

## **Design Access Statement**

Proposed relocation of vehicular Access

No 93 Middleton Road PO226DW

**For Mr Alan Barbary**

## **Intent of the scheme**

To relocate the vehicular access to the property from the existing location to a more central position along the southern boundary.

## **Layout**

Relocating the entrance to the proposed position will improve :

1. safety for vehicles entering and leaving the site
2. visibility from the entrance on the western side. Currently existing entrance visibility is partially obscured by a telegraph pole and a large established tree in the verge area.
3. circulation, turning and parking on the site
4. street elevation. Balances the entrance within the frontage and prevents overlap with drives on opposite side of the road
5. Pedestrian / bicycle access through a new gate installed within the existing entrance

## **Landscaping**

- The entrance will be set-back from the frontage between two established trees.
- The existing stone wall forming the frontage (approximately 0.6m tall) will be retained and extended inwards to form the splay / visibility lines for the entrance
- The existing stone wall and fence will be reinstated where the existing entrance on the west boundary is removed. Reinstated wall will match existing and include a timber clad pedestrian / bicycle access gate,
- The crossover from the footway to the entrance will be paved with a grey paviour laid level to prevent run-off on to the footway.
- The area currently forming the existing parking zone will be extended across the full width of the site (approx. 20 x10 m) covered in 20mm gravel to provide adequate sustainable drainage
- New trees will be planted on the western side of the frontage

## **Design**

The proposed entrance has been designed to be in accordance with the requirements outlined in the WSCC vehicle crossing guidance documentation and DCAN 15 vehicular access standard for single dwellings.

The entrance will be 3.2m wide and setback a minimum of 5m from the carriageway to allow vehicles approaching the entrance to pull completely off the road before entering the site. 9m depth

within the parking zone will allow standard turning space within the site. The visibility splay at the carriageway exceeds 13m from the site boundary and 43+m at 2.4m from the kerb line. .