

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: PR/DC/P/2019/0771 **Your Ref:** MRJ/P/2019/0771
Date: 22nd October 2019

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

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

Development: Application for planning permission for the erection of 16 no. safari tents (comprising change of use to D2), conversion of existing stables to café, shop and bar (comprising change of use to mixed A1 and A3), conversion of existing barn to storage associated with safari tents (comprising change of use to D2) and provision of car parking, landscaping other ancillary development.

I refer to your consultation dated 17/10/2019 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 85th 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 has not been included in the survey data included in the submitted Highway Technical Note.

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 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, laundry, 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).**

Details of the size and frequency of larger delivery vehicles visiting the site have not been provided. **I would recommend that this information is provided.**

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 (3rd 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 detail has been indicated on submitted layout plan (Drg. No. 2316-02-D02 Rev A).

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.. The works can be carried out under a s.184 consent.

Traffic Generation

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.**

Site Layout Drg Nos. 2316-02-003, 2316-02-004 Rev B & Rev B & 2316-02-006 Rev A)

The proposed safari tents, shop & pub would require a maximum of 29 spaces in accordance with LPGN 16. The submitted layout plans indicate the provision of 31 spaces within the main car park which is considered acceptable. The plans indicate an overspill parking area should this be required.

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.

TAN 18 - Sustainability

Worthenbury village itself appears to have no public amenities ie/ post office, public house, shops, surgeries etc. There is also no bus service operating through the village.

The development site may therefore be considered to be in an unsustainable location for a development of this size. The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18.

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.



 Chief Officer, Environment & Technical