

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2016/00189	Your Ref:	P/2016/0189
Date:	22 July 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3310 5260 Land East of Tan y Bont, Main Road, Rhosrobin

Development: Outline application for residential development (up to 189 dwellings) with all matters reserved except for access.

I refer to your consultation dated 27 April 2016 in respect of the above.

The site has a highway boundary with B5425 New Road which is subject to a 30 mph speed limit along the full frontage of the site. The application proposes to construct up to 189 new dwellings with access to the site via a compact roundabout on the B5425

This will result in a significant increase in traffic generation from the proposed development. A capacity analysis undertaken by the applicant concludes that 'there would be no significant impact on the operational performance and safety of the local highway network' I do not however agree with this conclusion.

Capacity Assessments

Plas Acton Road /B5425 Llay Road – PICADY results:

The development traffic will clearly have a detrimental impact on the highway. Morning and evening peak hour delays for vehicles turning out of Plas Acton Road are predicted to increase significantly.

The proposal will lead to capacity issues at the junction although it may be possible to mitigate these issues with a traffic signal controlled junction.

B5425 / Rhosrobin Road – PICADY results:

Whilst Picady results show no queueing at the junction, officer experience of the site leads me to conclude that there are already queueing issues for right turning traffic at the junction.

B5425 New Road / Prices Lane/ Stansty Road - PICADY results:

Experience shows that this junction is already at capacity.

Peak hour queues are predicted to increase from an average of 20 seconds at am peak hour to an average of more than 3 minutes.

The transport assessment accepts that there is a capacity issue at the junction. The figures provided by the applicant prove that the proposed development will make queueing significantly worse. The council has assessed this junction on a number of occasions. Due to the geometry of the road and land ownership constraints there does not appear to be an identifiable solution that would provide the capacity improvements at this location.

Given the concerns raised above I recommend that the application is refused for the following reason:

- The capacity assessments provided show that the proposal will have a significant detrimental effect on local traffic conditions and free flow of traffic.

Peter Dorthwaite

pu Service Manager Environment