

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2016/0738	Your Ref:	P/2016/0738
Date:	6 September 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3101 5425 Land East of Bottom Road, Summerhill

Development: Outline application for residential development

I refer to your consultation dated 8 August 2016 in respect of the above.

The site is located on a narrow unclassified highway subject to a 30 mph speed limit; a speed survey undertaken by the applicant revealed lower 85th percentile speeds. The proposed access design indicates that it is possible to achieve visibility splays in accordance with Welsh Government guidelines.

The access itself is located on a road of approximately 3.2m width, inadequate to permit the simultaneous passage of vehicles. The submitted plans demonstrate an intention to widen part of the road to 5.5m and to tie the footway into the existing. The proposed access does not meet current highway design standards.

It does not appear possible to tie into the existing footway as it is only 3.2m wide and land required to widen it is outside the control of the applicant. It is not considered acceptable to create an access into a new housing development of 59 dwellings off a road that is only 3.2m wide.

The roads giving access to the site are considered seriously substandard to serve as access to a further 59 dwellings.

To the north east / west of the site, the road is of substandard width to allow the simultaneous passage of vehicles. The road suffers from inadequate forward visibility due to the road width, high hedgerows and horizontal layout. There is no footway provision for pedestrians. It is of steep gradient in places. There are no facilities for cyclists.

To the south of the site, much of Bottom Road is of substandard width. There is very limited pedestrian provision resulting in pedestrians walking on the highway; the intermittent footways are generally of substandard width. Large numbers of cars parked on the street restrict through flow of traffic.

It is considered that traffic generated by this proposal will detrimentally impact on highway safety and the through flow of traffic on the roads leading to the site.

The transport assessment includes a traffic count done during a school holiday; it is not good practice to undertake traffic counts during school holidays. However the counts show 37 vehicles using the unclassified road to the north of the site in the morning peak hour and 44 during the evening. The traffic generation figures submitted by the applicant conclude that there will be an additional 29 vehicles using the route in the morning peak and a further 20 in the evening.

Assuming these figures are correct this equates to a 78% increase in vehicular usage in the morning peak and a 45% increase in the evening.

Given that the road is of such substandard design and layout, the surrounding road network is considered to be at capacity; any further increase in traffic generation is likely to cause detriment to highway safety. An increase of 45 to 78% in vehicular numbers raises serious concerns.

The application has proposed some minor highway works to aid passing along the restricted length of road to the north east/ west. These minor works are not considered to overcome the concerns over highway safety.

The proposed pedestrian / cycle link to the north of the site gives no indication of how it is possible to enter the highway safely on a bend with substandard visibility. Providing a safe access may result in significant loss of hedgerow.

The internal layout of the site is below current design standards; however as this is an outline application the site layout would be dealt with at reserved matters.

I recommend that the application is refused for the following reasons:

- The roads giving access to the site are by reason of their inadequate width, their horizontal alignment and their substandard pedestrian / cycle provision, unsuitable to accommodate the increase in traffic likely to be generated by the development

Pete Donohue

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Service Manager Environment