Visibility Splays for Existing and Proposed New Access Points for DC/23/2099
Creation of vehicular access onto B2135 and erection of farm gate

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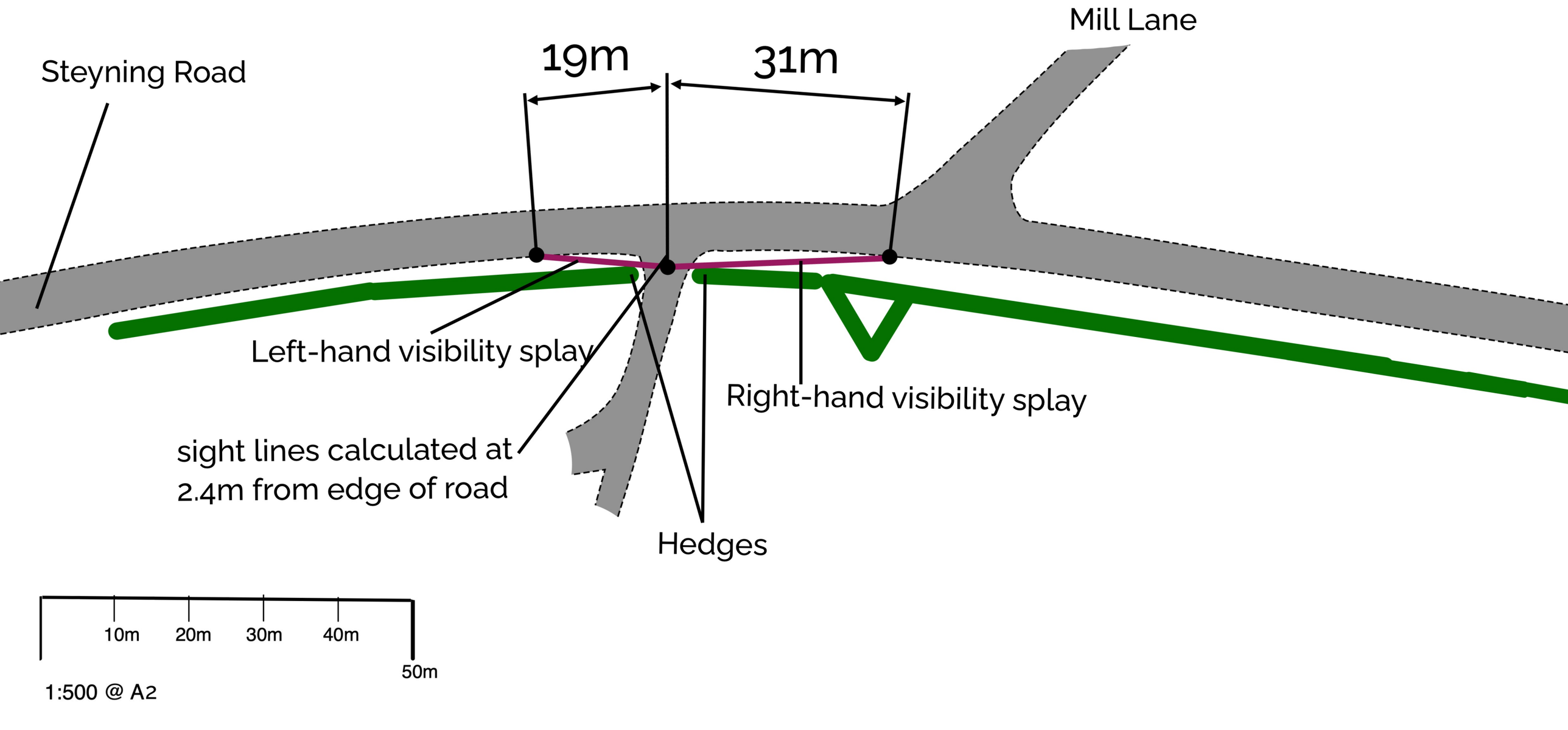
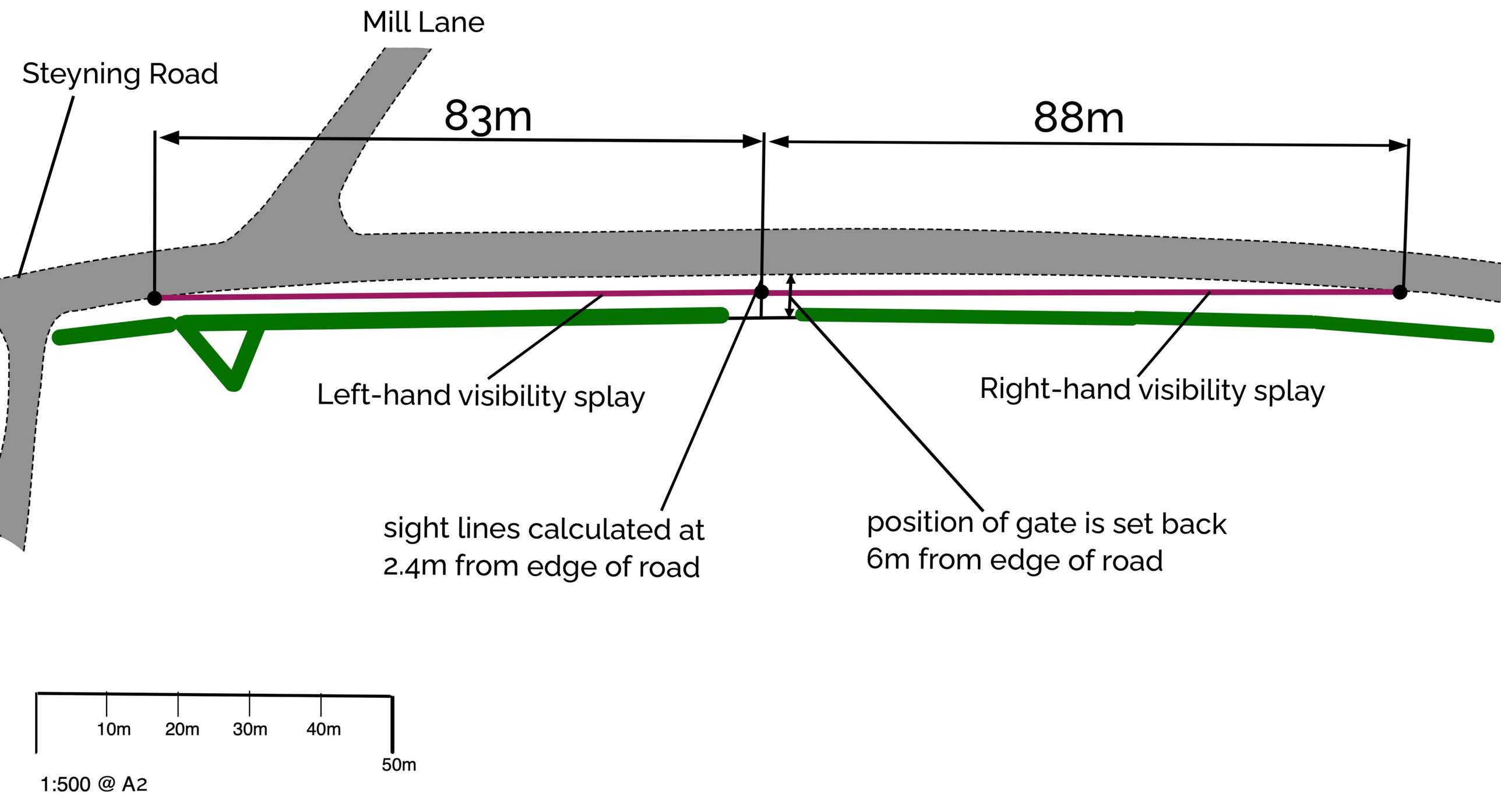
Visibility Splays for Existing Point of Access



