



Technical Note

Project:	Loves Hill, Timsbury	Office:	Bristol
Project No:	A099399	Prepared by:	Antonio Pinto
Client:	Mr A. C. Smith	Approved by:	Chris Miles
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1 Introduction

- 1.1 WYG Group are providing technical transport related advice in support of the promotion of development on land to the north of Loves Hill, Timsbury, Bath & North East Somerset. The site is considered appropriate to accommodate in the order of 30 residential dwellings.
- 1.2 This Technical Note considers the most appropriate means for gaining vehicular access to the site.

2 Existing Highway Conditions

- 2.1 The proposed development site is located at the western extent of the settlement and benefits from a frontage of approximately 22m with the Loves Lane adopted highway. Access is currently taken via a field gate at the western end of this frontage.
- 2.2 Loves Hill is approximately 6.2m in width in the immediate vicinity of the site with a footway of approximately 1.3m width provided on its northern side. The road is subject to a 30mph speed limit and street lighting is available. On the approach to the site from the west, the road is generally straight and level before entering a slight left hand bend just to the east of the site frontage.
- 2.3 To the west of Timsbury, Loves Hill becomes a country lane serving a number of rural farmsteads before emerging on to the A39 at High Littleton. To the east, Loves Hill becomes South Road on entry to the village centre and continues through to the B3115 North Road. There is limited through traffic on Loves Hill and traffic flows in the vicinity of the site are therefore likely to be relatively low.

3 Proposed Access Arrangements

- 3.1 The existing standard of the Loves Hill carriageway and the associated traffic flows are considered such that there would be no objection in principle to providing a new simple priority T junction serving a development of approximately 30 residential dwellings.
- 3.2 This scale of development would be best served by an access width of 5.5m together with the provision of a 2.0m wide footway on at least one side of the carriageway, preferably both. Kerb radii at the junction would also need to be a minimum of 6m to appropriately accommodate the turning movements of larger vehicles such as those used for refuse collection. Visibility on egress would need to be provided at a level commensurate with a 30mph speed limit which the design guide Manual for Streets identifies as being 2.4m by 43m in both directions. It should be noted that this visibility can be measured to a point approximately 0.5m out from the nearside kerb line in order to replicate the likely driving or cycling line.
- 3.3 Taking into account the above design parameters, the plan attached as **Appendix A** of this Note sets out what is considered to be an appropriate access arrangement for the site.



- 3.4 The narrow footway width and short site frontage are such that the northern kerb line of Loves Hill is shown realigned in to the carriageway by approximately 0.7m before being tied back smoothly into the existing kerb lines on either side. This increase in the width of the footway and associated reduction in the width of the Loves Lane carriageway enables sufficient visibility to be provided from the new access road.
- 3.5 Loves Lane itself remains at a minimum width of 5.5m through the junction which is considered appropriate to safely accommodate the volume of traffic likely to utilise the road past the site.

