

Dashed "circle" indicates the turning provision for fire and rescue service vehicles in accordance with Table 8 of Approved Document B of the Building Regulations and amended by Lancashire Fire & Rescue

Dashed "square" lines indicate the turning heads to the accessway in accordance with LCC Residential Road Design Guide for an Access Drive providing suitable turning space for vehicles generally

The areas of the shared access drive within the dashed lines and the dashed circles are to be kept clear at all times for the turning of domestic vehicles and also for refuse/emergency services vehicles

The provisions indicated for the shared access drive, turning heads can parking and such like provide ample opportunity for vehicles to be able to enter and leave the development in a forward gear, there should be no reason for any vehicle to reverse out onto the main road

The general farmyard courtyard area is to be maintained as a general vehicle parking and turning area

A new blackthorn hedge is to be planted to the rear of the new timber post and rail fence to replace the existing hedge

A new 900mm high timber post and rail fence is to be erected to the rear of the visibility splay sight line as indicated, which will provide protection to the newly planted hedge and also define the line of the visibility to which the hedge must be trimmed

The verge between the visibility splay sight lines and the highway is to be maintained as a grass verge

The existing poor quality hedging to the site boundary abutting the highway is to be removed as indicated by the dashed line

The general access drive areas are to be excavated down to good solid bearing ground, with a geotextile material laid on the ground and filled with 200mm MOT Type 1 material well rolled and compacted with a surfacing of 50mm thick gravel stones

The edging to the general access drive and individual drives is to be a double row of reclaimed natural stone cobbles bedded and haunched in concrete and laid on a concrete kerb race bed and foundation to provide a robust edging to the stone surfaced drive

The existing entrance area as hatched thus for a minimum of 5m into the site from the highway is to be excavated out to solid bearing strata and filled with a minimum of 200mm MOT Type 1 fill material on a geotextile membrane, well compacted and consolidated with 45mm macadam surfacing coat with 70mm thick 20mm FDM binder coat with 70mm thick dense macadam road base course to provide a hard surfacing at the entrance to the site

Existing entrance to the site to be maintained and improved as necessary to provide suitable access to the site

Visibility splays to each side of the entrance to be provided 2.4m back from the road and 102m along the adopted highway to afford improved visibility for the egress of vehicles to the highway

Dashed "square" lines indicate the turning heads to the accessway in accordance with LCC Residential Road Design Guide for an Access Drive providing suitable turning space for vehicles generally

The areas of the shared access drive within the dashed lines and the dashed circles are to be kept clear at all times for the turning of domestic vehicles and also for refuse/emergency services vehicles

Existing Fire Hydrant located within the main road 'Ulnes Walton Lane' provides ample water for fire fighting needs and is within 150m of all the proposed properties on the site

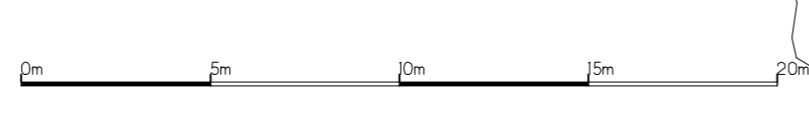
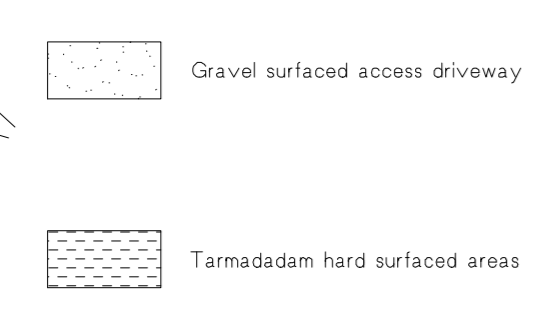
Accessway Notes.

Generally.
The shared accessway is not to be adopted but will remain a private drive with suitable clauses within the property deeds to ensure appropriate maintenance and repairs are carried out as necessary. The minimum width of the access drive is generally 4000mm.

Private Vehicles.
The general minimum width of the drive is to be 4000mm. The general design of the drive is to be in accordance with the LCC Residential Road Design Guide. There are ample provisions within the curtilage of each property for the parking of private vehicles. Vehicles are able to enter and leave the development in a forward gear and no reversing onto the highway is necessary. The site affords ample parking opportunities and hence, no parking on the highway should be required at all. The access drive complies with the turning head guidelines within the LCC Residential Road Design Guide for Access Drives; the turning heads are indicated by the dashed boxes within the driveway.

Refuse Collection Vehicles.
The access drive complies with the Access Drive status within the LCC Residential Road Design Guide and hence, provides suitable access. The stated maximum reversing distance of 12m for such vehicles will not be exceeded. The maximum wheeling distance of refuse bins of 25m by the refuse collection team is not exceeded. The maximum wheeling distance of refuse bins by residents of 30m is not exceeded.

Fire and Rescue Services Vehicles.
The minimum width of access road of 3.7m stated in the Approved Document B is exceeded. The maximum stated reversing distance of 20m is not exceeded. The maximum stated distance from the fire/rescue vehicle and the dwelling of 45m is not exceeded. The access drive layout provides turning facilities for such vehicles and complies with Table 8 of Approved Document B as indicated by the dashed circles identifying the suitable locations where fire and rescue vehicles can turn around. The accessway width and the proposed turning circles for fire service pump vehicles also complies with any amendments to the Building Regulations as stipulated by Lancashire Fire & Rescue Service; the minimum turning head to be 20m. The areas of the shared accessway within the dashed circles is to be maintained clear and free from obstructions at all times and is there for the manoeuvring of fire service vehicles. It is also noted that there is an existing Fire Hydrant point just outside the site boundary within the highway, which could provide adequate water supplies for emergency situations; this existing fire hydrant is within 150m distance of any of the proposed dwellings.



REVISIONS		Date	By
A	Units 5 & 6 amended	04/22	dm

SCALE 1:200 DATE 07/21

DRAWING No. D410/P19

TITLE:
PROPOSED SITE ACCESSWAY DETAILS

SITE:
Proposed Re-Development of
Roecrofts Farm,
Ulnes Walton Lane, Ulnes
Walton, Leyland,
Lancashire. PR26 8LT.

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