

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2015/0790	Your Ref:	P/2015/0790
Date:	18 April 2016		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3310 3520 Boozey Field, off Griffiths Road, Old Mold Road, Gwersyllt

Development: Outline application for residential development (up to 56no. dwellings) with associated works

I refer to your revised consultation dated 14 April 2016 in respect of the above site

The development site is located with a proposed access on to the classified highway Griffiths Road subject to the national speed limit although vehicular speed is considered to be no more than 30 mph due to the geometry of the road. Welsh Government guidelines recommend a visibility splay of 2.4 x 43m in both directions. It is possible to achieve the recommended splays from the proposed point of access.

Griffiths Road is generally between 3.5 and 5m in width and there is limited opportunity for two vehicles to pass simultaneously. Griffiths Road is connected at either end to Old Mold Road and Summerhill Road; both of which carry a significant amount of daily traffic.

Visibility at the junction of Griffiths Road and Old Mold Road is considered to meet Welsh Government guidelines. Visibility at the junction of Griffiths Road and Summerhill Road is below standard for the prevailing speed of traffic.

Pedestrian provision in the vicinity of the site is restricted to a footway on the east of Old Mold Road and the east of Summerhill Road.

The proposed pedestrian crossing point on the Old Mold Road will ensure that the site is adequately linked to the east /north towards Gwersyllt.

To the west of the site a continuous link to the existing footway on Summerhill Road has been provided by the introduction of a priority traffic system on Griffiths Road. This will result in the provision of a safe off road pedestrian route connecting Summerhill Road with Old Mold Road meaning that pedestrians do not need to walk on Griffiths Road where there is no footway.

In order to overcome visibility concerns at the Griffiths Road / Summerhill Road junction the developer has proposed to extend the existing 30 mph speed limit beyond the junction by introducing street lighting for approximately 400m. This will benefit highway safety in the vicinity of the site.

A development of 56 dwellings will generate less than 1 vehicle per minute at peak hours. It is considered that this will have little detrimental impact on the existing highway network; capacity assessments undertaken by the developer confirm this.

There will be three formalized passing places created on Griffiths Road to aid the free flow of traffic. It is forecast that there will be very little increase in traffic flow along Griffiths Road between the site and Summerhill Road. The proposed passing places are considered adequate to cater for the small increase in vehicular traffic.

In conclusion, the traffic impact assessment demonstrates that the development will not detrimentally impact on highway capacity in the vicinity of the site. Highway improvements on Griffiths Road and Old Mold Road will enhance safety of pedestrians by providing a safe off road route adjacent to Griffiths Road.

All matters relating to the site layout are reserved for further approval.

I recommend that any permission include the following conditions:

CONDITIONS

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R
E06N
E07N No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway,
- 2) Passing bays,
- 3) Street lighting along Summerhill Road
- 4) Extension to 30mph speed limit
- 5) Pedestrian refuge on Old Mold Road
- 6) Priority traffic scheme /continuous footway link

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ42 GENERAL TRAVEL PLAN

026R No part of the development shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.

**ZJ45
026R**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

**ZJ46
026R**

NO PRIVATE SURFACE WATER RUN OFF

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Peter W. H. Smith

W Service Manager Environment

