

MEMORANDUM

From:	Senior Service Manager	To:	Head of Planning
Our Ref:	P/2017/0651	Your Ref:	P/2017/0651
Date:	24 January 2020		

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

Location: O. S Grid Ref: 3100 5333 Land west of Top Road, Summerhill
Development: Erection of 82 dwellings (including provision of affordable housing), new access, realignment and improvement to Top Road and formation of public open space

I refer to your revised consultation in respect of the above.

The site is located with a proposed access on to Top Road Summerhill, a classified highway subject to a 30 mph speed limit. The junction of Top Road with Summerhill Road / Bottom Road is below current design standards.

There is very limited provision for pedestrians along Top Road; there is inadequate footway provision between the proposed site access and Wheatsheaf Lane.

The application proposes to construct 82 new dwellings off a revised junction arrangement at Top Road junction with Summerhill Road. The revised junction provides improvements to visibility and alignment. A new footway is also proposed along the frontage of the site leading up Top Road.

In response to concerns raised about the lack of footway provision along Summerhill Road the applicant has now proposed the construction a new footway to link the site with Wheatsheaf Lane.

This footway is only 0.9m wide in part before widening progressively to 1.7m. A 0.9m wide footway is not of adequate width to allow a parent to walk alongside a child and I would question whether this width is acceptable. A minimum 1.2m width should be provided. The introduction of a footway results in the loss of approximately 7m of the existing stone boundary wall. The road width will also reduce to 5.5m. Whilst a road width of 5.5m is acceptable in principle, the presence of a stone boundary wall alongside the carriageway results in vehicles actually being driven approximately 0.7m away from the wall. The actual usable road width will therefore be reduced to approximately 4.8m which is below preferred standards, which is not considered acceptable when it is the main access to serve 82 proposed new dwellings.

Peak hour traffic generation from the proposed development is estimated at around 67 movements in the morning peak hour, the vast majority of whom will travel along Summerhill Road towards the Wheatsheaf Lane / Moss Road junction. This equates to just over 1 additional vehicle per minute.

The net impact of the development will result in a traffic generation increase of 25% at the Top Road / Summerhill Road junction. This would be of serious concern if the junction layout wasn't being improved; however given the proposed improvements the traffic increase is considered acceptable at this junction.

An 11.7% increase at the Moss Road / Wheatsheaf Lane junction is above the figure Welsh Government deems to be significant where there are already constraints within the highway. Whilst the gradient of the Wheatsheaf Lane junction on to Summerhill Road is below current design standards, the junction operates fairly well and my visits to site at peak hours I have seen little sign of queueing traffic.

The traffic increase going to Mold Road roundabout from Summerhill Road is shown to be just 1.2%; well below the 5% increase deemed significant by Welsh Government. It is therefore difficult to justify a refusal on highway grounds.

I am unable to support the application for the following reason:

The proposed development is likely to generate an increase in vehicular and pedestrian traffic along a highway lacking in adequate footway provision with consequent additional danger to all road users.



Service Manager Environment