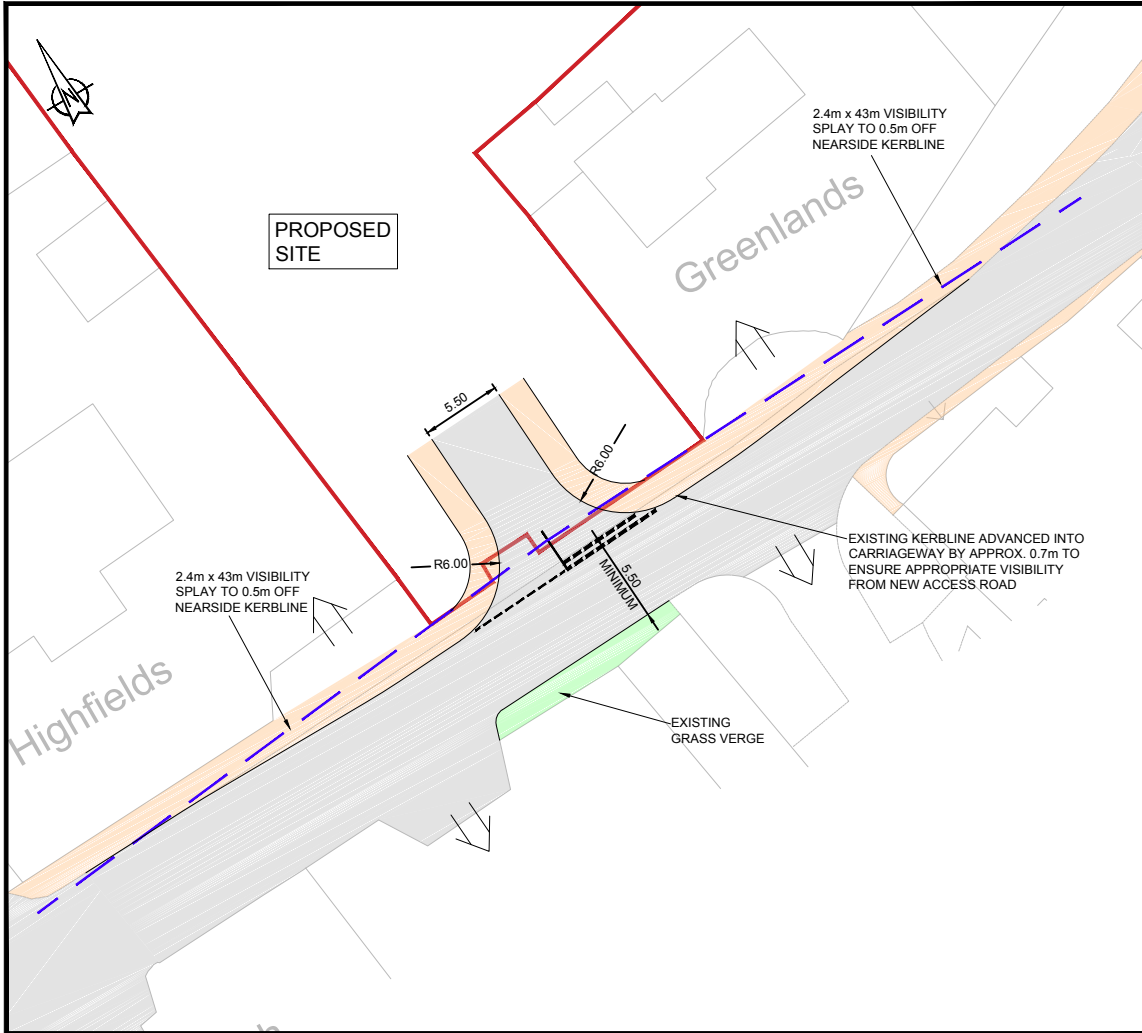
4 Summary

- 4.1 Land to the north of Loves Hill, Timsbury is being promoted for a residential development of approximately 30 dwellings. This Technical Note considers the opportunities for vehicle access to the site and identifies that the arrangement shown on the plan attached as Appendix A would be an appropriate arrangement.
- 4.2 In all of the above it should be noted that further design development will be required once a detailed topographical survey and appropriate traffic surveys are available.



APPENDIX A

Proposed Site Access Arrangement



- NOTES:
- DO NOT SCALE FROM THIS DRAWING.
 - THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY AND NOT FOR CONSTRUCTION.
 - THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR.
 - ALL DIMENSIONS ARE SHOWN IN METERS, UNLESS SPECIFIED OTHERWISE.
 - THIS PLAN IS BASED ON OS MAPPING AND ITS ACCURACY CANNOT BE GUARANTEED. THE DETAILS SHOULD THEREFORE BE CONFIRMED ON A TOPOGRAPHICAL SURVEY.

KEY:

	CARRIAGEWAY
	FOOTWAY
	VERGE
	EXISTING ACCESSES (UNAFFECTED)
	VISIBILITY SPLAY

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