

Wharmby Avenue, Mansfield Summary Note

Introduction

This note has been produced in support of the proposed development of 110 dwelling on a site situated to the north of Wharmby Avenue, Mansfield, Nottinghamshire. The note is designed to feed into the Examination of the Mansfield Local Plan, programmed for May 2019 and feeds off the work undertaken as part of a Transport Assessment produced in support of the proposals in April 2018.

Site Location & Highway Infrastructure

The proposed development site is situated at the end of Wharmby Avenue, which is an existing cul-de-sac which serves 36 existing dwellings. Wharmby Avenue provides a carriageway width of approximately 7.5m. At the southern end of the road, Wharmby Avenue forms a priority-controlled T-junction with Stacey Road.

Stacey Road provides a carriageway width of approximately 7.0m and forms a priority-controlled junction with the A6191 Chesterfield Road North at its eastern end. As well as providing access to Wharmby Avenue, Stacey Road provides access to Wilson Street (another residential access road) together with residential properties that line Stacey Road, a recreation ground (Bull Farm) situated at the western end of the road, a care home and a car showroom. Stacey Road therefore currently provides a single means of vehicular access to a total of 95 dwellings, including those properties situated along Wharmby Avenue and Wilson Street.

The A6191 is a strategic distributor route, providing a total carriageway width of approximately 14m as it travels within the vicinity of Stacey Road.

The current design guidance adopted by Nottinghamshire County Council (NCC) is the 6C's Design Guide. The design guide indicates that a road providing a carriageway width of at least 6.75m can normally provide access to no more than 400 dwellings from a single point of access. Both Stacey Road and Wharmby Avenue provide carriageway widths in excess of 6.75m. The development of an additional 125 dwellings, in addition to the 95 dwellings already accessed via Stacey Road, is comfortably within the 400 dwelling limit. Whilst Stacey Road also serves a car showroom, care home and recreation ground, these land uses are not significant trip generators, or uses which generate a significant number of HGV trips on a daily basis. The existing highway infrastructure is therefore considered to provide suitable means of access to the proposed scheme, in accordance with the existing NCC highway design guidance.

Sustainability

The proposed development site is located within an existing urban area and is situated within close proximity to established residential areas, employment sites and amenities. As set out within the TA schools, health care facilities, local shops, recreational areas and employment land uses are all situated within walking distances of 2km from the site.

Footways run along both sides of Wharmby Avenue, Stacey Road and the A6191 Chesterfield Road North providing pedestrian access south, towards Mansfield town centre and north, towards Pleasley Hill. Signalised pedestrian crossing facilities are incorporated into key junctions along the A6191, which provide safe routes across key roads within the area.

A cycle route runs along the A6191, using a combination of on-road cycle lanes and shared pedestrian / cycleways. To the north, the route connects into shared pedestrian / cycleways running alongside the A617 and Woburn Road, with Toucan crossing facilities provided at the junction with the

A6191. To the south, the route continues to the south of the junction with the A6075, into Mansfield town centre (a cycling journey of less than 10 minutes from the centre of the proposed development site) and connecting into other sections of the cycle network running through Mansfield.

The nearest bus stops to the site are situated along the A6191, within a walking distance of 400m from the centre of the proposed site, providing a suitable means of accessible public transport provision for the site. The bus services calling within the vicinity of the site provide regular links to destinations including Mansfield town centre (10-minute bus journey) and Nottingham city centre (54-minute bus journey). The bus services running along the A6191 also call within the vicinity of Mansfield Railway Station, which provides regular rail services to locations including Nottingham and Worksop.

Based on the availability of amenities within the area, and sustainable travel facilities which enable pedestrian, cycle and public transport trips to key amenities and locations, the site location is considered to be sustainable.

Highway Capacity

The proposed development scheme is forecast to generate a total of 77 vehicular trips in the morning peak hour and 64 vehicular trips in the evening peak hour.

To determine the impact of the proposed scheme on the local highway network, traffic surveys at key junctions within the local area were undertaken in March 2018 and factored to 2020 and 2025 to provide future year assessment scenarios. Committed development flows forecast to be produced by a development at Pleasley Hill (a scheme for 151 dwellings and a commercial building) were also taken into account within the assessments.

The capacity assessments undertaken as part of the TA demonstrated that the existing junctions of Wharmby Avenue / Stacey Road and Stacey Road / A6191 Chesterfield Road North will operate with significant spare capacity in both future years following the introduction of traffic generated by the proposed development scheme. The existing access route to the site from the strategic network (A6191) therefore provides appropriate capacity.

The TA also provides capacity assessment of key junctions along the A6191, including the Booth Crescent / Enterprise Road signals, the A617 / Woburn Road signals and the A6075 signals. The capacity assessments demonstrated that the proposed scheme will have minimal impact on these junctions, although the A6075 junction is forecast to suffer from capacity issues in each of the assessment scenarios (with and without the proposed development scheme). The impact of the proposed scheme at the junction represents less than 1.0% of the baseline flows therefore the schemes impact at the junction is considered negligible.

Road Safety

Personal Injury Accident (PIA) records for the 5-year period to 31/12/2017 were obtained from NCC (Via East Midlands Ltd) which indicate that a total of 35 PIAs have been recorded within the study area, which included Wharmby Avenue, Stacey Road and the A6191 between, and including, the junctions with the A6075 (to the south) and the A617 (to the north).

None of the recorded PIAs took place along Wharmby Avenue or Stacey Road, including at the junction with the A6191 and there are no single locations within the study area network which exhibit rates greater than 2 PIAs per year. The local highway network is not therefore considered to suffer from any inherent PIA concerns, and it is not considered that the proposed development scheme will have any significant effect of severe impact on the network in terms of road safety.

Sustainable Urban Extension

The proposed development site is situated within a wider area of land allocated within the Mansfield Local Plan as a Sustainable Urban Extension (SUE1), which is allocated to deliver 925 dwellings, a care home, new local centre, hotel, mixed use employment areas and with potential to also include a petrol filling station, nursery and gym.

The proposed development site is situated on the eastern boundary of the SUE1 site, adjacent to existing dwellings and with an existing means of access via Wharmby Road readily available. The proposed site therefore provides a natural opportunity to lead off the initial phase of the development of the wider SUE1 site as existing infrastructure is already in place to provide suitable means of access to the scheme.

Whilst a proposed scheme layout was not included as part of the Transport Assessment, the layout can be tailored to incorporate links to the wider SUE1 site as there will be opportunities to provide pedestrian, cycle or vehicular (potentially restricted) links along the western boundary of the proposed development site. Such links will provide permeability through to the wider SUE1 site, aiding the sustainability of both the proposed development scheme and the wider SUE1 site.

Conclusion

In light of the assessment undertaken in support of the development scheme, the proposed development is considered to adhere to highway design guidance, will not have a severe impact on the local highway network. Development of the site can be conducted as part of the initial phase of the wider SUE1 site without the requirement for significant infrastructure outlay whilst ensuring that sustainable links to the wider SUE1 site are provided for.

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15.05.19