Horsley Lodge, Marford, Wrexham

Highways Technical Note 01

Description of Proposed Site Access

Prepared for: Mrs A Kynaston-Mainwaring

April 2024

3659-01-HTN01b

1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis have been appointed by Mrs A Kynaston-Mainwaring to provide highways and transport advice in relation to a planning application for a proposed ground floor, loft and basement extension to Horsley Lodge, in Marford, Wrexham, and the construction of an additional access point off Hoseley Lane.

1.1.2 This Highways Technical Note (HTN) has been prepared to inform Wrexham County Borough Council (WCBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related aspects of the proposals.

1.2 Pre-Application Discussions

1.2.1 Prior to preparing this HTN, a pre-application enquiry was submitted to the LPA at WCBC (Ref. ENQ-2023-0194). The scheme that was the subject of the pre-application enquiry included a new access point off Cox Lane, in addition to the existing site access at the junction of Hoseley Lane / Cox Lane.

1.2.2 The new access was proposed due to the substandard nature of the current site access, in terms of its location and geometry, and the poor level of visibility that is achievable from it. The proposed new access point would, in turn, create a safer exit point from the site and reduce the impingement of traffic flow caused by vehicles exiting site via the current access. The new access point would also effectively allow a one-way circulation through the site and therefore reduce the need for hard landscaping works that would otherwise be required to create the necessary internal turning space.

1.2.3 A response to the pre-application enquiry was received from the LPA at WCBC dated 5th October 2023. The LHA also provided a series of highway-related comments within a separate response, dated 27th October 2023.

1.2.4 A summary of the LHA's comments is provided below, and a full copy of the LHA's pre-application response is contained in **Appendix A**, to the rear of this report:

i) Whilst Hoseley Lane is subject to a 60mph speed limit, typical vehicle speeds are likely to be at around 30mph due to the geometry of the road within the vicinity of the site;

ii) On the basis of the above, any access located off Hoseley Lane would need to provide visibility splays of 2.4m x 43m in both directions, measured to the nearside edge of the carriageway where it is a minimum of 4.1m wide, and to the centreline of the approaching carriageway where the carriageway is less than 4.1m wide;

iii) The LHA sets out that the existing site access located at the junction of Hoseley Lane / Cox Lane is substandard in terms of its design / layout, and the lack of visibility that is achievable in the southerly direction due to the existing boundary wall / hedge;

iv) Any access off Cox Lane would be required to provide visibility splays of 2.4m x 25m. Details of visibility and the geometry of a new access would need to be provided on a suitably scaled and annotated layout plan; and

v) If an alternative access is proposed off Cox Lane to a suitable deign / standard, then the LHA recommend that the site existing access is closed up. One of the LHA's reasons for this is because it would be difficult to control a one-way system through the site as a result of the creation of a new access.

1.2.5 The remainder of this HTN has been prepared with due regard to the LHA's pre-application response.

1.3 Report Structure

1.3.1 The remainder of this HTN is structured as follows:

i) Chapter 2 sets out the existing highway-related conditions on and around the site;

ii) Chapter 3 provides a description of the proposed development, including a description of, and justification for, the proposed site access arrangements; and

iii) Chapter 4 summarises the report and concludes that there are no transport or highway-related reasons why the proposals should not be granted planning permission.

