

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0799	Your Ref:	KH/P/2015/0799
Date:	4 th November 2015		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 420 461 Land West of Bowling Bank Farm, Mulsford Lane, Worthenbury, Wrexham.

Development: Residential development (5 no. dwellings) and construction of new access road and mini-roundabout.

I refer to your consultation dated 27/10/2015 including layout plan (Drg. No. 2 Rev A – Dated 11/09/2015) in respect of the above.

The proposed development site is located at the junction of Mulsford Lane / B5069 Shocklach Lane.

Mulsford Lane is an unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being no more than 30mph given the geometry of the road along this section.

This section of Mulsford Lane is typically only 4.3m wide and cannot easily accommodate the simultaneous passage of 2 no. vehicles and is considered too narrow to support any significant additional residential development. Current highway standards would normally require a minimum carriageway width along this section of 5.5m. However, the applicant has previously offered to widen the first section of Mulsford Lane from its junction with the B5069 up to an access to serve the development site to 5.5m including the construction of a 2.0m wide footway along the site frontage. There is currently some footway provision between the site and the B5069 junction on the southern side of the road, however this is typically only 0.9m in width. Such improvements along Mulsford Lane would need to be included if a mini roundabout is to be constructed in this location.

Current Situation

Accessing the site from the village to the north west, currently involves vehicles having to turn right off the B5069 onto Mulsford Lane.

The B5069 is a classified road subject to a 60mph speed limit. However, typical vehicles speeds are considered likely to be in the order of 30mph for vehicles approaching the bend / junction from the north east and around 25mph for vehicles travelling from the west towards the bend / junction.

Assuming typical speeds of 30mph for vehicles travelling from the north east along the B5069, such a junction would normally be required to provide a lateral visibility splay of 2.4 x 90m measured to the nearside edge of the adjoining highway in accordance with TAN 18 in this direction. Assuming typical speeds of 25mph for vehicles travelling from the north west along the B5069, such a junction would normally be required to provide a lateral visibility splay of approximately 2.4 x 70m measured to the nearside edge of the adjoining highway in this direction.

Visibility from the existing Mulsford Lane / B5069 junction is limited to approximately 2.4 x 70m to the north east and in excess of 2.4 x 70m to the north west measured to the nearside edge of the adjoining highway.

Forward visibility to vehicles approaching along the B5069 from the north east for vehicles waiting to turn off the B5069 from the north west into Mulsford Lane is also inadequate providing a stopping sight distance of around 40m.

Based on the current junction layout, I would not wish to support any significant residential development in this location which would result in any significant increase in vehicle movements through this substandard junction.

Proposed Mini Roundabout – Mulsford Lane / B5069 Junction

The section of the B5069 Shocklach Lane fronting the development site is currently subject to a 60mph speed limit. However, the Highway Authority have recently reviewed speed limits in this location which will result in the prevailing speed limit being reduced to 30mph along this section. However, the change of speed limit has not yet been implemented. I understand that the required Traffic Regulation Order should be implemented by the end of January 2016.

Any reduction in speed limit along this section of the B5069 would have implications for any development / highway improvements that could be considered in this location. It would seem sensible to wait until such a review is complete before considering any detailed proposals at the development site. Mini roundabouts can only be considered where the prevailing speed limit is 30mph or less. Until the proposed 30mph speed limit is implemented, the proposed junction arrangement cannot be considered.

In terms of providing an alternative means of access directly onto the B5069 Shocklach Lane, I would recommend the submission of a Transport Assessment. Such an assessment should determine the nature of any proposed new access required along the B5069 with any off-site improvements that may be required. A speed survey would need to be conducted along this section to assess 85th percentile speeds and determine appropriate visibility splays for any proposed access. The submitted application does not include a Transport Assessment or evidence of any speed surveys.

In order to consider the implications of constructing a mini roundabout in this location, I would recommend the submission of the following:-

- Detailed design of proposed mini roundabout in accordance with DMRB TD54/07 Volume 6, Section 2, Part 2. The design will need to include swept path analysis details of 16.5m HGVs, refuse vehicles etc. and all required visibility splays.
- Stage 1 Safety Audit
- Stage 2 Safety Audit
- Transport Assessment
- Details of a Scheme of Street Lighting

Public Footpath No. 1 – Worthenbury is likely to be affected by the development site. I would recommend the applicant discusses any development proposals with the WCBC Public Rights of Way Section.

Given the geometry of the road at this junction, constructing a mini roundabout in this location which complies with current design standards may prove difficult.

Possible Alternative Access

The construction of a T- junction along the straight section of the B5069 fronting the development site may be a simpler option to access a limited residential development. However, such a proposal is likely to be reliant on the prevailing speed limit being reduced to 30mph in order to provide adequate visibility splays. Such a proposal would require the removal / setting back of a significant section of existing hedgerow fronting the development site.

In terms of providing an alternative means of access directly onto the B5069 Shocklach Lane via a T-junction, I would recommend the submission of a Transport Assessment. Such an assessment should determine the nature of any proposed new access required along the B5069 with any off-site improvements that may be required. A speed survey would need to be conducted along this section to assess 85th percentile speeds and determine appropriate visibility splays for any proposed access.

Consideration would need to be given to the construction of a 2.0m wide footway along the site frontage along the B5069 providing a pedestrian link to the existing footways leading to the village.

Public Footpath No. 1 – Worthenbury is likely to be affected by the development site. I would recommend the applicant discusses any development proposals with the WCBC Public Rights of Way Section.

Site Layout

No details of the proposed driveways / parking provision has been indicated on the submitted layout plan.

Based on a 5.5m wide carriageway (internal estate road), the proposed turning head indicated on the submitted layout plan is of insufficient size.

General

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. The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18.

In conclusion, although there may be scope to provide a suitable access off the B5069 to serve a limited residential development, the site may be considered to be unsustainable.

I would suggest that the applicant employs the services of a Highway Consultant who can advise on providing an appropriate means of access / infrastructure improvements and provide a Transport Assessment.

Could you please ask the applicant to address the issues raised and provide the requested information.

Supplementary Notes

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



 Service Manager Environment