

# MEMORANDUM



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**From:** Chief Officer, Environment & Technical    **To:** Chief Officer Planning & Regulatory  
**Our Ref:** ET/DC/P/2020/0792    **Your Ref:** MRJ/P/2020/0792  
**Date:** 19<sup>th</sup> February 2021

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 426 459 Bowling Bank Farm, Mulsford Lane, Worthenbury. Wrexham.

**Development:** change of use of stable to mixed A1 and A3 use (café / shop / bar)

I refer to your consultation dated 03/12/2020 in respect of the above.

### **Access**

The proposed development site is located off Mulsford Lane which is an unclassified road subject to a 30mph speed limit.

The main route leading to / from the site would be via the Mulsford Lane / B5069 Frog Lane junction. The B5069 Frog Lane is a classified road subject to a 30mph speed limit

Any proposed junction / access along this section would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

However, a recent speed survey carried out along this section determined 85<sup>th</sup> percentile speeds of 31.1mph for vehicles travelling southbound and 30.0mph for vehicles travelling northbound. Based on these speeds any access / junction would normally require visibility splays of 2.4 x 45m to the north and 2.4 x 43m to the west measured to the nearside edge of the adjoining highway.

Visibility from the existing junction onto Frog Lane is adequate in both directions providing splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

Any proposed junction in this location would also normally be required to provide adequate forward visibility for vehicles waiting to turn right onto Mulsford Lane to vehicles approaching from the north east providing a stopping sight distance of 45m based on the determined speed. If the weather was dry during the speed survey, the required stopping distance could be reduced to 40m. However, this information was not previously included in the survey data included in the submitted Highway Technical Note. (Planning Ref: P/2019/0771).

Forward visibility to vehicles approaching from the north east is restricted by the existing bend providing a forward visibility splay of approximately 37m (measured to centerline of carriageway). Making the right turn on this bend onto Mulsford Lane is not ideal due to the geometry of the road. However, having reviewed the available forward visibility with the benefit of speed survey data, it is not considered to be a significant issue in this instance.

It is assumed that the main route to / from the site would be via the B5069 Frog Lane / Mulsford Lane junction. This section of Mulsford Lane just off the junction, typically ranges in width between 4.1 – 4.7m with a length of around 20m being approximately 4.1m wide. Current highway standards would normally require a minimum carriageway width along this section of 5.5m. The current width of this section of Mulsford Lane cannot accommodate the simultaneous passage of a commercial vehicle / HGV and a car for which a minimum width of 4.8m would normally be required. A minimum carriageway width of 5.5m is typically required in order for two commercial vehicles / HGVs to pass simultaneously.

I assume that the proposed development will have daily deliveries of milk, bread, general supplies etc. Other deliveries could include post, drinks (pub element). I assume that other larger vehicles may well use this road that are not associated with the site. It is therefore considered that this section of Mulsford Lane leading from the proposed access to the site up to the junction with the B5069 Frog Lane would benefit from a scheme of carriageway widening to better accommodate these vehicles. **I would recommend that the applicant submits a suitably scaled layout plan indicating the suggested / previously conditioned highway improvements (planning ref: P/2012/0188).**

**The submitted Highways Technical Note 01 appears to be the same document submitted with planning application ref: P/2019/0771 and includes proposals for a café / shop bar and safari tents which is not relevant to this application. I would recommend that the applicant provides an updated Technical Note that is relevant to the current application.**

A previous consent granted at this site for a bottling and packaging plant (planning ref: P/2012/0188) included a condition for a scheme to widen the existing junction and provide a passing bay along this section of Mulsford Lane. I would recommend that a similar condition is included if this application is supported. The applicant will need to enter into a s.278 agreement with the Council in order to carry out these improvements.

In terms of the access serving the proposed development site off Mulsford Lane, I comment as follows:-

The proposed development site is located off Mulsford Lane which is an unclassified road subject to a 30mph speed limit.

Any proposed / access along this section would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing / proposed access serving the development site is adequate in both directions providing splays in excess of 2.4 x 56m measured to the nearside edge (based on site visit on 22/10/2019). Visibility in the south easterly direction was previously inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge. Visibility was restricted in this direction by the existing 1.3m high hedgerow fronting the adjoining property (3<sup>rd</sup> party land). However, the hedge has been modified to provide the required visibility in this direction which must be provided in perpetuity.

This access is currently around 15m wide reducing to 6.6m wide at approximately 11m behind the adjoining carriageway. The access is surfaced with loose bound materials. Any proposed access serving the development site would require a minimum width of 5.5m with any gates being setback a minimum distance of 10m behind the adjoining highway. I would recommend that the access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway.

No private surface water run-off shall be allowed to flow onto the adjoining highway. I would recommend that an Aco drain or similar is constructed across the proposed access to intercept any such run-off.

The above requirements were conditioned as part of the previous consent granted at this site for a bottling and packaging plant (planning ref: P/2012/0188) but these works have not yet been carried out. These works could be carried out under a s.184 consent.

## **Traffic Generation**

My previous comments on previously submitted Technical note 01 were as follows:-

The proposed development includes 16 no. safari tents, a café, shop and pub. The proposed tent storage and café has been assumed as being ancillary to the primary use of the site.

The submitted Highways Technical Note 01 includes a summary of weekday vehicle movements which appear to equate to a total of 122 two-way daily vehicle movements. However, the applicant has indicated that a number of the anticipated daily movements could be reduced as some trips would be linked trips and as a result has suggested a total of 78 two-way daily vehicle movements.

The submitted figures appear to assume that any occupants of the tents would not visit any other local shops for provisions or other attractions and only leave and return to the site once per day which may well be unrealistic.

The submitted TRICS data for the holiday accommodation, shop and pub includes sites that do not appear similar to the characteristics of Worthenbury ie/ neighbour centres, edge of town. I would recommend that any submitted TRICS data is relevant to Worthenbury eg/ no shops, no services, no bus service. I assume that this is more likely to relate to sites referred to as free-standing settlements. **I await revised TRICS data.**

**The submitted Highways Technical Note 01 appears to be the same document submitted with planning application ref: P/2019/0771 and includes proposals for a café / shop bar and safari tents which is not relevant to this application. I would recommend that the applicant provides an updated Technical Note that is relevant to the current application.**

## **Site Layout    Drg Nos. 2316-03-004 & 2316-03-006)**

Based on the submitted floor areas, the proposed café / shop / bar would require a maximum of 59 spaces in accordance with LPGN 16. The submitted layout plans indicate the provision of 31 spaces within the main car park. However, I would recommend that the applicant provides details of the proposed public floor area of the proposed A3 use for comparison with LPGN 16 standards.

There would appear to adequate space for turning of medium sized delivery vehicles within the curtilage of the site.

## **Public Footpath**

Public Footpath No. 1 – Worthenbury passes to the north of the development site and must not be interfered with. I would recommend the applicant discusses any development proposals with the WCBC Public Rights of Way Section.

## **Waste Disposal / Recycling / Deliveries**

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

## **Construction Traffic Management Plan (including details of contractor parking)**

If the application is supported, in order to construct the proposed scheme the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

I await the requested information.

## **Supplementary Notes**

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. H. ...', written in a cursive style.

Chief Officer, Environment & Technical