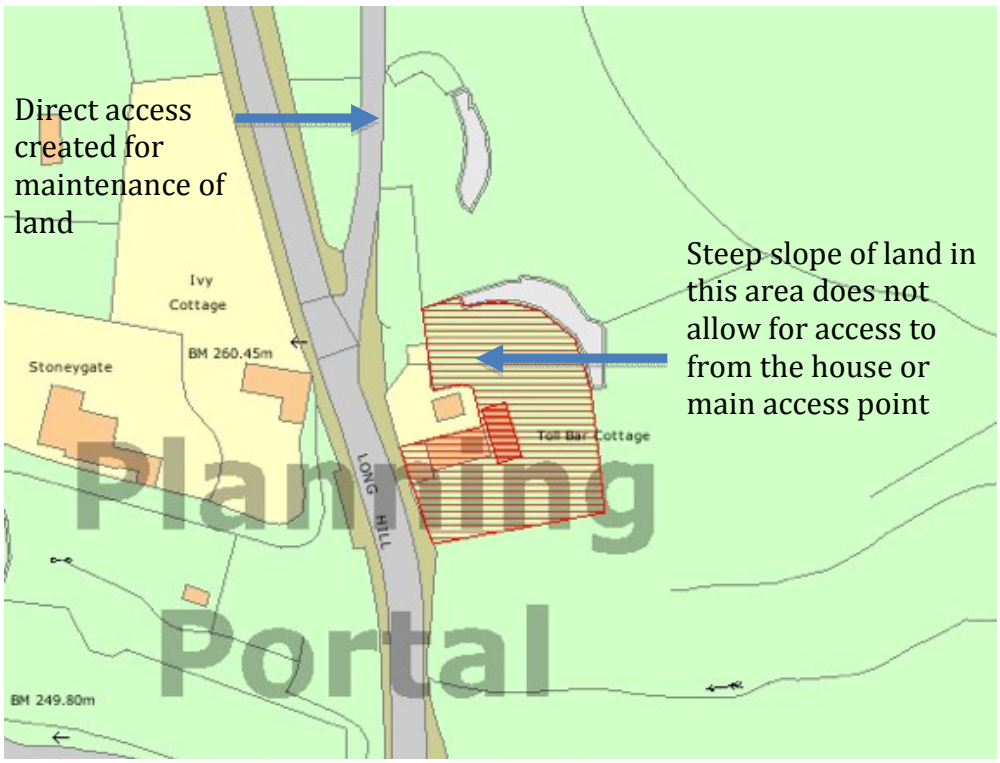
# Toll Bar Cottage – Improvements Proposed for Retention of Access




*Location plan at 1:12,500*

**Photo A – Existing Access**



Permission has previously been sought to retain the access created from Elnor Lane onto the land at Toll Bar Cottage. Permission was refused due to 'substandard emerging visibility onto Elnor Lane.'

Guidance has been sought from the following documents for the proposed alterations to the access point to ensure they meet the safety standards required.

Highways Design Manual for Roads and Bridges - TD 41/95, Geometric Standards for Direct Access

HDMRB - TA 57, Chapter 9 Roadside Features 6.3

HDMRB – TD 9, 6.1.1

Planning Policy Guidance Note 13, 1994

Places, Streets and Movement: A Companion Guide to Design Bulletin

| **Guidance** | **Direction/Action** |
| --- | --- |
| **New or Altered Direct Accesses**<br><br>2.8 The geometric layout of new and altered direct vehicular accesses on to existing all-purpose trunk roads shall be determined in **TD 9 (DMRB 6.1.1)** and the size of vehicles using the access. The access shall be designed for the largest vehicle expected to use it. The selection access layout will be dependent upon carriageway widths, geometric constraints, local traffic flows, other site specific features, and environmental considerations. | The access point has been designed to accommodate a 4x4 vehicle which is expected to use the access. |
| **Visibility**<br><br>2.15 For safety, drivers both on the major road and on the minor road or direct access shall be able to see any potential hazard in time to slow down or stop comfortably before reaching it. It is necessary therefore to consider the driver's line of vision in both the vertical and horizontal planes and the stopping sight distance for the vehicle at the relevant design speed. It is also essential that other road users can equally see oncoming vehicles, particularly where vehicles cross the footway in front of pedestrians at the same level and the crossing may not be so obvious. The Design Organisation shall comply with these requirements. | There will be no obstacles blocking the line of sight from the access to oncoming vehicles/pedestrians or for those using the road and their line of sight of the access point. |