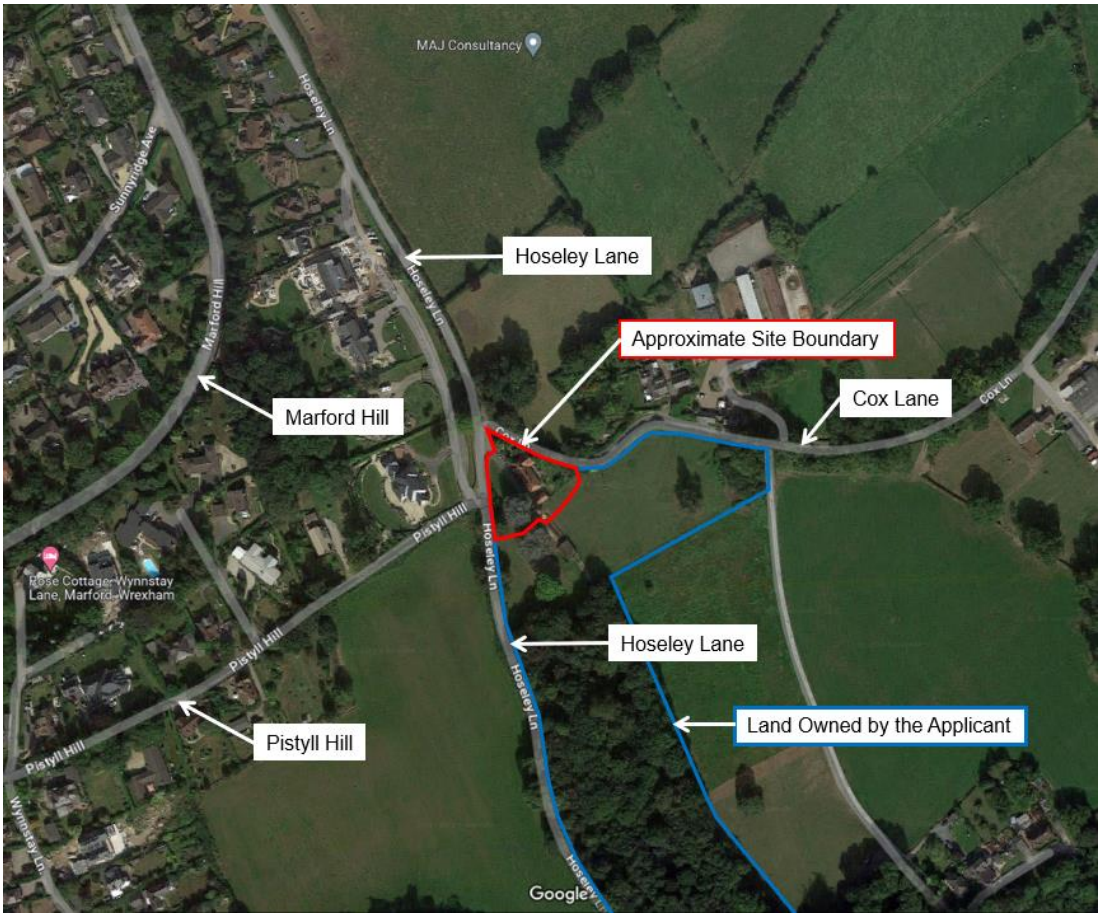
2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located at the junction of Hoseley Lane / Cox Lane, on the eastern edge of Marford Village.

2.1.2 The location of the site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location



2.2 Existing Use and Access Arrangements

2.2.1 The site currently comprises a single storey, three-bedroom cottage. Access is achieved via a priority-controlled junction on the corner of the Hoseley Lane / Cox Lane junction. It comprises a circa 3.4m wide access with gates set back approximately 8m behind the edge of the carriageway.

2.2.2 The existing site access is shown on **Image 2.2**.

Image 2.2 – Existing Site Access Junction



2.2.3 Visibility from the existing access is adequate in the northern direction along Hoseley Lane. However, visibility is constrained to the south along Hoseley Lane, and to the south-east along Cox Lane due to the location of the boundary wall on either side of the access and the geometry / layout of the highway network local to the site.

2.2.4 Specifically, **Drawing Number 3659-01-D01** in **Appendix B** demonstrates that the following level of visibility is achievable from the existing site access:

i) 2.4m x 100m+ visibility splay to the north of the existing access for vehicles turning right out of the site onto Hoseley Lane;
ii) 2.4m x 8m visibility splay to the south-east of the existing access for vehicles turning right out of the site onto Cox Lane; and
iii) 2.4m x 14m visibility splay to the south of the existing access for vehicles turning left out of the site onto Hoseley Lane.

2.3 Local Highway Network

Hoseley Lane

2.3.1 Hoseley Lane is a rural, C-classified road which routes in a general north – south direction between its priority-controlled junction with Marford Hill to the north, and its priority-controlled junction with Borras Road to the south.

2.3.2 Within the vicinity of the site, Hoseley Lane has a carriageway width of approximately 3.8m and is subject to a 60mph speed limit.

Cox Lane

2.3.3 Cox Lane routes in an easterly direction from its priority-controlled junction with Hoseley Lane at the northern corner of the site and ultimately connects to Park Lane.

2.3.4 Cox Lane is also a rural, C-classified road which comprises a single lane two-way carriageway with a width of approximately 4.0m within the vicinity of the site.

