January 2025

Highway Statement

Proposed new access to provide off road parking for new dwelling

Land adjacent to 8 Poplar Road
Penycae
Wrexham
LL14 2PY



Contents

1. Existing Site Layout
2. Development proposals
3. Conclusion

1. Existing Site Layout

The site is located on the B5097 Poplar Road; a classified highway subject to a 20-mph speed limit. The 20 - mph limit has been in place for a number of years; well before the Welsh Government introduced the recent 20 mph restrictions. It is not on the recently published list of roads involved in the current review of the 20 mph limits across the county and will therefore remain a 20-mph zone.

The existing site is an overgrown plot of land with no vehicular access into the site.

There is a 3.6m wide footway fronting the site along Poplar Road.

2. Development proposals

A planning application has been submitted to build a 3-bedroom dwelling on the site. It is proposed to construct a new access to provide a driveway for off road parking for two vehicles.

WCBC guidelines contained in LPGN 16 recommend 3 parking spaces for a 3-bedroom dwelling. However, this is a maximum figure and should not be used as a minimum figure. WCBC have been to appeal many times over parking requirements and the Welsh Government inspectors have always stated that the LPGN figure should not be used as a minimum.

This site is in a highly sustainable location and therefore a suitable area for further development. Given the sustainable nature of the site residents will be able to make use of the numerous facilities within easy walking distance in the villages of Penycae and Rhos. This includes bus stops, schools, public houses, dentists, doctors' surgery, fast food takeaways, local stores, community centre, scout hut and a pharmacy.

The availability of a regular bus service in close proximity to the site ensures that there is no essential need to own a car to reach everyday destinations.

It is therefore be contended that 2 car parking space is adequate for a 3-bedroom house in this sustainable location.

The driveway will be a minimum 6m width with a 5m length back from the highway boundary.

There is more than adequate space provided to allow manoeuvrability into and out of the site without the need to interfere with free flow of traffic on the adjoining highway.

To the west a splay of 2.4 x 25m to the nearside edge is achievable; it has been delineated on the submitted plans and is concurrent with Welsh Government guidelines contained in Manual for Streets 2.

Visibility to the east will measure 2.4 x 25m to the nearside edge of the highway and will therefore be concurrent with Welsh Government guidelines contained in Manual for Streets 2.

To give further reassurance to the highway department a splay of 2.4 x 30m is achievable to the centre line of the highway in an easterly direction., The road at this point is on a sharpish bend where the likelihood of anyone overtaking is negligible; so, in accordance with Welsh Government guidelines the visibility splay can be taken to the centre line of the carriageway.

Manual for Streets paragraph 7.7.5 states that ‘some circumstances make it unlikely that vehicles approaching from the left will cross the centre line of the main arm - opposing flows may be physically segregated at this point for example. If so the visibility splays to the left can be measured to

the centre line of the main arm; the guidance is also provided at paragraph 10.5.5 of MfS 2

In this instance the presence of sharp bend ensures that nobody will be approaching the site on the nearside carriageway.

Whilst the possibility of a driver overtaking in a 20-mph zone cannot be completely discounted it is unlikely such a manoeuvre would take place. The same principle can be applied to dual carriageways as well as roundabouts. The possibility that a driver may travel the wrong way along a dual carriageway or around a roundabout cannot be discounted but it is not necessary to design for such eventualities as in practice such occurrences are unlikely. The test applied to MfS is for something to be unlikely and not impossible. Physical segregation is given as an example of circumstances but it is not the only condition that satisfies the test.

The rational / guidance in MfS2 is reiterated almost verbatim in TAN 18 at paragraph B4.

Forward visibility for and of vehicles travelling in a westerly direction and turning right in to the site is approximately 33m and is therefore adequate for the prevalent 20 mph speed limit.

The lateral and forward visibility splays demonstrated on the submitted plans are therefore considered to be more than adequate for the proposed access.

WCBC guidelines recommend that any new access off a classified highway provide a turning facility to allow vehicles to enter and leave the site in a forward gear. It is acknowledged that there is no space on site to provide an off-road turning facility.

However, it is noted that the immediate neighbouring property has a driveway with no turning facility provided.



Given the presence of an existing access with the same lack of turning facility in such close proximity to the site it would seem unreasonable to object to the proposal. This is a principle previously established on scores of applications within the county borough.