2.17 Visibility splays shall be provided to enable emerging drivers using the direct access to have adequate visibility in each direction to see oncoming traffic in sufficient time to make their manoeuvre safely without influencing the major road traffic speed. Drivers of vehicles on the major road shall also have forward visibility equivalent to the desirable minimum stopping sight distance to be aware of the presence of the access.

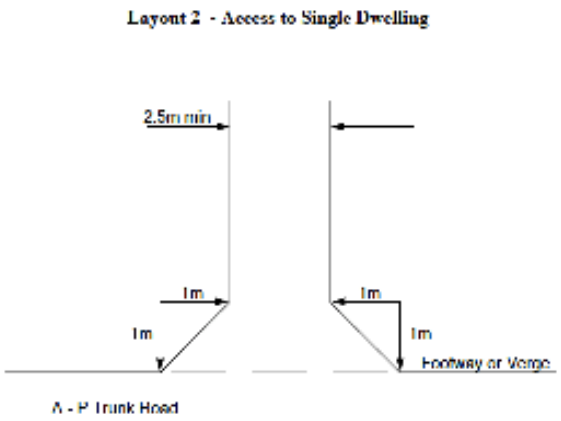
The dry stone wall is to be rebuilt at the access point to provide visibility splays so that oncoming vehicles can be seen when exiting the access point and to make oncoming vehicles aware of the access. See proposed sketch.

The gated access is to be set back from the road verge by 3m. This will allow for a 4x4 vehicle to be accommodated within the standing in front of the gate. The gate will also open away from the road.

The proposed visibility splay is to be 3m either side of the gate and the width of the access point is 3m. Both of these measurements are over and above those set in the highways manual

**Entrance Gates Across Direct Access**

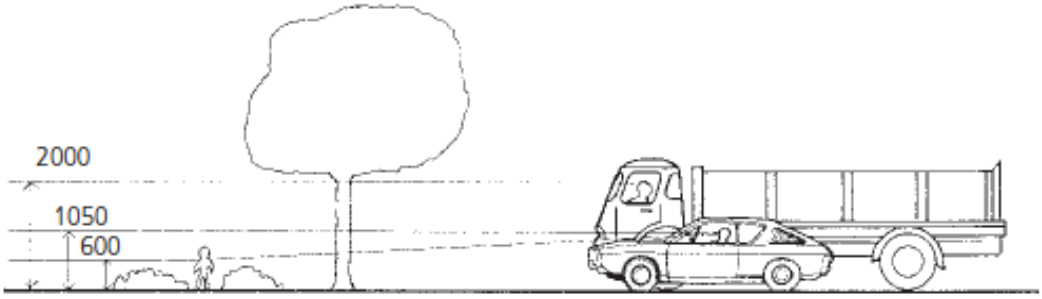
2.36 Entrance gates across a direct access shall be set back to accommodate one vehicle in the access, clear of the main running lane and preferably clear of the footway. The vehicle to be accommodated should be of the largest type to use the access on a regular basis, (which in the case of farm vehicles may include a trailer). Wherever possible, gates should open away from the highway and where this is not possible, the set back should be increased to allow for this. As a Relaxation, where entrance gates are permanently open while the development is in use and during the working day, the requirement for the set back may be omitted.