Pistyll Hill

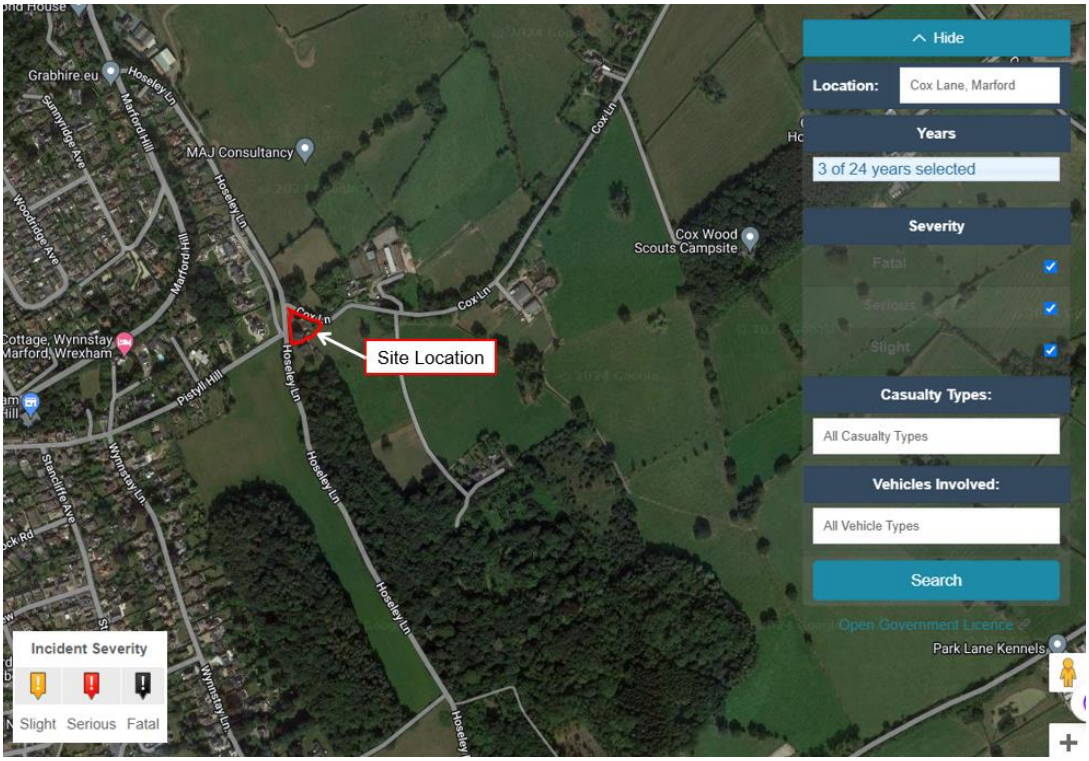
2.3.5 Approximately 35m to the south of the Hoseley Lane / Cox Lane junction, Hoseley Lane forms a priority-controlled junction with Pistyll Hill.

2.3.6 Pistyll Hill is an unclassified, rural road which routes in a westerly direction towards Wynnstay Lane. It is subject to a 60mph speed limit and a Traffic Regulation Order (TRO) regime in the form of a 7.5T weight restriction (except for access).

2.4 Highway Safety

2.4.1 The online CrashMap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the application site for the most recently available complete 3-year period (2020-2022 inclusive). This is shown on **Image 2.3**.

Image 2.3 – CrashMap Extract (2020 – 2022 Inclusive)



2.4.2 **Image 2.3** demonstrates that, notwithstanding the substandard nature of the existing access (see **Section 2.2**) no accidents have been recorded within the vicinity of the site between 2020 and 2022 (inclusive).

2.4.3 Highway safety is not therefore considered to present a cause for concern in the context of the proposed development.

3.0 DEVELOPMENT PROPOSALS

3.1 Overview

3.1.1 This planning application is for a proposed ground floor, loft and basement extension to the existing single dwellinghouse at Horsley Lodge, in Marford, Wrexham, and the construction of an additional access point off Hoseley Lane.

3.1.2 The proposed site plan is contained in **Appendix C**.

3.2 Proposed Site Access Arrangements

3.2.1 As shown on the proposed site plan, the proposed development includes a new site access point located to the south-west of the site, off Hoseley Lane. The proposed site access will be in addition to the existing site access junction on the corner of Hoseley Lane / Cox Lane, which will be retained.

