

Highways and Access

**Additional Information in Support
of
Application for a Residential Development
on
Land off Church Road, Worthenbury.**

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1.0 INTRODUCTION

- 1.1 This information has been prepared on behalf of Mr & Mrs McLoughlin in support of their application (P2012/0032) for a residential development on land to the rear of Church View, Church Road, Worthenbury.
- 1.2 The information has been prepared in response to matters raised by the Highways Officer in a report/request for further information of 16/02/2021
- 1.3 The site has a current full planning approval for what may effectively be considered two dwellings, a large dwelling with an attached granny annexe. The total number of bedrooms is six. This approval is still valid.
- 1.4 The proposed development is for two three bedroom houses, again six bedrooms in total.
- 1.5 The information contained in this report closely follows that previously submitted and approved as part of App No. The report was prepared by Stan Booth of Landform Ltd ref.ASB/872/ST (dated 12/11/2010) and forms part of approved application No P2011/0927.
- 1.6 This report thus deals with the upgrading of the existing access to the standards set out in Planning Policy Wales Technical Advice Note 10 (TAN18)

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 the forthcoming 20mph speed limit (planned for introduction in 2023) with a footpath on the site side and street lighting. The wall of the church is set back to form a vehicular lay-by on that side.
- 2.2 There are only 18 dwellings and a farm beyond the site access, so despite there being some traffic can be considered a lightly trafficked residential road.
- 2.3 Visibility from the existing access is substandard.
- 2.4 The existing driveway access is crossed by a public footpath.
- 2.5 The only changes to the highways and access conditions have been the imminent lowering of the speed limit and the ownership boundaries since the previous approval was granted. It is important to note that the required area of driveway to enable the construction of the previous and extant approval has been conveyed to the applicants. Only a small strip is in the ownership of Church View and the boundary line defining this area has been carefully indicated so as to ensure that the extant approval can be enacted.
- 2.6 It is also important to note that the occupants of Church View now park at the rear of their property in the rear garden and not on Church Road. See Fig.1



Fig.1 Existing parking at the rear of Church View, glimpsed from the public footpath



Fig. 2 View along Church Road showing front of Church View

3.0 PROPOSED ACCESS IMPROVEMENTS.

- 3.1 The comments of the Highways Officer in response to the application set out the required visibility and access dimensions that will need to be achieved if the application is to be approved. A vehicular visibility splay of 33m x 2.4 m, pedestrian visibility splay of 3.3m x 2.4m and a carriageway width of 4.8m for a distance of 10m have been requested This is in line with the requirements of TAN 18.
- 3.2 Details of the proposed improvements are summarised on drawing W011B.
- 3.3 Visibility to the north west along Church Road is confirmed as 33m x 2.4m.

- 3.4 Vehicular visibility to the south east is confirmed as 33m x 2.0m and most of the B5069/Church Road junction can be seen.
- 3.5 Pedestrian visibility is achieved at 3.3m x 2.4m measured from the centre line of the outbound lane.
- 3.6 The driveway width is now 4.8m up to and beyond the required 10m distance. Indeed the entire turning head now achieves this width.
- 3.7 Whilst the visibility splay to the south east does not achieve the 33m x 2.4m distance required by TAN 18 it must be noted that it is permissible to reduce the X-distance to 2.0m on lightly trafficked roads with a speed limit of 20mph. The visibility splay of 33m x 2.4m is therefore still satisfactory, as indeed was established in the previous application.
- 3.8 In order to alleviate the parking congestion noted in the Highways Officer's comments it is possible to allocate a dedicated parking space to the occupants of School House within the application site boundary. This is noted on the drawing.
- 3.9 The proposed gates to the two dwellings have been removed and this feature no longer forms part of the application.
- 3.10 In accordance with the CDM Regulations a method statement will be prepared describing the measures that will be taken to ensure that the public footpath remains safely open during the construction works.

4.0 SUMMARY AND CONCLUSION

- 4.1 The decision to approve the previous application for a residential development with a house and annexe (2 occupancies) with six bedrooms is still valid. The current application does not increase the number of cars using the site and so it is logical for this application to be approved providing the same standards are met.
- 4.2 Church Road is lightly trafficked and the speed limit is soon to be lowered to 20mph.
- 4.3 Drawing W011B has been submitted clarifying and confirming that the required dimensions can be achieved.
- 4.4 The turning head is adequate for delivery vehicles, refuse collection and fire tender access.
- 4.5 The gated access feature no longer forms part of the proposals.
- 4.6 Church View has a rear parking facility.
- 4.7 There is an opportunity for the occupants of School House to have a dedicated parking space.
- 4.8 Consideration has been given to pedestrian movement across the site and it is clear that the increased width of 4.8m as previously approved will still comply in this regard.
- 4.9 It is therefore reasonable to conclude that the proposal would not be detrimental to highway safety and would significantly improve the current substandard access. We would therefore commend the proposals for approval.