

## **Proposed Residential Development For Up to 4 Dwellings, Glebe House, Horsemans Green, Whitchurch, Wrexham**

The Whitehouse Partnership has been commissioned by David Parker Planning Associates to respond to the comments of the local highway authority in their memorandum ref. ET/DC/PP//P2021/0234 dated 16th August 2021 addressed to the Chief Officer Planning and Regulatory. This report should be read in conjunction with the earlier reports by the Whitehouse Partnership.

### **Visibility and Highway Safety**

The highway authority are dismissive of the relevance of existing substandard accesses in relation to the absence of personal injury accidents along Horsemans Green Road and the surrounding area. The irrefutable fact remains however that there is no relationship between accesses with substandard visibility and personal injury accidents. This principle is supported by research carried out by the TMS Consultancy and reported in Manual for Streets 2 which document the highway authority recognises is appropriate in this case. Moreover, given the local context, and in this particular case, the likelihood of a driver approaching the site access and failing to see a vehicle emerging from the access in sufficient time to be able to react and stop safely in order to avoid a collision, is so slight as to be considered insignificant.

### **Traffic Generation**

Trip rate generation databases show that private dwellings generate less than 1 trip either departing or arriving per dwelling during both the a.m.(08.00 – 09.00) and p.m. (17.00-18.00) peak hours. Assuming no modal split i.e. all trips will be by car, (and the applicant will accept a condition restricting the number of dwellings to 3) and allowing for 1 departure per dwelling during the a.m. peak – the development will only result in 3 movements leaving the site onto Horsemans Green Road, or 1 vehicle every 20 minutes. This is before the existing farm traffic is deducted from the calculations. The remaining trips making up the movements suggested by the highway authority would be spread over the course of a day – a 16 hour day is typically used for traffic generation purposes. It can only be concluded that the traffic likely to be generated by the proposed development will not only be minimal but will also change the nature of the traffic using the site access.

### **Conclusion**

The lack of a relationship between restricted lateral visibility and collisions is robust, supported by empirical evidence, and directly applicable to the local context of this particular case. It is argued therefore that the proposed development would not result in an unacceptable impact on highway safety and on that basis the development should not be prevented on highway grounds.

Roger Whitehouse, BA, MCIHT,  
The Whitehouse Partnership  
24th August, 2021