

## Site Access DM/20/2877

The Transport Assessment at 3.4 and 3.5 sets out the proposed access arrangements.

*"Vehicular*

*3.4 The simple priority T-junction vehicle access (as approved by WSCC) for the burial ground was designed by Sanderson (see drawing at Appendix D). This had a width of 5.5m, kerb radii of 6m, and visibility splays for egressing drivers of 2.4m x 160m (measured to the carriageway edge on the north side of the road) in both directions. This access was also accepted by WSCC as suitable to serve the proposed residential scheme in addition to the burial ground.*

*3.5 However, given the revised nature of the proposals from the previous part-implemented scheme, an amended bellmouth access arrangement is proposed, with 10m kerb radii with tapers and a carriageway width of 5.5m. This is relocated slightly to the west from the proposed position, at the location of the existing site access, as shown in ACE Drawing no 190561-001F. This also shows vehicle swept paths, produced using AutoTrack software, of a hearse and the MSDC refuse vehicle turning into and out of the access."*

As set out above **ACE Drawing no 190561-001F** shows the access layout in detail. The viewport 2 to 5 drawings show in detail at 1 to 500 scale the proposal overlaid on the existing arrangement. There are very minor changes to the access that widen the radii to allow a hearse or refuse vehicle to turn in and out of the site without affecting the kerb.

The detail of the swept path of these two vehicles shows how the current arrangement is marginally inadequate for those vehicles and would be slightly moved to accommodate the swept path. The radii has been increased from 6m to 10m in this proposal, although it should be noted that the access width remains at 5.5m. No additional hedging is required to be removed as a result of this minor revision.

LJ  
13/10/20