

MEMORANDUM

From:	Senior Service Manager	To:	Head of Community Well-being and Development
Our Ref:	P/2017/0651	Your Ref:	P/2017/0651
Date:	27 September 2017		

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 consultation dated 10 August 2017 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. Significantly however there is no proposed new footway to link the site with Wheatsheaf Lane.

National policy for achieving sustainable development requires that development to ensure that transport is accessible to all, taking into account the needs of disabled and other less mobile people. There are very limited facilities within the area that provide adequate levels of accessibility, particularly for those with impaired mobility.

Paragraph 4.2.1 of the transport statement states that it is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel.

Paragraph 4.2.4 of the transport statement states that public footpath GWE/8 provides new residents and existing residents with a direct route to the centre of the settlement and local schools. The footpath is less than 1.3m wide and is of quite steep gradient; it is anything but a pleasant experience to walk along it and is certainly not accessible by the mobility impaired.

There is very limited footpath provision to the north along either Top Road or Bottom Road. To the east a footway link is provided between Bryn Coed and First Avenue; whilst this does provide a link towards the school, the gradient of the footpath makes it difficult for use by mobility impaired.

The most direct access to the centre of the village, towards the shops on Wheatsheaf Lane is along Summerhill Road. There is no pedestrian facility along this route for approximately 180m. The lack of pedestrian provision in this direction will increase danger to road users by virtue of increased traffic generation using the Summerhill Road.

The application offers nothing in terms of improvements to cycling facilities in the locality. Whilst acknowledging that there are no cycle links in the immediate vicinity some consideration could perhaps have been given to the potential to provide cycle storage facilities at Gwersyllt station.

Paragraph 4.6.2 states that the pedestrian infrastructure in the vicinity of the site will be significantly enhanced as part of the development proposals. Other than providing a footway across the site frontage there is no other improvement being proposed.

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 signs of queueing traffic.

Whilst it may be difficult to justify a refusal on highway capacity grounds on the strength of one additional vehicle per minute, the increased traffic does cause me some concern when considering the inadequate pedestrian provision in the vicinity of the site.

Whilst traffic going to Mold Road roundabout from Summerhill Road is shown to be less than 5% increase there is nevertheless an existing issue for those vehicles leaving Summerhill Road to join the roundabout as the arm is uncontrolled. Discussions were held with the developer concerning potential options to try and mitigate this concern but as yet nothing has been forthcoming.

The development plans do not demonstrate how the roads within the site will meet adopted highway standards. There is some concern that the gradient of the site may lead to some of the road gradients being in excess of the maximum 1 in 12 standard. Furthermore the new footways within the highway need to meet mobility standards and it is unclear whether this can be achieved.

The layout plan shows that any refuse vehicle will need to do at least 3 turning manoeuvres within the highway; the environment department would prefer to see the road at plots 71 and 72 becoming a through route to allow vehicles to loop around without the need to turn.

In its current format I am unable to support the application for the following reasons:

Please ask the applicant to provide further information in respect of

- The provision of a footway between Top Road and Wheatsheaf Lane
- The safe operation of the Summerhill Road junction with Mold Road roundabout
- Road and footway gradients that prove a satisfactory adopted highway layout can be achieved
- Revised layout to enhance refuse wagon access around the estate



 Service Manager Environment

