

MEMORANDUM

From:	Senior Service Manager	To:	Head of Planning
Our Ref:	P/2017/0651	Your Ref:	P/2017/0651
Date:	14 August 2019		

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.

The provision of the footway would significantly improve pedestrian links to and from the site and therefore help in achieving requirements for a sustainable development.

There are no cycle links in the immediate vicinity and some consideration could perhaps have been given to the potential to provide cycle storage facilities at Gwersyllt station; however this isn't reason enough to justify a refusal.

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.

The submitted plans now indicate that all roads within the site will meet adopted highway standards.

The site layout has been amended to enable refuse wagons to easily access and manoeuvre within the site.

I recommend that any permission include the following conditions.

CONDITIONS

ZJ06 ACCESS GRADIENT

039R The vehicular access hereby approved shall be a maximum gradient of 1 in 24 for the first 10 metres measured back from the highway, and a maximum of 1 in @@@@ metres thereafter.

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.

NONSDTDC NEW 1.8 METRE WIDE FOOTWAY

050R Prior to first use of the development a 1.8m wide footway shall be constructed along the entire site frontage in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

ZJ37 SUBMISSION OF FURTHER DETAILS

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
- 2) Detailed layout, design, drainage and construction of the proposed new estate roads

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

**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.

**ZJ37
026R
E06N
E07N**

SUBMISSION OF FURTHER DETAILS

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 junction at Top Road / Summerhill Road

The scheme as is approved shall be fully implemented prior to commencement of development.

peter Douthwaite

AM Service Manager Environment

