

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment & Planning

Our Ref: P/2018/0674 **Your Ref:** P/2018/0674

Date: 7 February 2019

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

Location: O. S Grid Ref: 3126 5156 Land North of Gatewen Road, New Broughton
Development: Outline application for residential development, up to 112 dwellings together with vehicular / pedestrian access from Gatewen Road, open space, landscaping, sustainable drainage and other related infrastructure

I refer to the Transport Assessment (July 2018) and the revised 'Highways addendum' consultation documents dated 3rd December 2018 in respect of the above.

The application proposes a new access off Gatewen Road. Gatewen Road is subject to a 30mph speed limit; any proposed access in this location would be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with the Welsh government guidelines Manual for Streets.

Whilst it appears feasible to construct such an access, the required splays actually appear to impact on hedges and trees covered by a Tree Preservation Order. The recommended visibility splays need to be secured in perpetuity. It is therefore unclear whether a suitable access can be delivered.

It is recommended that suitable footway links should be provided along the full site frontage and from the site into the recently constructed at Gatewen Village. Given the TPO mentioned above it may not be feasible to link the two sites together.

The proposed access is opposite an existing junction and could potentially increase the likelihood of vehicular conflict at the junction.

A swept path analysis is required to show 11.2m refuse wagon can enter and exit the proposed site access in a safe manner.

Any proposed traffic calming features or amendments to existing traffic calming features will require full public consultation.

Transport Assessment

Following concerns raised by the council over the validity of the transport assessment, an updated assessment has been submitted.

The revised highways addendum now includes TRICs data indicating daily vehicle movements of 6.79 per dwelling. This value was measured by the Councils highways officers at the neighbouring Gatewen Village site and is therefore considered to be a more appropriate figure than first used by the transport consultant. Daily turning movements were also amended to reflect the existing turning movements at the Gatewen Village site.

Based on these figures, Table 3.1 indicates anticipated daily vehicle movements for the proposed development (112 dwellings) of 69 two-way movements in the AM peak hour and 74 two-way movements in the PM peak hour.

Capacity assessments have been carried out on the following junctions:

1. Development access on to Gatewen Road (B5433)
2. Gatewen Rd (B5433) / Berse Road (B5101) priority junction
3. Berse Road (N) B5101 / Rhyd Broughton Lane / Berse Road (W) roundabout

Future year growth of 15 years up to 2035 has been reviewed with development.

1. Development access on to Gatewen Road (B5433)

The 2020 & 2035 baseline shows that there are no queueing issues likely at the proposed estate site access road junction with Gatewen Road.

2. Gatewen Rd (B5433) / Berse Road (B5101) priority junction

The 2020 baseline plus development analysis indicates that the junction will operate over capacity with an RFC of 1.01 at Gatewen Road – resulting in a predicted queue of 124 seconds (2 minutes and 4 seconds) for vehicles turning left out of Gatewen Road on to Berse Road – an increase of 75 seconds (1 minute 15 seconds) over the 2020 baseline.

The introduction of the additional traffic generated by 112 dwellings result in traffic turning out of Gatewen Road on to Berse Lane being over theoretical capacity by 2020 with significant increase in queue lengths .

The 2035 baseline plus development shows left turn queues at this junction increase from 206 seconds to 443 seconds. i.e. The 112 dwellings increase queueing at the junction by nearly 4 minutes.

The development proposals show no intention to mitigate these queueing issues; the proposals are therefore considered to be unacceptable.

3. Berse Road (N) B5101 / Rhyd Broughton Lane / Berse Road (W) roundabout

There is a queuing issue at Berse Road / Rhyd Broughton Lane roundabout every day at am and pm peak hour. Its therefore surprising that the values shown in the analysis do not reflect what is witnessed / experienced in terms of queuing on a daily basis at this roundabout.

The analysis shows a queue of less than 1 on the Rhyd Broughton Lane approach to the roundabout in the PM peak. From personal experience I know that this is totally incorrect. Traffic is generally queuing all the way up the hill back toward the hospital. Any driver using Rhyd

Broughton Lane at the pm peak hour would question that there is only a 4 second delay with just a single car in the queue.

There is no evidence that the existing traffic flows on Rhyd Broughton Lane and Berse Road have been revisited since this issue was first raised in July 2018.

However even if we accept the assessment that has been submitted it shows that with the addition of development traffic the queue approaching the roundabout from the west along Berse Road increases from 26 seconds to 55 seconds.

The Arcady analysis will assume the roundabout is free flowing traffic – whereas the roundabout actually operates under severe overload due to traffic queuing back from the B& Q roundabout – meaning that actual queues are significantly longer than shown. The addition of traffic on to a system that is already over capacity results in queue lengths increasing incrementally more rapidly than if capacity hadn't been exceeded.

Without mitigation measures the additional traffic is deemed to cause significant detrimental impact on the highway network.

In conclusion, I would not be able to support the proposed development given the existing / anticipated capacity issues in respect of the Berse Road / Gatewen priority junction. Any existing additional vehicle movements from the proposed development will only exacerbate the existing congestion / queuing experienced in this location.

The assessment of the Berse Road / Rhyd Broughton Lane roundabout appears to be fundamentally flawed and on that basis I would not be able to support the proposed development

A study should also have been undertaken to assess the cumulative impact of the proposed 522 new dwellings (410 Plas Coch plus 112 Gatewen) on the B&Q roundabout (Mold Road/Berse Road /Plas Coch Road) and junction 5 of the A483 (Mold Road / A483)

I therefore recommend that the application is refused for the following reason:

- The traffic generated by the proposed development is shown to cause significant queueing issues at the Gatewen Road junction with Berse Road
- The use of the site access resulting from the propose development would be likely to increase the conflict of traffic movements opposite a junction with restricted visibility for emerging vehicles resulting in additional danger and inconvenience to all users of the road.
- Inadequate information has been submitted to satisfy the local planning authority that the proposal is acceptable in terms of access



Service Manager Environment

