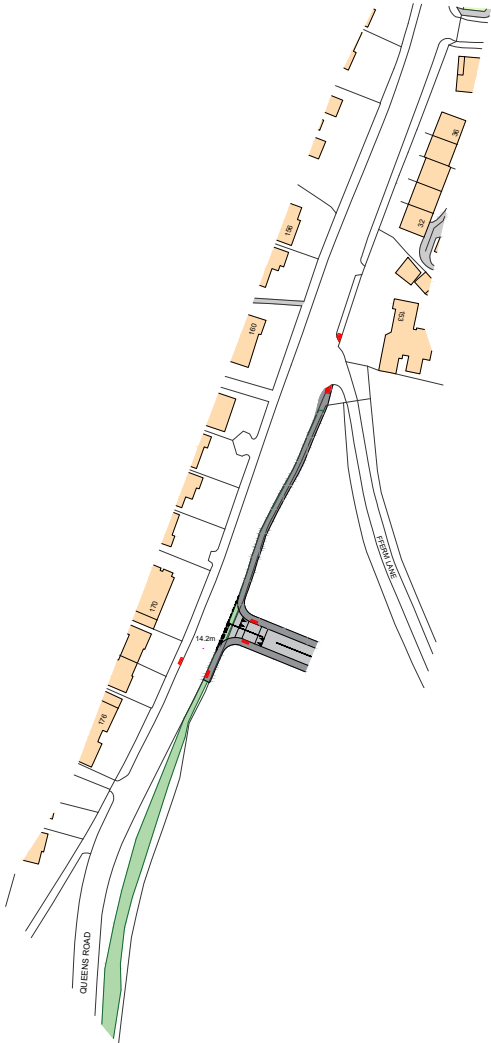
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Revision:		02/08/24
A	Additional Road Markings & Labels	



Client:	Mostyn Estates	
Project:	Land at Queen's Road Llandudno	
Drawing Title:	Site Access Option 2.4m by 43m Visibility Splay 30mph Main Road Approach Speed	
Drawing Number:	J000384-VISI102	Revision: A
Date:	07/09/22	Scale: 1:400@A3
Drawn By:	APB	Checked By: -

Status:	Information
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