DESIGN & ACCESS STATEMENT

IN RELATION TO A

HOUSEHOLDER PLANNING APPLICATION

FOR A NEW RESIDENTIAL ACCESS

AT:
THE FORGE
55 SWINDON ROAD
ROYAL WOOTTON BASSETT
WILTSHIRE
SN4 8EU

APPLICANT:
MR A & MRS J JOHN

PREPARED BY:
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1. The Applicants recently purchased and moved into the property, which is located between the A3102, Swindon Road, and Marlowe Way. To the north of the property is a large tarmac parking and turning area, with a vehicular entrance leading directly from Swindon Road, a busy trunk road. To the south of the property is a pedestrian access gate leading onto Marlowe Way, a residential street.

2. Whilst the section of road the entrance joins strictly has a 40mph limit, it is located just after the limit changes from the national speed limit, being 60mph on this road type. Additionally, this is an extremely busy trunk road, being a main route to access Junction 16 of the M4 motorway. This road therefore sees a large volume of traffic, often travelling at high speeds, in excess of the 40mph speed limit.

3. The Applicants therefore are reluctant to use this access, and since moving into the property, have mostly parked their vehicle on Marlowe Way, accessing on foot through the pedestrian gate leading from the verge into their garden. The gates leading onto Swindon Road are kept permanently closed, to stop visitors from using the dangerous road access, with the Applicants encouraging all visitors to park in Marlowe Way and access on foot.

4. The Applicants therefore wish to install a new entrance from Marlowe Way, and permanently block up the Swindon Road entrance, bar keeping a pedestrian access onto the pavement. This is in keeping with the majority of other properties located on this street, who, over time, have installed entrances on the southern side of their properties, as the speed and volume of traffic on Swindon Road has increased. It will allow the Applicants, and any visitors, to park on their existing tarmac driveway, and prevent them taking up space on Marlowe Way. This in turn, will make Marlowe Way safer for all road users, including drivers and pedestrians.

5. This will also allow the tarmac area to be safely used as part of the garden, especially when the Applicants' young grandchildren are visiting. At present, the concerns surrounding the entrance leading onto such a dangerous road prevent the Applicants from allowing their grandchildren to play in this area.

6. The new driveway will feature a solid surface, with black metal double gates and red brick support pillars to secure the applicant's property. The use of a hard surface will prevent any loose material migrating onto the highway through traffic movements and causing a safety risk.

7. The existing double gates onto Swindon Road are approximately 9ft wide each, and the proposed double gates onto Marlowe Way would be 6ft wide each, totalling 18ft, or 3.65m. The proposed driveway would extend to approximately 5m in length, being the distance from the existing tarmac to the edge of the highway. A short section of hedgerow would be removed as part of the proposal, but it is considered that the safety and highway benefits greatly outweigh this minor loss.

8. The level of traffic to and from The Forge will not increase as a result of the proposed access, as the access is simply a relocation of the existing access to the property, and the existing access is to be blocked up. There are no public rights of way which will be affected. Vehicles will be able to enter and exit the property in a forward gear due to the large parking and turning area.

9. Paragraph 110 of the National Planning Policy Framework specifies that assessments for development should ensure that *"safe and suitable access to the site can be achieved for all users"*. This is currently not the case at The Forge, and the proposal allows this to happen.

10. Whilst relating to new developments, Core Policy 61 of the Wiltshire Core Strategy 2015 is relevant as it specifies that developments must be *"served by safe access to the highway network"* and *"fit for purpose and safe loading/unloading facilities can be provided"*. Whilst the property is not a new development, this policy emphasises the need for safe vehicular access and unloading space. At present, this is not possible at the property due to the dangerous access and parking on Marlowe Way.

11. In conclusion, the proposed access will be far safer than the current situation, allowing the Applicants and their visitors to safely access their existing parking area, from a quiet residential street, as opposed to a busy trunk road with a high volume of traffic. It will also lead to less congestion on Marlowe Way.