

HIGHWAY AND TRANSPORT APPRAISAL FOR A PROPOSED 18 HOUSE DEVELOPMENT ON LAND OPPOSITE ST MARY'S CHURCH CILCAIN, Nr MOLD, FLINTSHIRE.



1.0 INTRODUCTION

1.1 Bob Hindhaugh Associates Ltd have been requested by Cilcain Homes Partnership - the applicant, to undertake a highway assessment in support of a small residential development of 18 Residential units including 6 affordable residential units (30%). The development shall comprise of differing types and mixture of 2, 3- and 4-bedrooms Georgian style units in keeping with the surrounding buildings within the village. The site is within the Cilcain Conservation Area. I have also visited the site and made a number of highway observations of which will be discussed later in this appraisal.

2.0 LOCATION

2.1 The site is located on Mountain Road, Cilcain and is situated in the centre of the village to the West of Mold, Flintshire. The proposed site location is opposite St Mary's Church and next to the village bowling green and Village hall. The village has a number of other amenities in the village such as a pub, a primary school, post office and village shop which does present a number of sustainable qualities. The development site will be accessed via Mountain Road. The access to the proposed development area is within the curtilage and ownership of the applicant.

Conservation area plan



3.0 HIGHWAY CHARACTERISTICS



Looking East towards Village



Looking West away from Village

3.1 As can be seen from the above photographs, that from the point where the proposed site access is to be taken directly from Mountain Road it is situated on the edge of the inside crown of the bend. This provides good visibility towards the village and the width of the carriageway in this direction is around 5.5m wide. There are no footways and no carriageway street lighting. When looking west away from the village it appears that over the years the hedge has encroached onto the highway which does restrict visibility slightly. In addition, the carriageway does narrow at the westerly edge of the church wall, thus having benefits in terms of traffic speeds. I observed on my site visit, in general that traffic flow and traffic speed around the village was low, not exceeding the 30mph speed limit in place.

3.2 Mountain Road is generally accessed and egressed from junctions within the village providing links to the A541 towards Nannerch and beyond and to the A494 towards Llanferris and beyond, both roads are used to serve farms, businesses and residential properties as its principal route to and from the class 1 road network.



Central junction providing links to Class1 road network

3.3 The proposed site access and access roads will be set out and constructed to the current specifications of Flintshire County Council through the adoption process, which provides direct access onto the existing carriageway of Mountain Road, this will allow for the vehicles serving to site to access and egress safely. It is also clear that two cars can pass each other simultaneously when entering or exiting the site. (The proposed access and internal road arrangement is set out in Appendix 1 to this appraisal). As this access is located at inside of the sweeping bend section of road, visibility when exiting the site is now shown to be much improved in each direction. For vehicles waiting to turn right into the site again, forward visibility on Mountain Road is also very good with no restrictions as can be seen below.



Forward visibility NB – the new access to the west of the telegraph pole

4.0 DEVELOPMENT PROPOSALS

4.1 The applicant intends to provide the following within the curtilage of the site with associated car parking provision to support this proposal. The provision 18 quality housing units with a range of 2,3, and 4 bedroomed units. 30% of these properties are intended to affordable houses in a much needed in many semi - rural locations.

4.2 Mountain Road is a publicly adopted highway but has very low traffic flows. As part of any development proposal it should be noted that there will be traffic generation onto the public highway network. Taking traffic generation figure from National TRICS database (Traffic Generation set out in Section 5 below).

4.3 The applicant is keen to ensure that the access to the site is constructed to an adoptable and high standard ensuring that the traffic associated with the business can access and egress in a safe manner without causing any hold ups to other vehicular traffic. Furthermore, the applicant is keen to ensure there is good and safe pedestrian links from the development to the church and other village amenities. On this basis, it is intended as part of the development plan to provide a footway across the frontage of the site. This will further enhance overall forward visibility along mountain Road enhancing pedestrian safety.

5.0 TRAFFIC GENERATION

5.1.1 In order to assess any potential impact that may result from the proposals on the surrounding local highway network, it is necessary to forecast the number of trips that would be generated by the proposed development, compared to that of the existing site. As currently the site is it is considered that there are no vehicle movements associated with the site at present.

5.1.3 To establish the likely traffic impact of the proposed development the Trip Rate Information Computer System (TRICS) 2009(b) database, version 6.4.1, has been used to establish the associated trip rates during the weekday AM and PM peak periods. The trip rates have been derived using sites within the 'Residential – Private Houses' category (0-50 houses), with sites in Greater London, Ireland, Scotland and Wales removed in order to retain a representative sample. The derived 85% trip rates and trip generation are summarised in the following tables.

5.1.4 As demonstrated below in Table 2 the land-use on the proposed Mountain Road site would generate a total of 12 vehicular movements in the AM peak and 11 movements in the PM peak periods using the TRICS Database and reflecting on the higher level of affordable housing. It should also be noted that some delivery and service vehicles also access the site on a daily basis although this rate is very low.

Table 1. TRICS TRIP RATE SUMMARY FOR RESIDENTIAL USE

Land Use – C3 Residential Dwellings	Trip Rate per Dwelling	
	Arrivals	Departures
AM Peak (08:00 - 09:00 Hrs)	0.20	0.44
PM Peak (17:00 – 18:00 Hrs)	0.41	0.18

Table 2. GENERATED TRIPS FOR 18 RESIDENTIAL DWELLINGS

Land Use – C3 Residential Dwellings	Trips per Dwelling	
	Arrivals	Departures
AM Peak (08:00 - 09:00 Hrs)	4	8
PM Peak (17:00 – 18:00 Hrs)	8	3

5.1.5 To provide a robust assessment I have assumed that the generated development traffic from the proposed development site will have a proportionate split in flow when it enters the existing highway network. I have assumed a 90% - 10% split in distributing traffic onto the network for both peak periods. In the AM Peak Hour 90% of traffic will turn left out of the site towards the Village the remaining 10% will turn right out of the site towards in a westerly direction. Traffic entering the site in the AM Peak Hour will be of a similar distribution. For the PM Peak Hour period the inbound and outbound distributions will be reversed.