3.2.2 The new access will be in the form of a priority-controlled junction, and will feature a 4.5m wide carriageway with 4.0m radii on both sides. It will be constructed through the use of no-dig methods and geotextiles in order to protect the roots of surrounding trees.

3.2.3 The LHA's pre-application response states the following with regards to an access of Hoseley Lane:

"Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4m x 43m in both directions…"

3.2.4 In accordance with guidance contained in Table 7.1 of Manual for Streets (MfS), the stopping sight distance requirement for vehicles travelling at a speed of 30mph equates to 40m. The 2.4m x 43m visibility splay requested by the LHA also accounts for a 3m bonnet length adjustment, however this adjustment is not required for junction visibility splays in the lateral extent (only forward visibility splays).

3.2.5 With regards to the above, **Drawing Number 3659-01-D02** in **Appendix D** demonstrates that junction visibility splays of 2.4m x 40m will be achievable in both directions along Hoseley Lane from the new site access junction. Due to the single-track nature of Hoseley Lane at this location, and in accordance with the LHA's pre-application advice, which allows visibility splays to be measured to the centreline of the approaching carriageway where the width is less than 4.1m (see **Appendix A**), the junction visibility splays have therefore been measured to the centre of the approaching carriageway.

3.2.6 In order to ensure that the visibility splays can be achieved in perpetuity, and are not obstructed by any vegetation which could become overgrown, the surrounding vegetation and hedge which borders the site will be cut back and maintained on a regular basis. This planning application is accompanied by a Tree Survey and an Arboricultural Impact Assessment, which assess the impact of the proposal on the surrounding trees and vegetation.

3.2.7 It is also noted that there is a telegraph pole located to the south of the proposed access, and sits within the southern visibility envelope. In accordance with guidance contained in MfS, the impact of the telegraph pole has been assessed in terms of its *'impact on the overall envelope of visibility'*. On the basis that a telegraph pole is not large enough in width to fully obscure an approaching vehicle, this is not considered to represent a cause for concern from a highway safety perspective.

3.2.8 Overall, it is concluded that the level of visibility that is achievable to the south of the proposed site access is well in excess of the level of visibility that is currently achievable to the south of the existing access for vehicles turning left out of the site (i.e. 2.4m x 14m), and will therefore provide a material safety betterment to the operation of the local highway network at this location over time.

3.2.9 From a highways technical design standards perspective, the proposed new access is therefore considered to provide a safe and suitable means of access to the site, and conforms with the design requirements stipulated by the LHA in their pre-application response (see **Appendix A**).

3.2.10 As noted earlier in this section, that proposed development comprises the retention of the existing site access junction in order to aid circulation through the site, whilst also maintaining the historic entrance (which previously served the former Horsley Hall). The new access will effectively allow for the creation of a one-way system through the site, and will materially reduce the hard landscaping works that would otherwise be required to provide dedicated turning facilities within the site.

3.2.11 It is noted from the LHA's pre-application response that the existing site access would need to be closed up if a new site access was to be constructed due to its substandard nature, and because of the perceived difficulty in enforcing a one-way operation through the site.

3.2.12 It should however be noted that the development proposals will not result in any intensification of traffic movements to / from the site on the basis that the proposals will retain the use of the site as a single dwellinghouse.

3.2.13 Rather, the proposed access arrangements could in fact only result in the dilution of vehicular movements through the existing sub-standard access, regardless of whether the accesses would be used in one-way system or otherwise. The proposed access arrangements would therefore actually present an overall benefit to the safety and operation of the local highway network overtime.

Swept Path Analysis

3.2.14 **Drawing Number 3659-01-D02** (**Appendix D**) also demonstrates the ability of a tractor to access the site, as this is the largest vehicle that will require access to the site on a regular basis to serve the adjacent paddocks.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 Axis have been appointed by Mrs A Kynaston-Mainwaring to provide highways and transport advice in relation to a planning application for a proposed ground floor, loft and basement extension to Horsley Lodge, in Marford, Wrexham, and the construction of an additional access point off Hoseley Lane.

4.1.2 This HTN report has been prepared to inform the LPA and LHA at WCBC of the anticipated highways and transport-related aspects of the proposals. It has been prepared with due regard to comments provided by the LHA, dated 27th October 2023, in response to pre-application enquiry ref. ENQ-2023-0194.

