

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2016/00189	Your Ref:	P/2016/0189
Date:	28 November 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3310 5260 Land East of Tan y Bont, Main Road, Rhosrobin
Development: Outline application for residential development (up to 189 dwellings) with all matters reserved except for access.

I refer to your consultation dated 27 April 2016 in respect of the above.

The original transport assessment revealed that the traffic generated by the proposed development would cause significant increase in queuing traffic at the Prices Lane junction; despite the fact that there were only 45 additional cars generated by the development over the peak hour. It was on the basis of this significant detriment to the highway that my first response recommending a refusal was based.

In order to address concerns raised about the impact of development traffic on the Prices Lane junction, the applicant submitted a more detailed investigation and modelling analysis in October 2016 using a methodology agreed with the highway department.

It was apparent that the development traffic appeared to cause a hugely disproportionate impact on Prices Lane. The revised detailed modelling of the junction demonstrated that although queuing along Prices Lane would increase it would be not be as significant an increase as originally believed.

The development itself only increases traffic around the Stansty Road / Prices Lane junction by approximately 2.2%. Welsh government guidelines TAN 18 annex E para 4 provides advice in respect of likely material increases in traffic levels. As a broad guide the assembly government regards a 5% increase in traffic using any junction as being a material increase.

Traffic flow at the Plas Acton Road / B5425 Llay Road junction will be improved with a traffic signal controlled junction.

Given the above it is difficult to justify a refusal on highway grounds.

I therefore recommend that any permission include the following conditions:

CONDITIONS

NONSTDC CONSTRUCTION OF ROUNDABOUT

026R

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

- An appropriately designed roundabout at the site access junction with Main Road and Top Farm Road

The approved scheme shall be implemented prior to commencement of development

NONSTDC CONSTRUCTION OF SIGNAL CONTROLLED JUNCTION

026R

E06N

E07N

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

- An appropriately designed traffic signal controlled junction at the Llay New Road junction with Plas Acton Road

The approved scheme shall be implemented prior to occupation of the first dwelling.

NONSTDC CONSTRUCTION OF CYCLEWAY / FOOTWAY

026R

E06N

E07N

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

- A footway / cycleway linking the site to the Plas Acton Road junction with Blue Bell Lane

The approved scheme shall be implemented prior to occupation of the first dwelling.

NONSTDC CONSTRUCTION DETAILS

026R

The detailed layout, lighting, design, drainage and construction of the internal estate road shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.

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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.

Peter Outthwaite

Service Manager Environment