July 2026

Highway Assessment

Proposed Vehicular Access & Driveway

7 Fairy Road
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LL13 7PT



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1. Introduction

Code Planning has been appointed to prepare a highway assessment to accompany a planning application for a proposed new vehicular access and driveway at 7 Fairy Road.

Fairy Road is a classified highway (B5100) subject to a 20mph speed limit.

This report provides a highways development control assessment of the traffic safety aspects of the proposed new access and driveway, and forms supplementary information to assist in obtaining a planning permission.

2. Existing Site Layout

The existing site consists of a 5-bedroom dwelling with pedestrian access on to Fairy Road via a 1.35m wide concrete path and gateway. The adjacent footway is adopted highway and is 2.1m wide at the pedestrian access. The gateway is 1.35m wide between pillars. There is also a 2m wide footway along the opposite side of the carriageway.

There is no current vehicular access into the site.

Fairy Road is 6.7m wide in the vicinity of the site. There is a 0.5m wide hatched area along the centre line of the carriageway to separate opposing traffic flows and a SLOW /ARAF approximately 7m from the from the pedestrian access

There are no line markings on the highway to prevent vehicles parking on the highway in the vicinity of the site.

There is a 2m high hedge above the existing boundary wall either side of the existing pedestrian access.

3. Development proposals

It is proposed to create a driveway into the site by amending the existing pedestrian access. The existing eastern gateway pillar will be relocated 3m to the east to create a driveway width of 4m.
Just to reiterate that the pillar will be kept but will be relocated to allow vehicular access to the site.

The proposed vehicular footway crossing will be constructed in full accordance with WCBC recommendations by a fully qualified and competent contractor.

The current dwelling is 5 bedrooms; the proposed driveway will therefore require 4 parking spaces in full accordance with WCBC guidance LPGN 16.

4 car parking spaces each measuring 2.4 x 4.8m will be provided within the curtilage of the site, all of which will have adequate turning and manoeuvrability space of 6m to enable vehicles to enter and leave the site in a forward direction.

The proposed parking area and driveway will be constructed in Marshalls Drivesett Tegula Priora paving.

The hedge along the full length of the front site boundary, either side of the proposed access, will be cut back behind the footway to ensure that adequate visibility can be achieved and maintained in perpetuity.

Visibility from the proposed access will be 2.0 x 25m in both directions to the nearside kerb edge concurrent with Welsh Government guidelines.

Forward visibility, for and of right turning vehicles, will be 25m and will therefore be concurrent with Welsh Government guidelines.
The crash map accident statistics attached at Appendix A demonstrate that there hasn't been a single recorded injury accident within 40 m of the site in the past 5 years; thus, demonstrating that the access and road is inherently safe.

4. Conclusion

- The site does not have an existing vehicular access which could potentially lead to vehicles parking on the B5100 Fairy Road.
- A 4m wide vehicular access is proposed to allow adequate manoeuvrability into the site.
- The proposed visibility splays of 2.0 x 25m in both directions to the nearside kerb edge are concurrent with Welsh Government guidance
- Forward visibility for and of turning vehicles is 25m; concurrent with Welsh government guidance
- The existing overhanging boundary hedge will be cut back behind the limit of the footway to ensure full visibility is delivered
- An off-road turning area will be provided for each vehicle entering the site which will eliminate the necessity for any vehicle to reverse on to the highway.
- Given that all Welsh Government guidelines for a safe vehicular access are achievable, it is considered that there can be no justifiable objections to the proposal on highway grounds.

APPENDIX A CRASH MAP ANALYSIS