4.1.3 The site currently comprises a single storey, three-bedroom cottage. Access is achieved via a priority-controlled junction on the corner of the Hoseley Lane / Cox Lane junction. It comprises a circa 3.4m wide access with gates set back approximately 8m behind the edge of the carriageway.

4.1.4 Visibility from the existing site access is currently constrained in the southerly direction along Hoseley Lane and Cox Lane.

4.1.5 A review of the PIA data on the local highway network to the site has been reviewed for the most recently available complete 3-year period (2020-2022 inclusive) using the online CrashMap resource. This review has demonstrated that no accidents have been recorded within the vicinity of the site between 2020 and 2022 (inclusive).

4.1.6 The proposed development includes a new site access point located to the south-west of the site, off Hoseley Lane. The proposed site access will be in addition to the existing site access junction on the corner of Hoseley Lane / Cox Lane, which will be retained.

4.1.7 It will be possible to achieve visibility splays of 2.4m x 40m in both directions along Hoseley Lane from the new site access junction. These visibility splays accord with the LHA's pre-application advice and guidance contained in MfS. It should also be noted that the level of visibility that is achievable to the south of the proposed site access is well in excess of that which is achievable to the south of the existing access for vehicles turning left out of the site (i.e. 2.4m x 14m), and will therefore provide a material safety betterment to the operation of the local highway network at this location overtime.

4.1.8 This report has also demonstrated that the proposal to retain the existing site access would not represent a cause for concern with regards to the safety and operation of the local highway network, and would actually present an overall benefit when having regard to the fact that the proposals can only result in a dilution of vehicular movements through the existing sub-standard access.

4.2 Conclusion

4.2.1 Overall, it is considered that there should be no reason to withhold planning permission from a traffic and transportation perspective.

Appendix A – LHA Pre-Application Response

MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:** FAO:	Chief Officer Economy & Planning **Amy Brittain**
Our Ref:	ET/DC/PP/ENQ-2023-0194	**Your Ref:**	ENQ-2023/0194
Date:	27th October 2023		

Proposed Extension to Existing House and New Access

Horsley Lodge, Hoseley Lane, Marford, Wrexham.

I refer to your email / enquiry (ref: ENQ-2023-0194) and email from Flint Architecture dated 18/10/2023 in respect of the above.

Access (off Hoseley Lane)

The proposed development site is located on Hoseley Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway where the carriageway is a minimum of 4.1m wide and to the centerline where the carriageway is less than 4.1m wide. Visibility from the existing access serving Horsley Lodge appears adequate in the northerly direction providing a splay in excess of 2.4 x 100m measured to the nearside edge. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 32m measured to the centerline of the road. Visibility is impeded in this direction by the existing boundary wall / hedge.

The access is approximately 3.4m wide, gates setback approximately 8m behind the edge of carriageway and paved with hard bound materials. This existing access is of inadequate design / layout. The access is also located in close proximity to the junction with Cox Lane which is far from ideal.

If an alternative access is being proposed off Cox Lane of a suitable design / standard, then I would normally recommend the existing sub-standard access onto Hoseley Lane is closed up. The submitted Design Statement appears to suggest that the existing sub-standard access will be left operational with an additional access being constructed along Cox Lane so a one way system can be operated exiting via the new access. This would be difficult to control and would not be supported from a highways perspective

Hoseley Lane is typically narrow and vehicles quite commonly struggle to pass each other simultaneously. Forward visibility along Hoseley Lane is also poor due to the existing hedgerows and geometry of the road. Hoseley Lane has no street lighting provision (to the south of Cox Lane) or any footway provision on either side of the road.

Alternative Access (off Cox Lane)

The proposed alternative access is located on Cox Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Based on typical speeds of 20mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway.

Insufficient details of the proposed access have been provided in respect of proposed visibility splays, forward visibility or width / design / drainage of the access. **I would recommend that this detail is provided on a suitably scaled / annotated layout plan.**

Cox Lane is typically narrow and vehicles quite commonly struggle to pass each other simultaneously. Forward visibility towards Hoseley Lane is also poor due to the existing hedgerows and geometry of the road.

Cox Lane has no street lighting provision or any footway provision on either side of the road.

Parking & Turning Provision

Parking provision at the site will need to be compliant with LPGN 16 requirements.

I would recommend that a suitable turning facility is provided within the curtilage of the site.

There would appear to be adequate parking and turning provision proposed at the site.