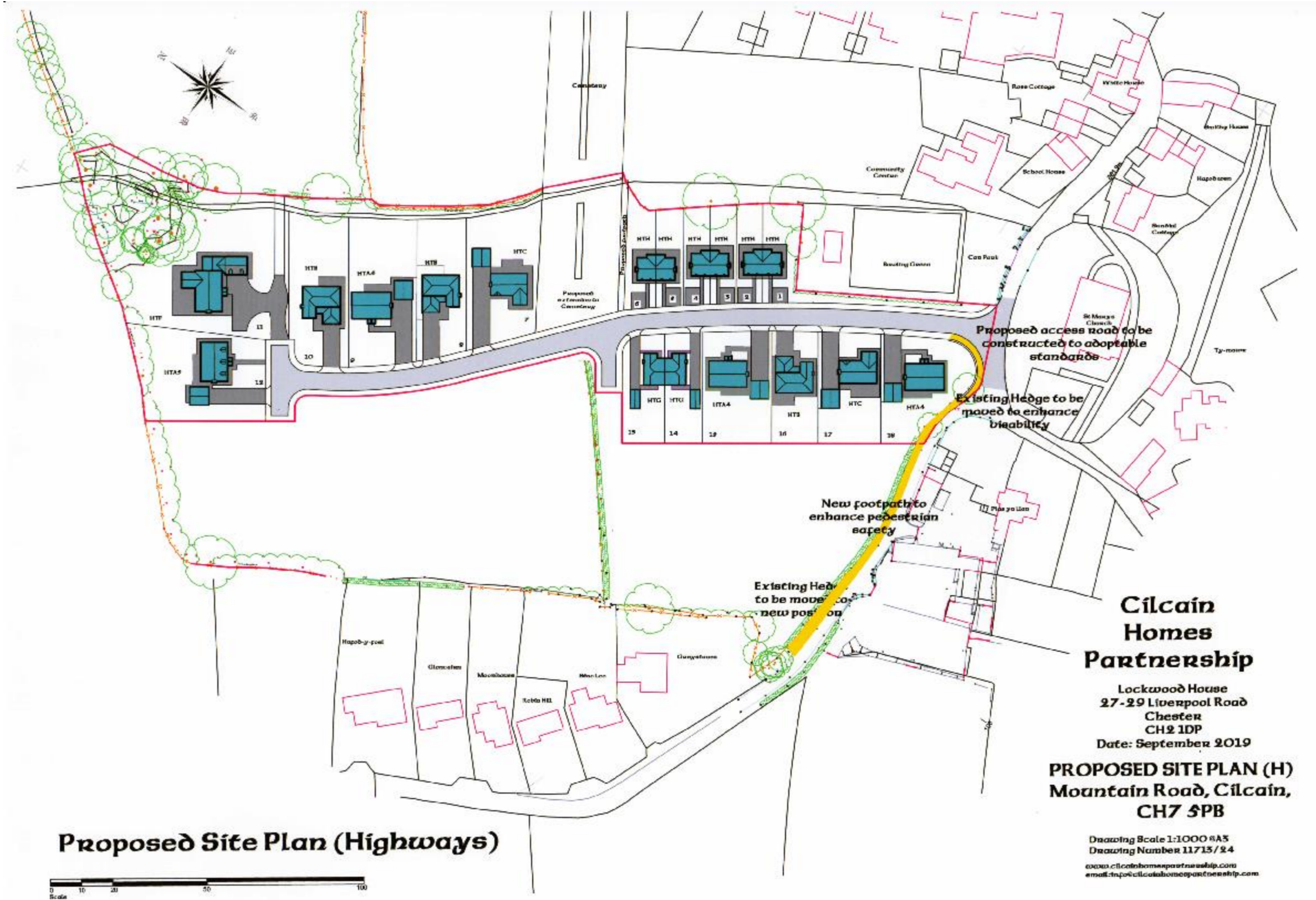
6.0 CONCLUSION

6.1 Having taken all things into consideration, I am of the professional opinion that the access to this development site can be provided to meet necessary highway standards and will not be detrimental to highway safety or the free flow of traffic on the local highway network. Providing safe enhanced pedestrian links from the site to the church and other village amenities such as the village shop etc.

6.2 The applicant will provide the necessary car parking provision to accord with the current Flintshire County Council car parking standards as part of any development and ensure the highway in the local vicinity of the site is kept clean during the construction period.

6.3 For this small development proposal in this location the traffic impact of 12 vehicles in the morning peak and 11 in the evening is not a material consideration as it will have no effects on current traffic flow capacity (on average 1 vehicle every 5minutes). There are no tangible reasons in highway terms why this proposal should be refused on highway grounds.

APPENDIX 1 PROPOSED SITE PLAN



Cilcain Homes Partnership

Lockwood House
 27-29 Liverpool Road
 Chester
 CH2 1DP
 Date: September 2019

PROPOSED SITE PLAN (H)
 Mountain Road, Cilcain,
 CH7 5PB

Drawing Scale 1:1000 SAS
 Drawing Number 11715/24
 02030.cilcainhomespartnership.com
 email: info@cilcainhomespartnership.com

Proposed Site Plan (Highways)