The crashmap statistics attached at appendix A demonstrate that there hasn't been a single recorded accident of the stretch of road within the past 10 years; thus, demonstrating that the road is inherently safe.

A dropped footway crossing will be constructed in full accordance with WCBC highway standards by a competent contractor.

The access will be surfaced in a bound material to ensure that no deleterious material is discharged onto the highway.

No gates will be erected within 5m of the highway

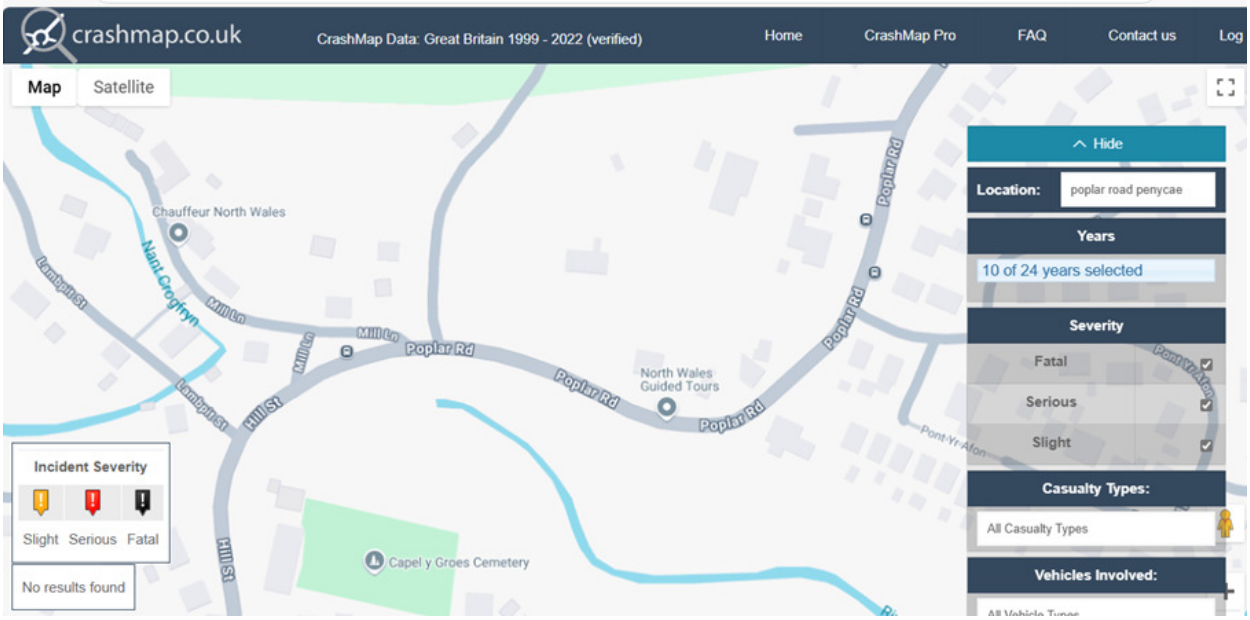
An ACO drain will be installed to ensure that no private water is discharged onto the highway.

3. Conclusion

- The land adjacent to 8 Poplar Road has no existing access or parking provision.
- The proposed access provides visibility in accordance with Welsh Government guidance.
- There are no recorded accidents along Poplar Road in the past 10 years demonstrating the road is inherently safe.
- The access will be wide enough to allow excellent manoeuvrability into and out of the site without detrimentally impacting on the throughflow of traffic
- Although there is no room to provide a turning area it was noted that the house next door has a driveway with no turning area. It's perfectly reasonable therefore to support the proposed driveway without a turning facility where there is a precedent set immediately adjacent to the site.

Given that the proposed access is demonstrated to meet all relevant guidelines there is no reason to object on highway grounds.

APPENDIX A


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2022 (verified)
Home
CrashMap Pro
FAQ
Contact us
Log
Map
Satellite
Hide
Location:
poplar road penycae
Years
10 of 24 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
Incident Severity
Slight Serious Fatal
No results found
Chauffeur North Wales
Nant Crogfryn
Mill Ln
Mill St
Poplar Rd
Hill St
Lambpit St
North Wales Guided Tours
Capel y Groes Cemetery
Pont-Yr-Afon