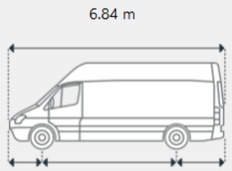
# Access Detail 1:200

Full setting out details to be confirmed with Highways officer prior to commencing works.

Swept path and turning head for commercial vehicle marked




| | |
|---|---|
| Overall Width | 2.07 m |
| Outer Turning Radius | 7.65 m |

Remark from the current "RBSV Guideline for Assessment Vehicles and Turning Curves" published in July 2021: The turning curves are based on driving mode 1 and are suitable for directional change angles between 40 gon and 200 gon. In driving mode 1, the steering wheel is turned while driving at a low speed. The outer radii correspond to the minimum turning radii of the respective assessment vehicles.

With these turning curves, it is possible to roughly check the space requirements in scaled site plans. For other vehicles, other driving modes or other driving maneuvers, the required area should only be determined using suitable turning curve software. Development and publisher: Forschungsgesellschaft für Straßen-und Verkehrswesen (FGSV), www.fgsv-verlag.de

260.0

Parking provision reduced ( 3 bedrooms)

Elevated visibility improves approach onto the carriageway with better visibility of oncoming vehicles heading downhill (from drivers rhs)

existing access (red)

Cut back to line of existing barn and macadam

Access widened for two vehicles removing side planing area

Sharp bend reducing speeds from oncoming traffic

245.0

Bin/ Recycling 1100 litre and 3 No 660 litre recycling bins

overflow parking

Barn parking provision

House

1

2

3

4 (office)

Aco Drain with run off to soakaway to east of access

47.8 M Visibility Splay - (see speed test report)

240.0

239.0

238.0

cut back hedgerow 1 m setback from visibility splay

steep incline reducing speed approaching access

35m Visibility to edge of carriageway set back from running lane

54.6 M Visibility Splay - (See speed test report)

approx. 1 in 12 road fall

237.0

235.0

236.0

Edge of carriageway

B

swept path

Ground floor

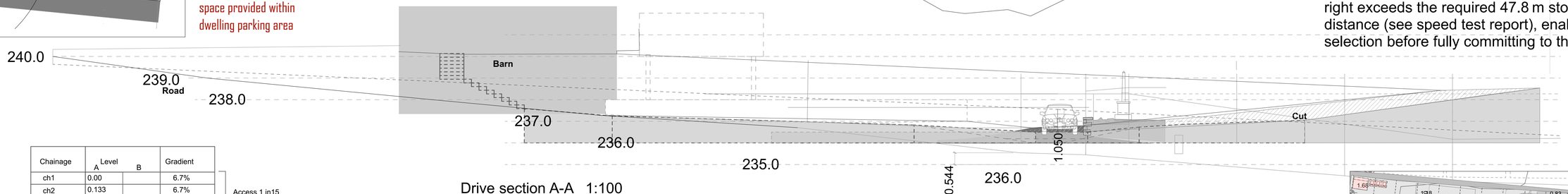
Cycle storage provision t3 no cycles internally additional storage in rooms as required

First floor

Office 28m²

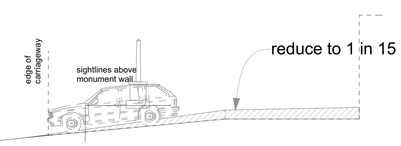
External home office first floor (28m2 ) l parking space provided within dwelling parking area

As vehicles emerge from the access, forward visibility to the LHS increases progressively as they move past the monument wall. A 1.0 m hardstanding buffer is provided beyond the monument, within the carriageway edge, allowing drivers to edge forward safely while remaining clear of the main running lane. From this position, the available visibility to the right exceeds the required 47.8 m stopping sight distance (see speed test report), enabling safe gap selection before fully committing to the carriageway.



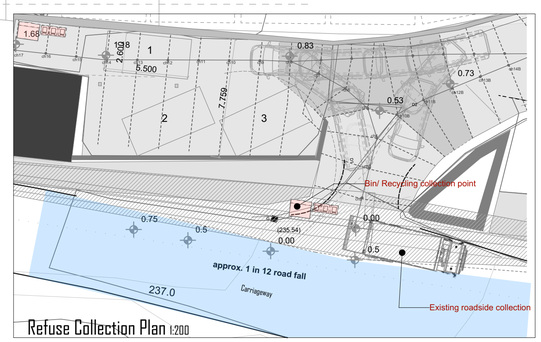

Drive section A-A 1:100

| Chainage | Level A | Level B | Gradient | | |
|---|---|---|---|---|---|
| ch1 | 0.00 | | 6.7% | | Access 1 in15 5.5m min width |
| ch2 | 0.133 | | 6.7% | | |
| ch3 | 0.266 | | 6.7% | | |
| ch4 | 0.40 | | 6.7% | | |
| ch5 | 0.53 | | 6.7% | | |
| ch6 | 0.63 | | 5% | | |
| ch7 | 0.73 | | 5% | | |
| ch8 | 0.83 | | 5% | | |
| ch9 | 0.93 | | 5% | | |
| ch10 | 0.98 | 0.53 | 2.5% | 5% | Turning head |
| ch11 | 1.03 | 0.63 | 2.5% | 5% | |
| ch12 | 1.08 | 0.73 | 2.5% | 5% | |
| ch13 | 1.13 | 0.86 | 2.5% | 6.7% | |
| ch14 | 1.18 | 0.993 | 2.5% | 6.7% | |
| ch15 | 1.34 | 1.126 | | 6.7% | Private drive to dwelling |
| ch16 | 1.513 | 1.292 | | 8.3% | |
| ch17 | 1.68 | 1.458 | | 8.3% | |
| ch18 | | 1.790 | | 8.3% | |
| ch19 | | 1.956 | | 8.3% | |
| ch20 | | 2.123 | | 8.3% | |




Drive section B- B 1:100

Improve entrance visibility and falls - Existing entrance retained proposed traffic flow reduced from currently registered business for the site
Full turning head space for delivery vans and parking for 3 no cars at lower level with ambulent disabled steps up
and an additional disabled compliant space off private house access. (to right hand side)




Proposed access improvements
:Pont Y Meibion, Llanarmon Road, Glyn Ceiriog, Llangollen


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| DATE | 24/6/2026 | SCALE | 1:200 |
|---|---|---|---|
| DWG No | VS/91/2026/01 | REV | D |