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PROPOSED DWELLING & GRANNY ANNEXE
LAND TO REAR OF CHURCH VIEW
CHURCH ROAD
WORTHENBURY

TRAFFIC STATEMENT

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1.0 INTRODUCTION

- 1.1 This traffic statement has been prepared on behalf of Mr & Mrs S Allen to support a planning application for residential development to the rear of Church View, Church Road, Worthenbury.
- 1.2 The proposed residential development is for one dwelling with an integral granny annexe and parking and turning facilities.
- 1.3 The assessment deals with the upgrading of the existing access to the standards set out in Planning Policy Wales Technical Advice Note 18 (Tan 18) and the details in a letter dated 29th July 2010 from Wrexham CBC highways department to the applicants' architect (See Appendix A).
- 1.4 Planning permission P/2006/0258 was granted for a dwelling on an adjacent area of the applicants land using the existing access with only a small improvement to pedestrian visibility to the south east.

2.0 EXISTING SITE AND ACCESS CONDITIONS

- 2.1 The site is located on the east side of Church Road, Worthenbury and to the rear of Church View. The existing access is from Church Road, an unclassified road and cul-de-sac, at a point 150m north west of its junction with the B5069 Wrexham Road. At this point, Church Road is a single carriageway road subject to a 30 mph speed limit with a footway on the site side and street lighting. The wall of the church opposite is set back to form a vehicular lay-by on that side.
- 2.2 The site lies within the Worthenbury Conservation Area.
- 2.3 There are only 18 dwellings and a farm beyond the site access so, despite there being some limited farm traffic, Church Road can be considered as a lightly trafficked residential road. During a 1 hour period from 10 am to 11 am on Thursday 14th October 2010, when the survey of the access was being carried out, there were only 2 vehicle movements which supports this view.
- 2.4 Visibility from the existing access is 15m x 2.4m to the north west and 18m x 2.4m to the south east with pedestrian visibility of 2m x 2m to the north west and 3.3m x 2m to the south east if planning permission P/2006/0258 is implemented. The access drive is 2.7m wide. The existing access, which already serves 2 dwellings and a field as well as the approved dwelling in the future, must therefore be considered as severely substandard.

- 2.5 The drive is also a Public Footpath and its narrow nature makes it difficult for a pedestrian and car to pass, particularly a pedestrian with a push chair as observed during the site inspection.
- 2.6 Highway and access conditions have not changed since planning permission P/2006/0258 was granted when the substandard access was considered suitable for the additional traffic with only a limited upgrading to the pedestrian visibility.

3.0 PROPOSED ACCESS IMPROVEMENTS

- 3.1 The letter from the highway authority sets out the visibility and access dimensions that need to be achieved before they will withdraw their objection to the proposal. These are vehicular visibility improved to 33m x 2.4m based on their estimated traffic speed of 25 mph, pedestrian visibility improved to 3.3m x 2.4m, a minimum drive width of 4.8m and consideration of pedestrian movement on the Public Footpath. The vehicular visibility improvements they require are in line with TAN 18, Annexe B - Table B. See Appendix B.
- 3.2 A survey of the existing access has been carried out and details of the proposed improvements are shown on Landform drawing no. 872/1 which are as follows:-
- Vehicular visibility to the north west is increased to 33m x 2.4m.
 - Vehicular visibility to the south east is increased to 33m x 2m and most of the B5069/ Church Road junction 150m away can be seen.
 - Pedestrian visibility is increased to 3.3m x 2.4m in both directions measured from the centre of the outbound lane.
 - The drive width is increased to 4.8m to allow 2 cars or a car and a pedestrian to pass.

The proposed improvements therefore meet the requirements of TAN 18 and the details set out in the highway authority's letter of the 29th July 2010, except, in this later case, for the vehicular visibility to the south east.

- 3.3 While the visibility to the south west does not achieve the 33m x 2.4m set out in Table B, paragraph B6 of Annexe B allows a reduction of the X-distance from 2.4m to 2m on lightly trafficked roads and slow speed situations. Paragraph 2.3 above sets out the evidence to support the view that Church Road is a lightly trafficked road with slow speeds, therefore the available visibility of 33m x 2m meets the standard in TAN 18.

- 3.4 In order to achieve the visibility to the south east of 33m x 2m, the bow window on the front of Church View will need to be removed and replaced with a flat window. As the site is within the Conservation Area it might not be possible to do this. However, the visibility to the south east is to the none driving side and is less critical than in the other direction, so if the Planning Authority wish to preserve the bow window it is considered that adequate visibility would still exist and highway safety would not be compromised. Even with this reduction in the visibility to the south east, there would still be a significant improvements to the access overall with safety benefits for the existing users.

4.0 SUMMARY AND CONCLUSION.

- 4.1 A highway assessment has been carried out and, based on this, it has been accepted that the current access is substandard. However, it is highlighted that this same access was accepted by the highway authority as being suitable to serve an additional dwelling in 2006 with only a small improvement to pedestrian visibility to the south east.
- 4.2 The type and frequency of traffic on Church Road has been examined and it has been shown that it is reasonable to consider it as a lightly trafficked road in the terms set out in TAN18.
- 4.2 Landform drawing no. 872/1 has been provided showing the proposed access improvements. Details of the various improved visibility splays and drive width have been discussed and shown to be within the requirements of TAN18 or as set out in the highway authority's letter of the 29th July 2010. It is noted that the reduced X-distance of 2m that is available to the south east is acceptable within the relaxations set out in TAN 18 for lightly trafficked roads.
- 4.3 Comment on the removal of the bow window on the front of Church View has been made in light of the Conservation Area status of the site. It has been suggested that if it cannot be removed, the reduction in visibility in that direction will not result in significant detriment to highway safety, particularly when set against the major improvement to the existing substandard access that will benefit the existing and approved users.
- 4.4 Consideration has been given to pedestrian movement along the Public Footpath that runs along the drive and it is clear that the extra width provides significant safety improvement for pedestrians, particularly those with pushchairs.
- 4.5 It is therefore concluded that, as the proposal would not be detrimental to highway safety and would significantly improve the current substandard access, there is no highway reason to withhold planning permission.