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County Hall  
Spetchley Road  
Worcester  
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Date: 22nd March 2021  
Your ref: 20/0675/FUL  
Ask for: Fiona Allen

Dear Helen

**TOWN AND COUNTRY PLANNING ACT 1990  
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015  
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

**REVISED**

**PROPOSAL:** Full planning application for the development of 4 dwellings on land at Fold Farm, Chaddesley Corbett  
**LOCATION:** Land At Fold Farm The Village Chaddesley Corbett Worcestershire  
**APPLICANT:** Mr C. Rowberry

Worcestershire County Council acting in its role as the Highway Authority has undertaken a full assessment this planning application. Based on the appraisal of the development proposals the Transport Planning and Development Management Team Leader on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 recommends that the application is **refused**.

Further to the previous Highway comments, the applicant has submitted a revised proposal on this site with a reduction in the number of dwellings from 6 to 4 to be served off a private drive on Fold Lane. In addition, the applicant has undertaken a *Safety Assessment of Development Access Proposals* which makes 4 recommendations for improvements on Fold Lane to address the road safety concerns. Nonetheless, the Highway Authority maintains the recommendation that the application should be refused and the justification for this decision is provided below.

Whilst the proposed development is now for 4 dwellings, this still represents an intensification of use with an increase in traffic movements which would increase the potential for conflict between pedestrians and vehicles. In the updated Transport Statement, the applicant references the lack of personal injury accident data both on Fold Lane and at the junction with the main Chaddesley Corbett Road and states that ergo the location is 'safe'. Moreover, they continue by saying that as the Highway

Authority has not extended the parking restrictions to prevent parking in the visibility splays at the junction, again *it can be understood that the junction is safe*.

From a Highways point of view, the junction between Fold Lane and the main road is substandard and this is due to the lack of visibility from 2.4 metres which is impeded by third party land as well as parked cars. It is also substandard in terms of the access width and improvements to this cannot be made. Two vehicles cannot pass at the access and there are anecdotal reports of vehicles having to reverse on the main carriageway to allow other vehicles to exit. Visibility is restricted by the built form and third-party land either side of access meaning that approaching vehicles cannot see up the lane until they're on top of the junction.

The road conditions in this location represent a highway safety hazard which has a detrimental impact on pedestrian safety on a well-used pedestrian route and this is the case irrespective of the number of dwellings served by Fold Lane. The applicant makes much of the conditions as being 'existing' however the existing conditions should not be added to and Worcestershire County Council's Road Safety Officer upholds these concerns.

The applicant recognises that *Adding properties to the private road raises questions associated with additional traffic* hence the commissioning of the road safety audit and whilst it is agreed that the revised access into the site for 4 dwellings creates an improved layout at that point, the road widening to 6.1 metres for 30 metres from the site access does not resolve the inconsistent provision along the length of Fold Lane and the low kerbs allow vehicles to overrun the footpath which as before, represents a safety hazard for pedestrians.

Moreover, also as previously stated elsewhere, Fold Lane is a public right of way and whilst any improvements to the surfacing would be welcomed, it must be noted that Chaddesley Corbett footpath CC-647 has no statutorily specified width therefore the public is deemed to have access to the whole width of the route even if there is a footway in place. It is pedestrians who should have the priority over vehicles on Fold Lane and such priority would not be maintained by increasing the number of vehicle movements.

The Highway Authority does acknowledge that the proposed improvements would be a betterment for all users as stated in the Transport Statement nonetheless, such improvements can not address the narrowing of Fold Lane and the 'pinch point' at the access onto the main road which is outside the applicant's control.

It is noted that an overall site plan showing the internal layout of the proposed development site and the proposed improvements on the Fold Lane has not been provided.

Whilst the applicant has sought to address the previous reasons for refusal, the reduction in the number of dwellings and the proposed improvements cannot overcome the highway safety concerns associated with the route and the intensification of use of a substandard access. Therefore, it has not been shown that safe and suitable access for all users can be achieved which is contrary to Paragraph 108 NPPF and priority first has not been given to pedestrians which is contrary to Paragraph 110 NPPF. The resulting impact on public and highway safety is

unacceptable which is contrary to Paragraph 109 NPPF and the Highway Authority recommends that this application is refused.

Yours sincerely

**Fiona Allen**

Development Control Engineer

On behalf of Karen Hanchett, Transport Planning and Development Management  
Team Leader