Visibility Splays for Proposed New Point of Access



Supporting Documentation for Application DC/23/2099 Creation of vehicular access onto B2135 and erection of farm gate

Visibility from Proposed New Point of Access

The *WSCC - Highways Authority* response to the consultation requested further information on achievable visibility from the proposed new point of access in line with national guidelines. In particular, they requested that visibility splays be provided.

We are grateful to the highways authority for providing guidance on what is required in their response. We have prepared the below in accordance with that guidance and in response to it.

Existing Access

The consultation response explained that "*Should these splays not be wholly achievable, the applicant should demonstrate that the proposed access is an improvement over the existing access with regard to achievable visibility. This can be achieved by showing visibility from the existing access onto the highway compared with that of the proposed.*"

The only current access to the field from the public highway is across our property, from the shared driveway. This access is marked on the previously submitted location plan, within the red lines.

As can be seen from the visibility splays, the maximum achievable visibility from this driveway is very poor, owing to the entrance being on the inside of a bend in the road and with hedges on either side. The left hand visibility splay at 2.4m distance from the road is only 19m and the right hand visibility splay is only 31m.

Proposed New Point of Access

As can be seen from the visibility splays, the maximum achievable visibility from this proposed new access point is far superior to the existing access. The left hand visibility splay at 2.4m distance from the road is 83m and the right hand visibility splay is 88m – in both cases significantly more than double the visibility splay from the current access.

The plan also has marked on it the location of the gate, which will be set back beyond the mid-point of the hedge to allow it to be a full 6m from the edge of the road, in line with the recommendation in the Highways Authority consultation.

While this represents a maximum achievable visibility that is less than the standards set out in Design Manual for Roads and Bridges (DMRB), it does represent a very significant improvement on the existing access.

Conclusion

The new access point will therefore significantly improve the maximum achievable visibility for vehicles accessing the field.