*Guidance taken from: Highways Design Manual for Roads and Bridges - TD 41/95, Geometric Standards for Direct Access*

**Sight Lines**

Clear horizontal sightlines should take account of both what the driver can see and what pedestrians (especially children) can see. Sightlines need to be determined from an eye height of 1.05m to 2m, to an object height of 0.6m to 2m.




There will be no objects within the visibility splays that may hinder the line of sight in the zones specified above.

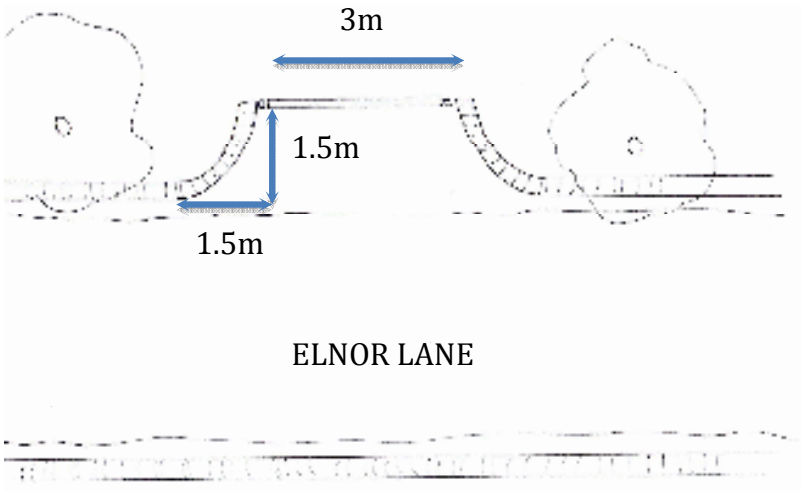
*Guidance taken from: Places, Streets and Movement: A Companion Guide to Design Bulletin 32*

**Photo A & B – Showing Existing Lines of Sight onto Elnor Lane**

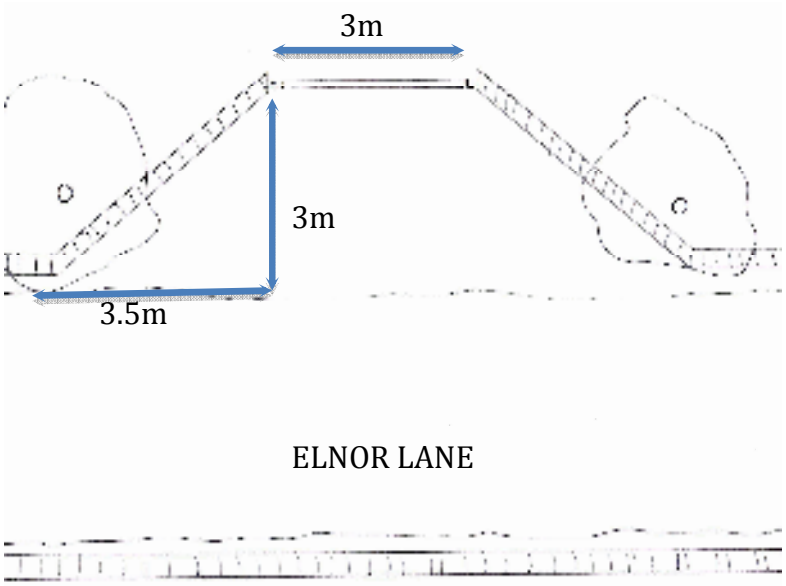




**Sketch Plan of Existing Layout**




**Sketch Plan of Proposed Layout**



My clients wish to retain the access to the land at their property as without this new access point it is not possible to get a vehicle onto this section of land. Due to the area of the land large heavy equipment is required to keep it maintained. As the land slopes steeply down to the garden area and access is only obtained on foot using the steps, it is not possible to move the equipment by this route. The access point is expected to have low use, as the land will only need maintaining a few times a year.

The proposed alterations have taken into account Highways Design guidance and in some cases offer a solution that is over and above that specified. This is to ensure the safety of those using the access point and those using the road it opens onto.