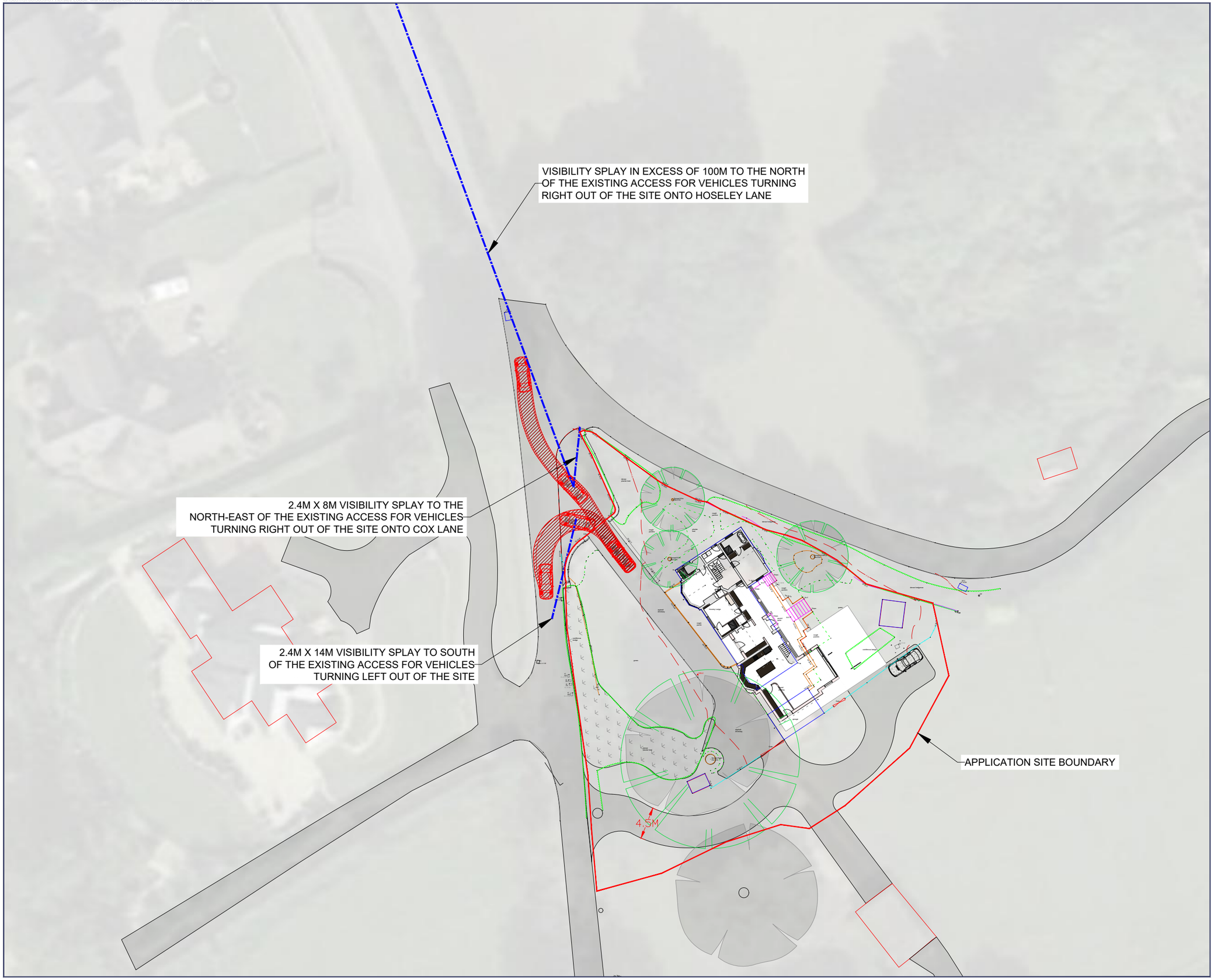
I await the requested information.

K. Edmonds

Chief Officer, Environment & Technical

Appendix B – Drawing Number 3659-01-D01

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Client
Mrs A Kynaston-Mainwaring

Project
Horsley Lodge, Marford, Wrexham

Drawing Title
Visibility Splays from Existing Site Access

Scale
1:500 @A3

Status
Preliminary

Date
04-04-2024

Drawn
AB

Checked
LK

Dwg no
3659-01-D01

Rev

Appendix C – Proposed Site Plan

Appendix D – Drawing Number 3659-01-D02