



Notes:

1. The Contractor should check all heights, sizes and dimensions on site before works commence and any errors should be reported to Woodsyde Developments Limited.
2. Figured dimensions shall take preference to scaling, with any errors reported to Woodsyde Developments Ltd.
3. The existing access to Ty Newydd is to be closed up permanently with the concrete driveway and access apron also dug up and replaced with soil and seeding.
4. The proposed access is to have 4.5m radii and a minimum width of 5m for the first 5m.
5. Any gates are to be set back a minimum of 9m from the highway carriageway. To allow a car and trailer to park clear of the highway the gates will open inwards.
6. The county highway across the site road frontage is subject to a 50mph speed limit, the proposal is to relocate the access to the opposite end of the frontage of Ty Newydd as this will improve visibility in a south easterly direction along the nearside carriageway. Visibility splays of 2.4m x 160.0m can be provided in an easterly direction and 2.4m x 81.5m to the south-eastern nearside carriageway. It should be noted that visibility is available to the centre of the offside carriageway of 2.4m x 105m. Clearly any improvement on the non trafficked side should be welcomed providing it's not to the detriment of the visibility on the trafficked side.
7. Access bellmouth to be provided to highway is to be standard for a vehicular crossing. It will be made up of 30mm wearing course, 80mm roadbase and 250 sub base.

Existing hedgerow overhanging highway verge to be trimmed back to ensure visibility is maintained.

Proposed access bellmouth to be provided to highway.

Existing Gully and Manhole

Dalesman

Ty Newydd

Trotting Mare Garage Ltd

Trotting Mare Cottage

Trotting Mare Inn Caravan Park

2.4m x 105m Visibility Splay to the Centreline of the Existing Carriageway

Existing 50mph Speed Limit Road Signs

A 528

Rev B: Notes Amended AG 18.09.2020
Rev A: Additional detailing added AG 15.09.2020

Woodsyde Developments Ltd

Project:
Proposed Residential Development on Land at Ty Newydd, Knolton, Overton, LL13 0LE.

Client:
Mr A Faulkner

Drawing Title:
Access Arrangements Plan

Scale: Date:
1:500 @ A2 September 2020

Drawing No:
TN-AA-500: Rev B

The Popples, Lower Road, Harmer Hill, Shropshire, SY4 3QX,
Tel: 01939 290483 Mob: 07527 352084
email: andrew@ewgough.co.uk

Highway Resume.

Proposed Access on Land at Ty Newydd, Knolton, Overton. LL13 0LE

For Mr A Faulkner

The site currently has an existing access that serves the residential property Ty Newydd, in Knolton, Overton. The access is served directly off the public maintained county highway along the site road frontage and is located to the southern end of the plot boundary. The proposals are for a new access to be formed approximately 16.0m north of the existing access adjacent to the northern boundary, which will wholly serve Ty Newydd. This will provide increased visibility in a south easterly direction. The existing access will be closed permanently with the existing concrete drive and access apron dug up and replaced with soil and seeding.

The existing speed limit in place along the site road frontage to the A528 Grange Road is 50mph. From observation during site visits it would appear that much of the passing traffic travels at the limit in force. The proposal will see an increase in visibility in a south easterly direction but will still be restricted by the curvature of the A528. Junction visibility in a northerly direction will accord to the guidance provided in Design Manual for Roads and Bridges for a 50mph speed limit, being 160m. However, it will be a maximum of 105m measured to the centre of the offside carriageway in a south easterly direction. Visibility here is restricted by property boundaries and the curvature of the A528.

The proposed access will see an increase in visibility in a south easterly direction which will assist when vehicles are emerging and turning right in a northerly direction. The improvement may only be around an additional 16m, but this is considered to be a significant increase and will provide a safer access.

The proposed access will be minimum 5.0m wide for the first 5.0m and will taper down to the proposed gates. The access bellmouth will be provided as tarmacadam construction. The access will be provided with 4.5m radii which when combined with the access width will allow simultaneous entry and exit of vehicles. Moreover, the setback will allow vehicles to stand off the county highway if required. Any proposed gates will also be set back a minimum of 9.0m from the highway carriageway. It should be noted that the gates will be typically 3.6m wide. Furthermore, access will be maintained across the frontage of the property within the confines of the owner's land will be provided to the property garage.

In our opinion the proposed access will provide significant betterment in terms of visibility in a south easterly direction and will give valuable time to those vehicles approaching the junction from the south to slow appropriately to allow the vehicle to emerge, join the A528 and allow the vehicle to pull away and gain speed without the need for the vehicle on the A528 to unnecessarily break heavy.

As the proposal can be viewed as a straight replacement, one access for another, there will be an overall highway benefit to all road users due to the increased visibility and I therefore see no highway safety issues with the proposal.

Details of the proposals are clearly shown on Drawing TN-AA-500 Rev A - Access Arrangements Plan.

A W Gough
11.09.2020